

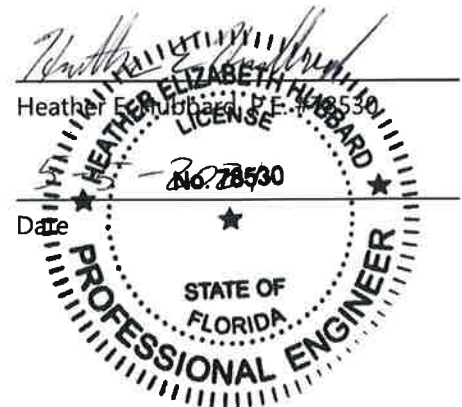
SELMON EXPRESSWAY

South Selmon PD&E Study

FINAL Project Traffic Analysis Report

May 2021

HDR Engineering, Inc.
4830 W Kennedy Boulevard, Suite 400
Tampa, FL 33609-2548



Professional Engineer's Certification

I hereby certify that I am a registered professional engineer in the State of Florida practicing with HDR Engineering Inc., a Florida Corporation authorized as an engineering business under provisions of Chapter 471, Florida Statutes, by the State of Florida Department of Business and Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

Project: South Selmon Project Development and Environment Study (PD&E)
Project Traffic Analysis Report (PTAR)

County/State: Hillsborough/Florida

Project Manager: Anna Quinones, Tampa Hillsborough Expressway Authority (THEA)

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

HDR Engineering, Inc.
4830 W Kennedy Boulevard, Suite 400
Tampa, FL 33609-2548



EXECUTIVE SUMMARY

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along the Selmon Expressway in Hillsborough County, Florida (South Selmon PD&E Study). The project limits extend from the eastern project limit of the Selmon Expressway West Extension Project to the beginning of the six-lane section near Whiting Street, a distance of approximately 4.5 miles.

This Project Traffic Analysis Report (PTAR) was prepared as a component of the PD&E Study to evaluate traffic operations and safety along the Selmon Expressway. This PTAR documents the results of the evaluation in order to support decisions related to the proposed alternatives.

Traffic Operations

The No Build Alternative and Alternatives 2 and 6 were analyzed in VISSIM for the design year (2046). Density, speed, total volume processed, and travel times were the Measures of Effectiveness (MOEs) extracted for the mainline. Delay and maximum queue output was extracted for the intersections within the study area. Networkwide MOEs were also extracted from each model.

Alternatives 2 and 6 generally show better results than the No Build Alternative. In some cases, Alternative 2 may lead to more weaving, merge, and diverge turbulence due to changes in how the ramps connect under this configuration. For example, the westbound Brorein Street on ramp becomes an added lane under Alternative 2, whereas it is a short merge under Alternative 6. Alternative 2 may allow more traffic from on ramps to merge onto the Selmon Expressway and occupy space on the mainline. This may, in turn, reduce the throughput of vehicles from the mainline entries, since the space would instead be occupied by vehicles from the interchange arterials. **Table ES.1** shows the peak-hour demand volume vs. simulated volumes for the design year (2046) for all three Alternatives.

Highway Capacity Software (HCS), version 7.8, was used to make capacity checks on the segment between Bay to Bay Boulevard and Willow Avenue. This segment was chosen because of the long distance between adjacent interchanges compared to other segments within the study area, which allows for a basic segment analysis. The results show that adding lanes reduces the demand-to-capacity ratio (D/C) along the Selmon Expressway. **Table ES.2** shows the results.

Table ES.1. Design Year (2046) Peak-Hour Demand vs. Simulated Volume

Link Segment	Peak-Hour Demand		No Build		Build 6		Build 2	
	AM Demand Volume	PM Demand Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline								
From Start of Network to Euclid Ave On Ramp	4805	3505	2781	3533	4780	3519	4782	3518
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	6000	4425	3884	4766	5997	4356	5866	4356
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	6905	5075	4225	5045	6471	4847	6445	4880
From Willow Ave Off Ramp to Willow Ave On Ramp	5790	4220	3093	3919	5170	3874	5207	3934
From Willow Ave On Ramp to Plant Ave On Ramp	7455	5350	4954	4823	6611	4653	6466	4655
From Plant Ave On Ramp to Florida Ave Off Ramp	8830	6290	5143	5001	7090	4943	7191	4978
From Florida Ave Off Ramp to Whiting St Off Ramp	7680	5555	4494	4366	6044	4321	6158	4345
From Whiting St Off Ramp to Jefferson St On Ramp	6175	4420	3641	3452	4842	3434	4931	3447
From Jefferson St On Ramp to End of Network	7340	5190	4564	4189	6085	4382	5994	4228
Westbound Selmon Expressway Mainline								
From Start of Network to Brorein St Off Ramp	5645	8120	4035	3409	4762	5610	4274	3744
From Brorein St Off Ramp to Brorein St On Ramp	3960	6785	2817	2908	3394	4668	2913	3010
From Brorein St On Ramp to Tampa St On Ramp	5095	8295	4049	4294	4576	6250	3467	3528
From Tampa St On Ramp to Plant Ave Off Ramp	5810	9230	4218	4652	4919	6569	3992	4282
From Plant Ave Off Ramp to Willow Ave Off Ramp	4775	7710	3739	4331	4209	5749	3428	3724
From Willow Ave Off to Willow Ave On Ramp	3775	6275	2710	3178	3189	4487	2587	2930
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	4630	7410	3729	4328	3986	5351	3423	3843
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	3595	6030	2641	3238	3008	4228	2610	3073
From Euclid Ave Off Ramp to End of Network	2675	4840	1959	2605	2263	3403	1969	2518
Eastbound Selmon Expressway Ramps								
Euclid Ave On Ramp	1195	920	770	643	879	590	903	662
Bay to Bay Blvd On Ramp	905	650	562	462	564	451	572	456
Willow Ave Off Ramp	1115	855	591	797	1002	793	1008	805
Willow Ave On Ramp	1665	1130	1264	646	1167	688	1150	660
Plant Ave On Ramp	1375	940	818	417	825	380	857	384
Florida Ave Off Ramp	1150	735	644	640	1020	632	1037	637
Whiting St Off Ramp	1505	1135	852	913	1193	896	1220	908
Jefferson St On Ramp	1165	770	929	733	943	743	799	609
Westbound Selmon Expressway Ramps								
Brorein St Off Ramp	1685	1335	1220	566	1279	927	1185	489
Brorein St On Ramp	1135	1510	882	1007	926	1110	653	562
Tampa St On Ramp	715	935	575	804	586	801	583	789
Plant Ave Off Ramp	1035	1520	753	724	889	1059	697	667
Willow Ave Off Ramp	1000	1435	731	749	857	1031	714	740
Willow Ave On Ramp	855	1135	694	755	680	703	691	750
Bay to Bay Blvd Off Ramp	1035	1380	750	692	812	965	712	655
Euclid Ave Off Ramp	920	1190	618	591	656	774	584	546

Table ES.2. Design Year (2046) HCS Capacity Checks

MOE by Direction	AM Peak Hour			PM Peak Hour		
	No-Build	Alt 6	Alt 2	No-Build	Alt 6	Alt 2
Eastbound (from Bay to Bay Blvd to Willow Ave)						
Number of Lanes	2	3	4	2	3	4
Speed (mph)	50.0	50.0	53.6	50.0	55.1	53.6
Density (pc/mi/ln)	45.0	45.0	34.9	45.0	33.3	25.7
D/C Ratio	1.66	1.11	0.84	1.22	0.81	0.62
LOS	F	F	D	F	D	C
Westbound (from Willow Ave to Bay to Bay Blvd)						
Number of Lanes	2	3	4	2	3	4
Speed (mph)	50.1	55.1	53.6	50.1	50.0	53.0
Density (pc/mi/ln)	45.0	30.4	23.4	45.0	45.0	37.9
D/C Ratio	1.11	0.74	0.56	1.78	1.19	0.90
LOS	F	D	C	F	F	E

Recommendation

It is recommended to construct Alternative 6, which widens the Selmon Expressway to three continuous through lanes at grade in each direction within the project limits. Congestion levels should then be monitored and, when the traffic demand warrants the need for more lanes, Alternative 2 may be constructed. Alternative 2 consists of four continuous through lanes at grade in each direction within the project limits and can be phased with Alternative 6. All work to go from Alternative 6 to Alternative 2 would be conducted on the inside of the Selmon Expressway. Widening the Selmon Expressway provides drivers with additional capacity along a facility with a high functional class and, therefore, provides them with a viable route alternative to other parallel facilities in the area, including Bayshore Boulevard, Platt Street, Cleveland Street, and Kennedy Boulevard.

In the future, ramp terminal intersections and arterials with interchanges along the Selmon Expressway may need additional improvements to accommodate the future traffic loadings expected by the design year (2046). The MacDill Avenue/Bay to Bay Boulevard intersection and Selmon Expressway/Willow Avenue interchange may require more substantial improvements than other intersections within the project limits.

Table of Contents

1	Introduction and Summary of Project.....	1-1
1.1	Project Description	1-1
1.2	Purpose and Need.....	1-1
1.3	Project Alternatives.....	1-3
1.3.1	Alternative 2 – Eight lanes at-grade with outside widening.....	1-4
1.3.2	Alternative 6 – Six lanes at-grade with outside widening	1-4
2	Existing Conditions.....	2-1
2.1	Roadway Characteristics.....	2-1
2.2	Crash Analysis.....	2-6
2.3	Traffic Data Collection	2-8
2.4	Traffic Parameters	2-13
2.5	Development of Existing Year (2019) Traffic Volumes.....	2-13
2.6	Simulation Model Development	2-23
2.6.1	Data Inputs	2-23
2.6.2	Model Geometrics	2-23
2.6.3	Vehicle Inputs.....	2-23
2.6.4	Traffic Composition.....	2-24
2.6.5	Vehicle Models and Distribution.....	2-24
2.6.6	Vehicle Routing.....	2-25
2.6.7	Speed Distributions.....	2-25
2.6.8	Lane Change and Emergency Stop Distance.....	2-25
2.6.9	Signal Operations and Stop/Yield Control	2-26
2.6.10	Multiple Model Runs and Simulation Output.....	2-26
2.7	Simulation Model Calibration.....	2-27
2.7.1	Visual Checking and Error Correction	2-27
2.7.2	Calibration Targets	2-27
2.7.3	Mainline Calibration Parameters.....	2-28
2.7.4	Arterial and Ramp Calibration Parameters.....	2-31
2.7.5	Localized Calibration Parameters.....	2-31

2.8	Simulation Model Calibration Results.....	2-32
2.8.1	Volume Calibration Results.....	2-32
2.8.2	Speed Calibration Results.....	2-33
2.8.3	Travel Time Calibration Results.....	2-33
2.8.4	Queuing/Visual Audit Calibration Results	2-33
2.9	Existing Year (2019) Traffic Operational Analysis.....	2-33
2.9.1	Mainline and Ramp Analysis.....	2-33
2.9.2	Intersection Analysis	2-38
2.9.3	Networkwide Analysis	2-38
3	Future Travel Demand.....	3-1
3.1	BEBR Growth Trends	3-1
3.2	Historical Count Trends	3-1
3.3	THEA TBRPM Network Checks and Volume Factors	3-1
3.4	THEA TBRPM Socio-Economic Data Growth Trends	3-2
3.5	THEA TBRPM Link-to-Link Growth Trends	3-4
3.6	THEA TBRPM NCHRP Report 255/765 Post-Model Adjustments.....	3-4
3.7	THEA TBRPM Screening of Alternatives	3-8
3.8	Development of Future Traffic Volumes	3-8
4	Design Alternatives and Assumptions	4-1
5	Design Year (2046) Traffic Operational Analysis.....	5-1
5.1	Mainline and Ramp Analysis.....	5-1
5.2	Intersection Analysis	5-6
5.3	Networkwide Analysis	5-6
6	Opening Year (2026) Traffic Operational Analysis.....	6-1
6.1	Mainline and Ramp Analysis.....	6-1
6.2	Intersection Analysis	6-6
6.3	Networkwide Analysis	6-6
7	Interim Year (2036) Traffic Operational Analysis.....	7-1
7.1	Mainline and Ramp Analysis.....	7-1
7.2	Intersection Analysis	7-6
7.3	Networkwide Analysis	7-6

8	Traffic Operations Summary.....	8-1
9	Highway Safety Manual Predictive Crash Analysis.....	9-1
9.1	Predictive Crash Analysis Study Limits.....	9-1
9.2	Predicted Crashes for the No Build Alternative.....	9-1
9.3	Predicted Crashes for Alternative 6.....	9-2
9.4	Summary of HSM Results.....	9-3
9.5	Critical Crash Rates and Severity Rates.....	9-3
10	Conclusions and Recommendations.....	10-1

List of Tables

Table 2.1.	Crashes by Type – Selmon Expressway and Ramps.....	2-6
Table 2.2.	Crashes by Severity – Selmon Expressway and Ramps.....	2-6
Table 2.3.	Car Models and Distribution.....	2-24
Table 2.4.	Truck Models and Distribution.....	2-24
Table 2.5.	VISSIM Speed Distributions.....	2-26
Table 2.6.	VISSIM Mainline Car-Following Parameters.....	2-29
Table 2.7.	VISSIM Mainline Lane-Changing Parameters.....	2-30
Table 2.8.	VISSIM Arterial Driver Behavior Parameters.....	2-31
Table 2.9.	Existing Year (2019) Density (veh/mi/lane).....	2-35
Table 2.10.	Existing Year (2019) Average Speed (mph).....	2-36
Table 2.11.	Existing Year (2019) Peak-Hour Demand vs. Simulated Volume.....	2-37
Table 2.12.	Existing Year (2019) Mainline Travel Time (mins).....	2-38
Table 2.13.	Existing Year (2019) Intersection Delay (s/veh) and LOS.....	2-39
Table 2.14.	Existing Year (2019) Intersection AM Maximum Queue Length (ft).....	2-40
Table 2.15.	Existing Year (2019) Intersection PM Maximum Queue Length (ft).....	2-41
Table 2.16.	Existing Year (2019) Networkwide MOEs.....	2-42
Table 3.1.	BEBR Population Growth Rates – Hillsborough County.....	3-1
Table 3.2.	Historical Trends Analysis.....	3-3
Table 3.3.	Base Year (2015) Model Volume-to-Count Comparison.....	3-5
Table 3.4.	NCHRP Horizon Year (2040) Adjustments.....	3-6
Table 3.5.	Horizon Year (2040) Comparison to Existing Year (2019) Counts.....	3-7
Table 5.1.	Design Year (2046) Density (veh/mi/lane).....	5-2
Table 5.2.	Design Year (2046) Average Speed (mph).....	5-3
Table 5.3.	Design Year (2046) Three-Hour Total Simulated Volume.....	5-4
Table 5.4.	Design Year (2046) Peak-Hour Demand vs. Simulated Volume.....	5-5
Table 5.5.	Design Year (2046) Mainline Travel Time (mins).....	5-6
Table 5.6.	Design Year (2046) HCS Capacity Checks.....	5-6

Table 5.7. Design Year (2046) Intersection Delay (s/veh) and LOS – No Build5-7

Table 5.8. Design Year (2046) Intersection AM Maximum Queue Length (ft) – No Build5-8

Table 5.9. Design Year (2046) Intersection PM Maximum Queue Length (ft) – No Build.....5-9

Table 5.10. Design Year (2046) Intersection Delay (s/veh) and LOS – Build 6 5-10

Table 5.11. Design Year (2046) Intersection AM Maximum Queue Length (ft) – Build 6 5-11

Table 5.12. Design Year (2046) Intersection PM Maximum Queue Length (ft) – Build 6..... 5-12

Table 5.13. Design Year (2046) Intersection Delay (s/veh) and LOS – Build 2 5-13

Table 5.14. Design Year (2046) Intersection AM Maximum Queue Length (ft) – Build 2 5-14

Table 5.15. Design Year (2046) Intersection PM Maximum Queue Length (ft) – Build 2..... 5-15

Table 5.16. Design Year (2046) Overall Intersection Delay (s/veh) and LOS Comparison..... 5-16

Table 5.17. Design Year (2046) Networkwide MOEs..... 5-17

Table 6.1. Opening Year (2026) Density (veh/mi/lane)6-2

Table 6.2. Opening Year (2026) Average Speed (mph).....6-3

Table 6.3. Opening Year (2026) Three-Hour Total Simulated Volume6-4

Table 6.4. Opening Year (2026) Peak-Hour Demand vs. Simulated Volume.....6-5

Table 6.5. Opening Year (2026) Mainline Travel Time (mins).....6-6

Table 6.6. Opening Year (2026) Intersection Delay (s/veh) and LOS – No Build.....6-7

Table 6.7. Opening Year (2026) Intersection AM Maximum Queue Length (ft) – No Build.....6-8

Table 6.8. Opening Year (2026) Intersection PM Maximum Queue Length (ft) – No Build6-9

Table 6.9. Opening Year (2026) Intersection Delay (s/veh) and LOS – Build 6 6-10

Table 6.10. Opening Year (2026) Intersection AM Maximum Queue Length (ft) – Build 6..... 6-11

Table 6.11. Opening Year (2026) Intersection PM Maximum Queue Length (ft) – Build 6 6-12

Table 6.12. Opening Year (2026) Intersection Delay (s/veh) and LOS – Build 2..... 6-13

Table 6.13. Opening Year (2026) Intersection AM Maximum Queue Length (ft) – Build 2..... 6-14

Table 6.14. Opening Year (2026) Intersection PM Maximum Queue Length (ft) – Build 2 6-15

Table 6.15. Opening Year (2026) Overall Intersection Delay (s/veh) and LOS Comparison 6-16

Table 6.16. Opening Year (2026) Networkwide MOEs 6-17

Table 7.1. Interim Year (2036) Density (veh/mi/lane)7-2

Table 7.2. Interim Year (2036) Average Speed (mph).....7-3

Table 7.3. Interim Year (2036) Three-Hour Total Simulated Volume.....7-4

Table 7.4. Interim Year (2036) Peak-Hour Demand vs. Simulated Volume.....7-5

Table 7.5. Interim Year (2036) Mainline Travel Time (mins)7-6

Table 7.6. Interim Year (2036) Intersection Delay (s/veh) and LOS – No Build.....7-7

Table 7.7. Interim Year (2036) Intersection AM Maximum Queue Length (ft) – No Build.....7-8

Table 7.8. Interim Year (2036) Intersection PM Maximum Queue Length (ft) – No Build7-9

Table 7.9. Interim Year (2036) Intersection Delay (s/veh) and LOS – Build 6 7-10

Table 7.10. Interim Year (2036) Intersection AM Maximum Queue Length (ft) – Build 6..... 7-11

Table 7.11. Interim Year (2036) Intersection PM Maximum Queue Length (ft) – Build 6 7-12

Table 7.12. Interim Year (2036) Intersection Delay (s/veh) and LOS – Build 2..... 7-13

Table 7.13. Interim Year (2036) Intersection AM Maximum Queue Length (ft) – Build 2..... 7-14

Table 7.14. Interim Year (2036) Intersection PM Maximum Queue Length (ft) – Build 2 7-15
Table 7.15. Interim Year (2036) Overall Intersection Delay (s/veh) and LOS Comparison 7-16
Table 7.16. Interim Year (2036) Networkwide MOEs 7-17
Table 9.1. No Build Alternative Predicted Crashes for the Selmon Expressway by Severity.....9-1
Table 9.2. No Build Alternative Predicted Crashes for the Selmon Expressway by Type.....9-2
Table 9.3. Alternative 6 Predicted Crashes for the Selmon Expressway by Severity.....9-2
Table 9.4. Alternative 6 Predicted Crashes for the Selmon Expressway by Type.....9-3
Table 9.5. Critical Crash Rate Comparison.....9-4
Table 9.6. Severity Rate Comparison9-5

List of Figures

Figure 1.1. Project Location Map..... 1-2
Figure 1.2. Alternative 2..... 1-4
Figure 1.3. Alternative 6..... 1-5
Figure 2.1. Existing Year (2019) Lane Geometry2-2
Figure 2.2. Crash Density Heat Map – Selmon Expressway and Ramps.....2-7
Figure 2.3. Traffic Count Type and Location2-9
Figure 2.4. Existing Year (2019) AADT Volumes 2-15
Figure 2.5. Existing Year (2019) DDHVs and Peak-Hour Turning Movement Volumes..... 2-19
Figure 3.1. Design Year (2046) AADT Volumes..... 3-10
Figure 3.2. Design Year (2046) DDHVs and Peak-Hour Turning Movement Volumes 3-14
Figure 3.3. Interim Year (2036) AADT Volumes 3-18
Figure 3.4. Interim Year (2036) DDHVs and Peak-Hour Turning Movement Volumes..... 3-22
Figure 3.5. Opening Year (2026) AADT Volumes 3-26
Figure 3.6. Opening Year (2026) DDHVs and Peak-Hour Turning Movement Volumes..... 3-30

List of Appendices

Appendix A Straight-Line Diagram
Appendix B Traffic Count Data
Appendix C Field Data
Appendix D Signal Timing Plans
Appendix E Historical Traffic Data
Appendix F Existing Year (2019) Volume Calculations
Appendix G VISSIM Calibration Results
Appendix H THEA TBRPM Base Year (2015) and Horizon Year (2040) No Build Model Plots
Appendix I THEA TBRPM Socio-Economic Data Growth
Appendix J THEA TBRPM No Build Link-to-Link Growth
Appendix K THEA TBRPM Horizon Year (2040) Alternative 2 and Alternative 6 Model Plots
Appendix L Future Volume Calculations

GLOSSARY OF TERMS

Term	Definition
AADT	Annual Average Daily Traffic
AF	Axle Factor
BEBR	Bureau of Economic Business Research
CA	Cost Affordable
CDMS	Crash Data Management System
CRF	Crash Reduction Factor
DDHV	Directional Design Hour Volumes
DHT	Design Hour Trucks
E+C	Existing Plus Committed
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTO	Florida Traffic Online
HSM	Highway Safety Manual
LOS	Level of Service
L RTP	Long-Range Transportation Plan
MOCF	Model Output Conversion Factor
MOE	Measure of Effectiveness
MPO	Metropolitan Planning Organization
NCHRP	National Cooperative Highway Research Program
OD	Origin-Destination
PD&E	Project Development and Environment
PSWADT	Peak Season Weekday Average Daily Traffic
PTAR	Project Traffic Analysis Report
ROW	Right of Way
SF	Seasonal Factor
SR	State Road
TAT	Traffic Analysis Toolbox
TAZ	Traffic Analysis Zone
TBRPM	Tampa Bay Regional Planning Model
THEA	Tampa Hillsborough Expressway Authority
TTI	Texas Transportation Institute

1 Introduction and Summary of Project

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along Selmon Expressway [State Road (SR) 618] in Hillsborough County, Florida. The project limits extend from the eastern project limit of the Selmon Expressway West Extension Project to the beginning of the six-lane section near Whiting Street, a distance of approximately 4.5 miles. The objective of the PD&E Study is to assist THEA in reaching a decision on the conceptual design for the project corridor along the Selmon Expressway to safely and efficiently accommodate future travel demand. The purpose of this Project Traffic Analysis Report (PTAR) is to document the traffic analysis methodology and results for the study.

1.1 Project Description

The proposed action evaluates the need to provide capacity improvements along approximately 4.5 miles of the Selmon Expressway from the eastern project limit of the Selmon Expressway West Extension Project to the beginning of the six-lane section near Whiting Street in Hillsborough County, Florida, as shown in **Figure 1.1**. Capacity improvements being evaluated include widening inside to the median, adding inside paved shoulders, and potentially adding lanes by widening to the outside or constructing elevated lanes along the median. The ability of technology to improve efficiency and capacity will also be evaluated. The improvements would primarily be accommodated within existing right-of-way (ROW).

The Selmon Expressway is a limited access, tolled facility providing east-west connectivity from Interstate 75 (I-75) to downtown Tampa and United States Highway 92 (US 92). It currently consists of four 12-foot wide travel lanes, 8-foot inside shoulders, and either shoulder gutter and guardrail or barrier wall to the outside shoulders in each direction. The facility is elevated through downtown Tampa and includes structures over the Hillsborough River and multiple roadway facilities.

1.2 Purpose and Need

The primary purposes of the South Selmon Capacity Study are to reduce congestion and improve safety along the corridor. Bottlenecks occur regularly at on- and off-ramp locations even though the existing capacity of the mainline currently meets demand, and there is a high frequency of crashes within the project limits. An additional goal of this project is to address transportation demand, which is expected to increase and contribute to congestion and safety issues.

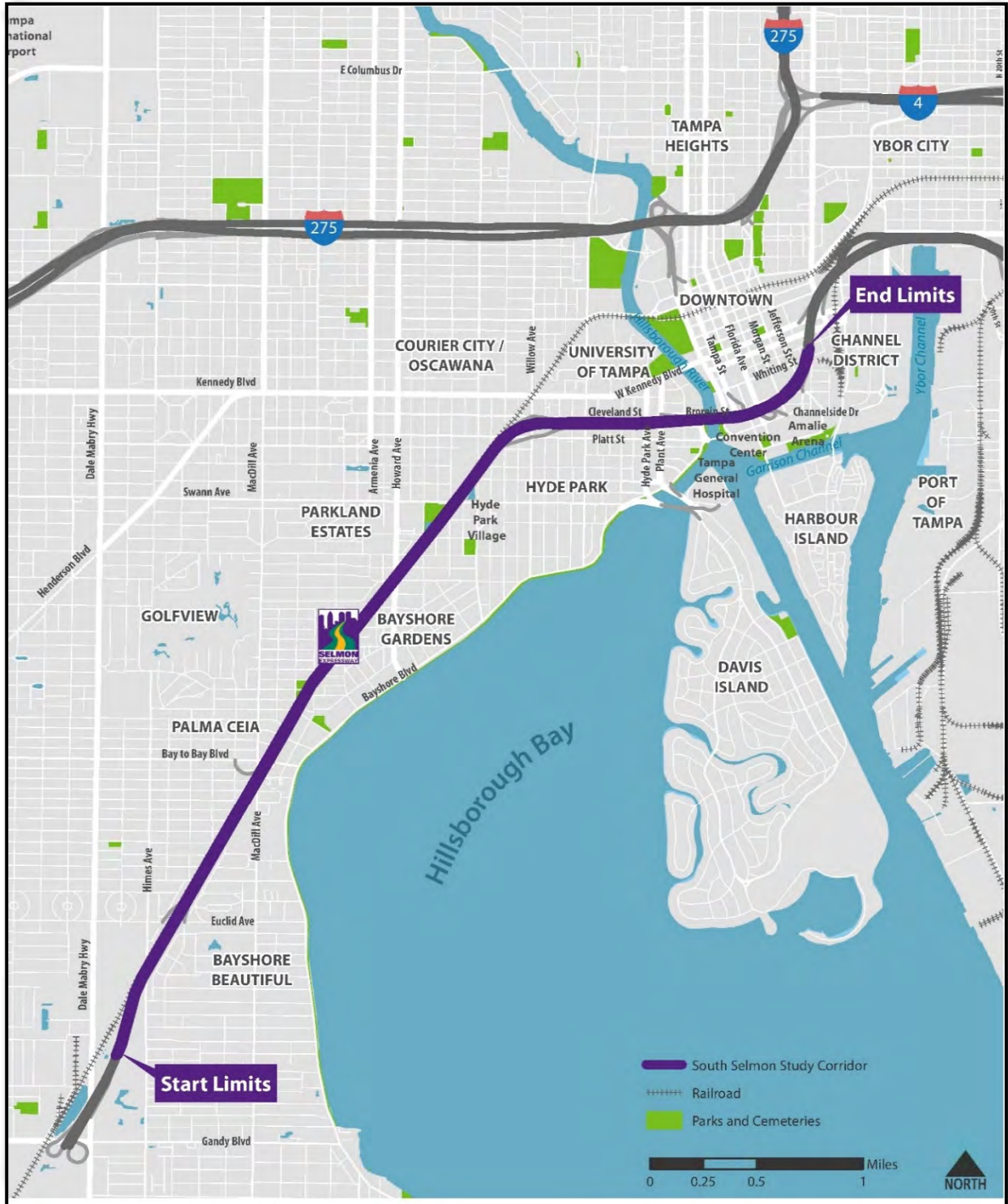


Figure 1.1. Project Location Map

The on- and off-ramps experience frequent bottlenecks backing up onto the mainline due to deficient acceleration/deceleration lanes. Successive on-ramps, as well as off-ramps that split into multiple lanes, contribute to congestion and add safety conflict points. Successive on-ramps include Morgan Street and Tampa Street in the westbound direction. Off-ramps with multiple lanes include Channelside Drive, Willow Avenue, and Bay-to-Bay Boulevard. Additionally, periodic off-ramp closures at the downtown exits create bottlenecks.

During the four-year period from January 2013 to December 2016 there were over 450 crashes on the Selmon Expressway. The merge and weave areas on Selmon Expressway create safety conflict points. The proposed improvements will need to be coordinated with the South Selmon Safety Project, which is evaluating median barrier walls. In addition to crashes on the Selmon Expressway, several intersection points at the on- and off-ramps experience frequent crashes that can cause backups onto the mainline. High-crash locations include the eastbound off-ramp to Channelside Drive and Morgan Street and the eastbound and westbound off-ramps to Willow Avenue (THEA: Arterial Safety Analysis March 2019).

While the existing capacity meets current demand, future transportation demand is expected to exceed the existing capacity and increase the existing congestion and safety issues. Traffic along this portion of the Selmon Expressway has nearly doubled in the last 10 years (THEA: 2017 Traffic and Revenue Report). The existing Level of Service (LOS) is C from the eastern project limit to Willow Avenue and it is projected to fail by 2033. The existing LOS is D from Willow Avenue to Whitney Street (northern project limit), and it is projected to fail by 2025. The University of Florida Bureau of Economic and Business Research (BEER) estimates the 2018 population of Hillsborough County at 1.4 million and the medium 2045 projection for population growth at 1.95 million, an increase of 38 percent.

This facility is vital to accommodating the economic and social demands of the region as population and employment opportunities in the region grow. The Selmon Expressway provides regional connectivity between several densely populated areas and regional attractors, including Pinellas County and St. Petersburg via the Gandy Boulevard Bridge, MacDill Air Force Base, Downtown Tampa, Port Tampa Bay, and Brandon. It also serves as an alternative to Interstate 4 (I-4), I-75, and I-275 during road closures and is a critical corridor for hurricane evacuations.

1.3 Project Alternatives

Five preliminary alternative configurations (Alternatives 1 through 5) were considered for this PD&E Study. However, Alternative 1 was eliminated because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase. Alternatives 3 and 4 were eliminated from further evaluation based on the results of the traffic analysis and Alternative 5 was eliminated based on excessive construction costs. An additional alternative, Alternative 6, was added to address concerns related to inside widening. Alternatives evaluated in this PTAR are described below.

1.3.1 Alternative 2 – Eight lanes at-grade with outside widening

Alternative 2 proposes to utilize the improvements provided by the South Selmon Safety Project by restriping the existing lanes and inside paved shoulders and widening 9-feet to the outside in both directions to accommodate an eight-lane section. The typical section for Alternative 2 consists of three 11-foot lanes and one 12-foot outside lane in each direction with four-foot inside shoulders and 10-foot outside shoulders (**Figure 1.2**). The existing outside barrier wall would be removed and a new retaining wall with barrier would be constructed in order to accommodate the 10-foot outside shoulder. The existing median barrier wall would remain. Alternative 2 requires inside and outside widening of the existing bridges along the corridor to match the proposed roadway section.

Alternative 2 also includes the following improvements:

- Accommodations for the City of Tampa future ramp improvements to Florida Avenue.

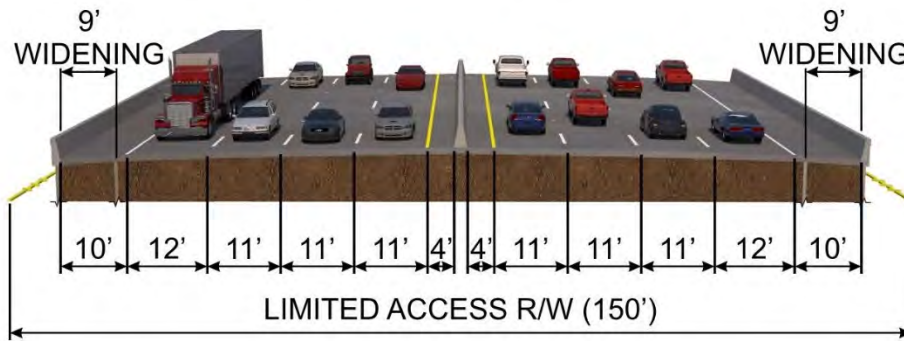


Figure 1.2. Alternative 2

1.3.2 Alternative 6 – Six lanes at-grade with outside widening

Alternative 6 was developed to provide the same outside widening footprint as shown in Alternative 2 (widening 9 feet to the outside in both directions). Unlike Alternative 2, Alternative 6 provides for a 6-lane section and therefore does not require inside bridge widening at all overpass locations. Alternative 6 would be able to accommodate a future 8 lane section without outside widening. The roadway typical section for Alternative 6 consists of three 12-foot lanes in each direction with 18-foot inside shoulders (utilizing improvements provided by the South Selmon Safety Project) and five-foot outside shoulders (see **Figure 1.3**). The existing outside barrier wall would be removed and a new retaining wall with barrier would be constructed in order to accommodate the outside widening. The existing median barrier wall would remain. Existing bridges along the corridor would be widened to the outside to the same extent as in Alternative 2. Unless it is required to maintain ingress and egress at the interchanges, all overpass bridges would not be widened to the inside and would maintain the existing 4-foot inside shoulder. Bridges that require both inside and outside widening would provide a 10-foot minimum inside shoulder (Himes, Euclid, El Prado, and Platt). Alternative 6 also includes the following improvements:

- Extension of the westbound on-ramp acceleration lane at Willow Avenue

- Accommodations for the City of Tampa future ramp improvements to Florida Avenue

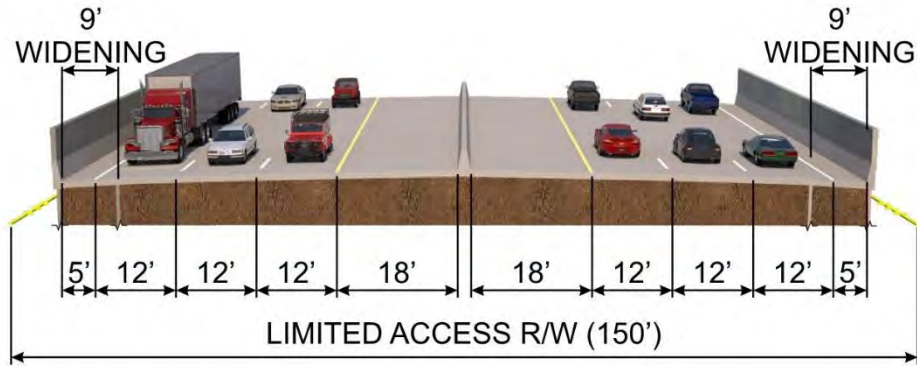


Figure 1.3. Alternative 6

2 Existing Conditions

2.1 Roadway Characteristics

The Selmon Expressway, also known as State Road (SR) 618, is a limited access, tolled facility providing east-west connectivity from Brandon Parkway to Gandy Boulevard and provides access from I-75, United States Highway (US) 301, downtown Tampa, and US 92, also known as Dale Mabry Highway. Within the study area, the Selmon Expressway currently consists of four 12-foot wide travel lanes, 8-foot inside shoulders, and either shoulder gutter and guardrail or shoulder gutter and retaining wall to the outside shoulders in each direction. The facility is elevated through downtown Tampa. The straight-line diagram can be found in **Appendix A**. Within the study limits, the Selmon Expressway includes access to or from eight arterials within the project limits (Euclid Avenue, Bay to Bay Boulevard, Willow Avenue, Plant Avenue, Tampa Street, Florida Avenue, Morgan Street, and Jefferson Street).

The project limits extend approximately 4.5 miles and there are 25 intersections within the study area. The study intersection types and lane geometries are shown on **Figure 2.1**. The Selmon Expressway existing posted speed is 55 miles per hour (mph) within the project limits, with the exception of the posted speed of 45 mph in both directions on the west end of the project (west of Himes Avenue).

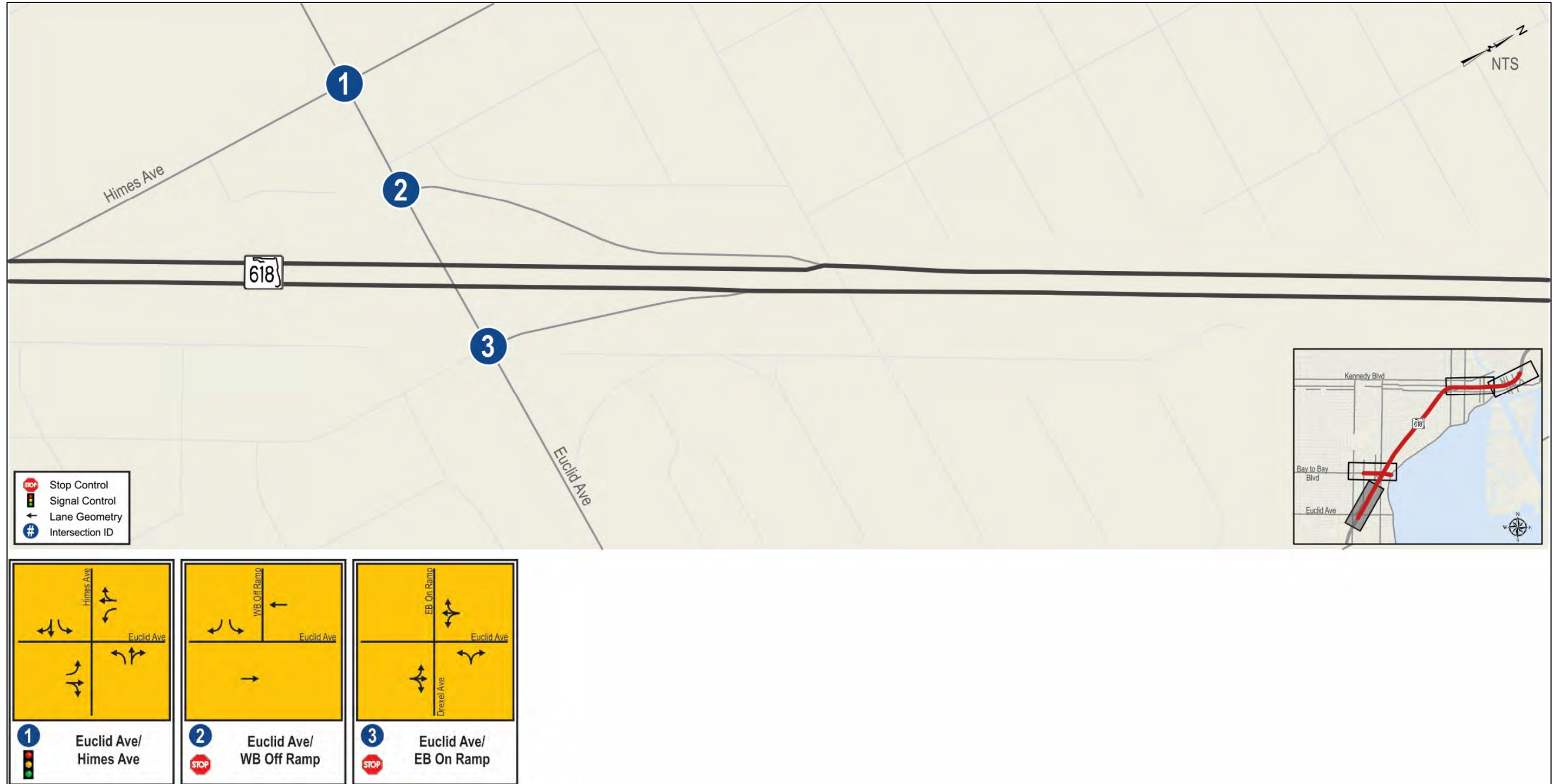


Figure 2.1. Existing Year (2019) Lane Geometry



Figure 2.1 (Continued). Existing Year (2019) Lane Geometry

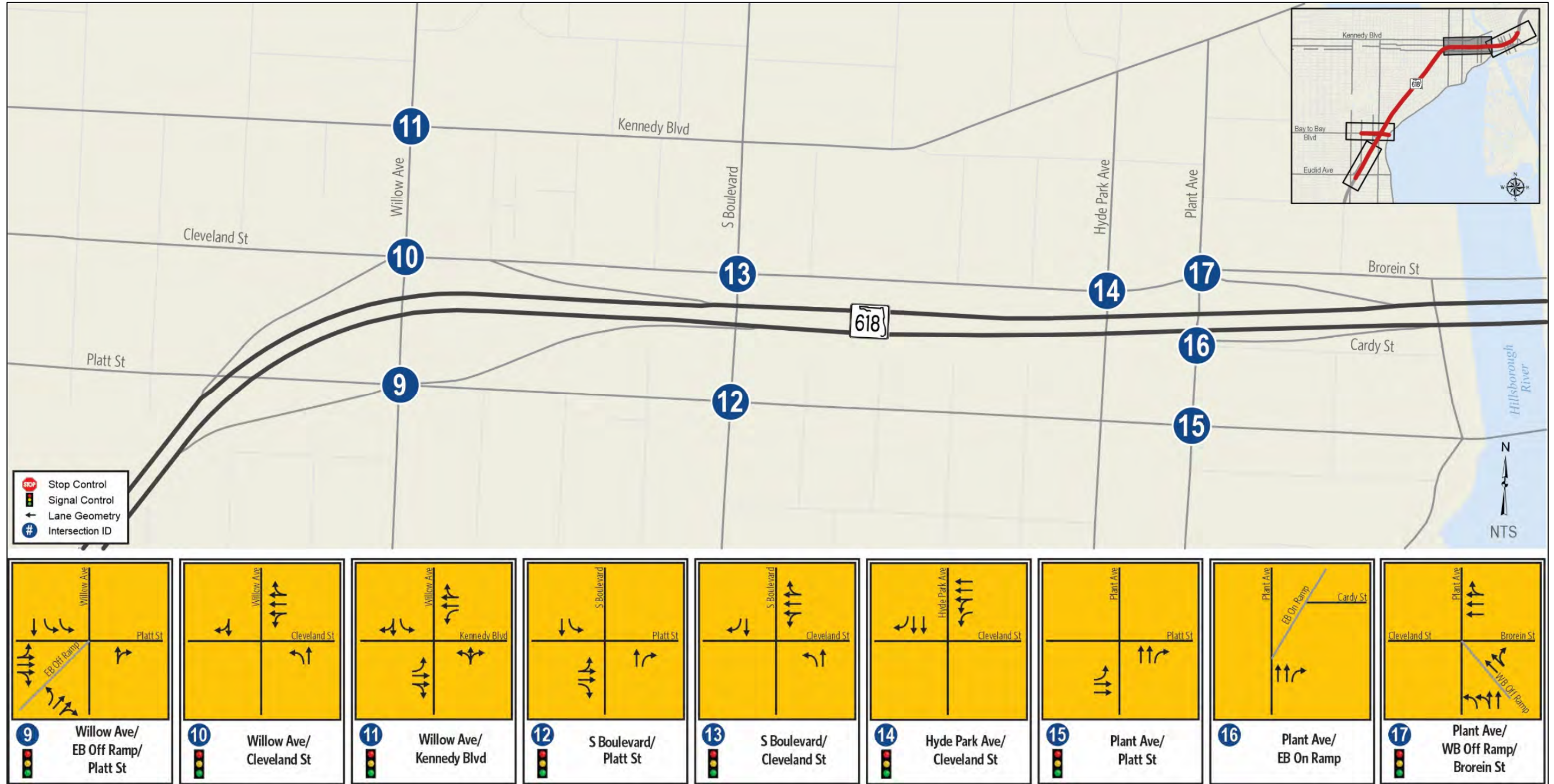


Figure 2.1 (Continued). Existing Year (2019) Lane Geometry

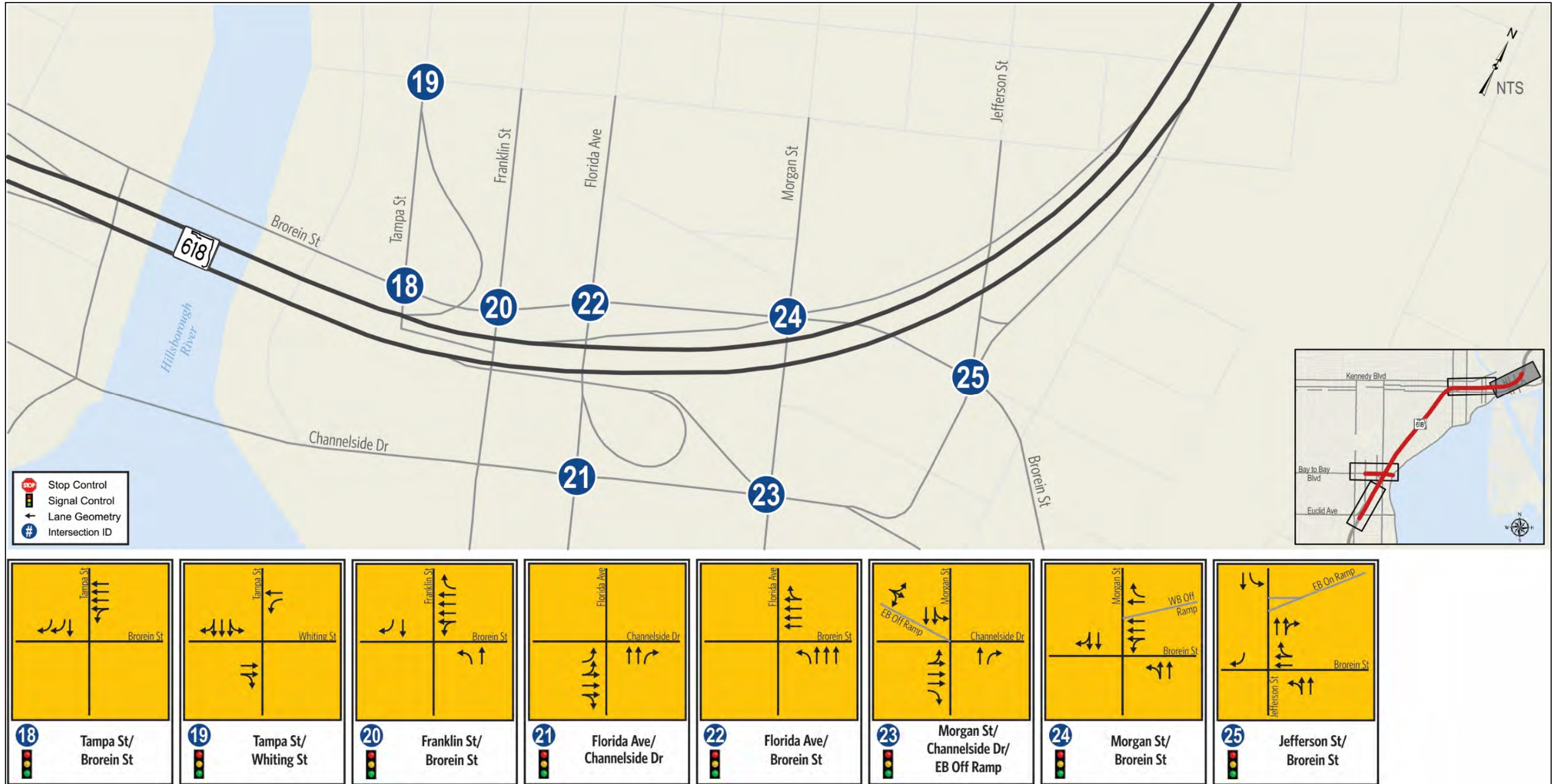


Figure 2.1 (Continued). Existing Year (2019) Lane Geometry

2.2 Crash Analysis

A crash analysis was conducted along the Selmon Expressway within the project limits. Five-year historic crash data from 2013 to 2017 was obtained from the Crash Data Management System (CDMS) database. The data covers the study limits along the Selmon Expressway mainline and ramps. The data was cleaned to identify crash patterns, locations, types, and severity.

Over the five-year period, a total of 237 crashes occurred on the Selmon Expressway mainline or its ramps. The majority of these were rear-end crashes, which comprised about 41 percent of the 237 crashes, followed by hit fixed object at about 27 percent, and sideswipes at 16 percent. Crashes by type are shown in **Table 2.1**. Note that the temporal and special limits of the *THEA: Arterial Safety Analysis March 2019* differ from the limits used in this study.

Table 2.2 shows the crashes by severity. There were 2 crashes involving a fatality, 93 crashes resulting in an injury, and 142 crashes that were property damage only crashes. One of the fatal crashes involved a motorcycle losing control and hitting a fixed object in 2015 between the eastbound Willow Avenue interchange ramps. The second fatal crash, with 3 fatalities, occurred in 2017 near the Euclid Avenue interchange in the eastbound direction. This crash involved a rear-end collision that sent the car that was hit to the westbound side of the expressway. Both fatal crashes involved intoxicated drivers. **Figure 2.2** shows the crash heat map for crashes on the Selmon Expressway mainline and its ramps.

Table 2.1. Crashes by Type – Selmon Expressway and Ramps

Year	Rear End	Hit Fixed Object	Sideswipe	Single Vehicle	Other	Total
2013	10	10	8	1	6	35
2014	14	15	4	3	5	41
2015	16	13	10	4	6	49
2016	22	16	7	3	6	54
2017	34	10	9	1	4	58
Total	96	64	38	12	27	237

Table 2.2. Crashes by Severity – Selmon Expressway and Ramps

Year	Fatal Crashes	Incapacitating Crashes	Non-Incapacitating Crashes	Possible Injury Crashes	Property Damage Only Crashes	Total
2013	0	3	2	8	22	35
2014	0	2	8	6	25	41
2015	1	2	8	10	28	49
2016	0	3	9	6	36	54
2017	1	1	10	15	31	58
Total	2	11	37	45	142	237

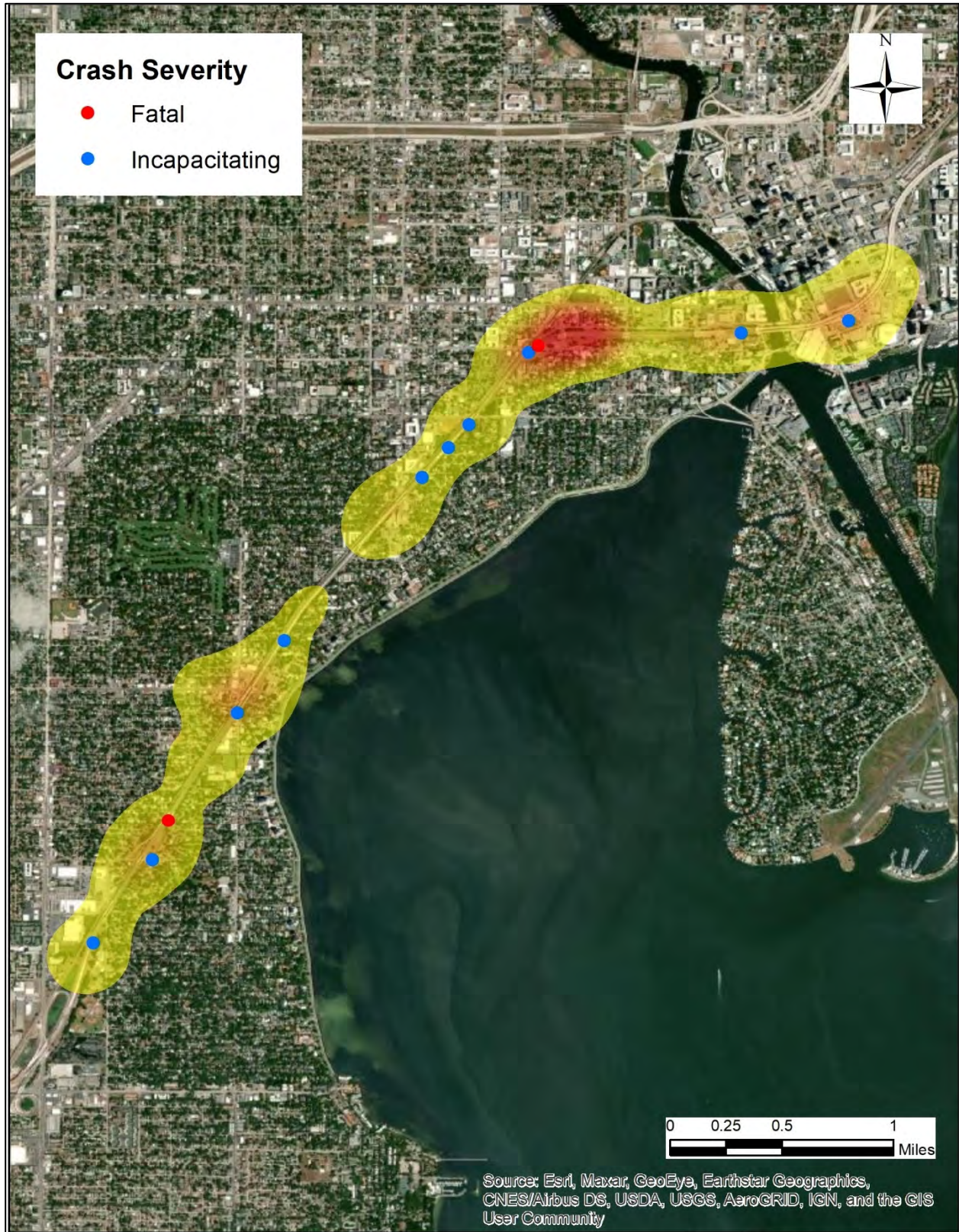


Figure 2.2. Crash Density Heat Map – Selmon Expressway and Ramps

2.3 Traffic Data Collection

Vehicle turning movement counts were collected at all study intersections from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM. All turning movement counts were collected between May 15 and May 23, 2019. 48-hour approach counts were collected on all ramps between May 14 and May 15, 2019, while 72-hour class counts were collected at three locations along the Selmon Expressway mainline between May 14 and May 16, 2019. The count locations and types can be found on **Figure 2.3. Appendix B** shows the traffic count data.

Travel time runs, peak and off-peak spot speeds, and queue observations were collected in the field in addition to the traffic counts. Travel time runs were taken in the eastbound and westbound directions on the Selmon Expressway within the project limits during the AM and PM peak periods on May 22 and May 23, 2019. Queue length observations at the ramp terminal intersections and other intersections within the study limits were collected during the turning movement count collection. Eastbound and westbound off-peak and peak spot speed data was collected on May 23, 2019 on the Selmon Expressway within the project limits.

Streetlight data was obtained to determine driver Origin-Destination (OD) patterns. This data shows that, in the eastbound direction, the main destinations for traffic originating from the west end of the Selmon Expressway project limits are the Willow Avenue off ramp and the east end of the Selmon Expressway project limits, and in the westbound direction, the main destination for traffic originating from the east end of the Selmon Expressway project limits is the Morgan Street-Broroin Street off ramp. This indicates that vehicles are using Cleveland Street and Platt Street, rather than the Selmon Expressway for the segment between Willow Avenue and Downtown Tampa. Field data and Streetlight data summaries can be found in **Appendix C**. Signal timing plans were obtained from the City of Tampa and can be found in **Appendix D**.

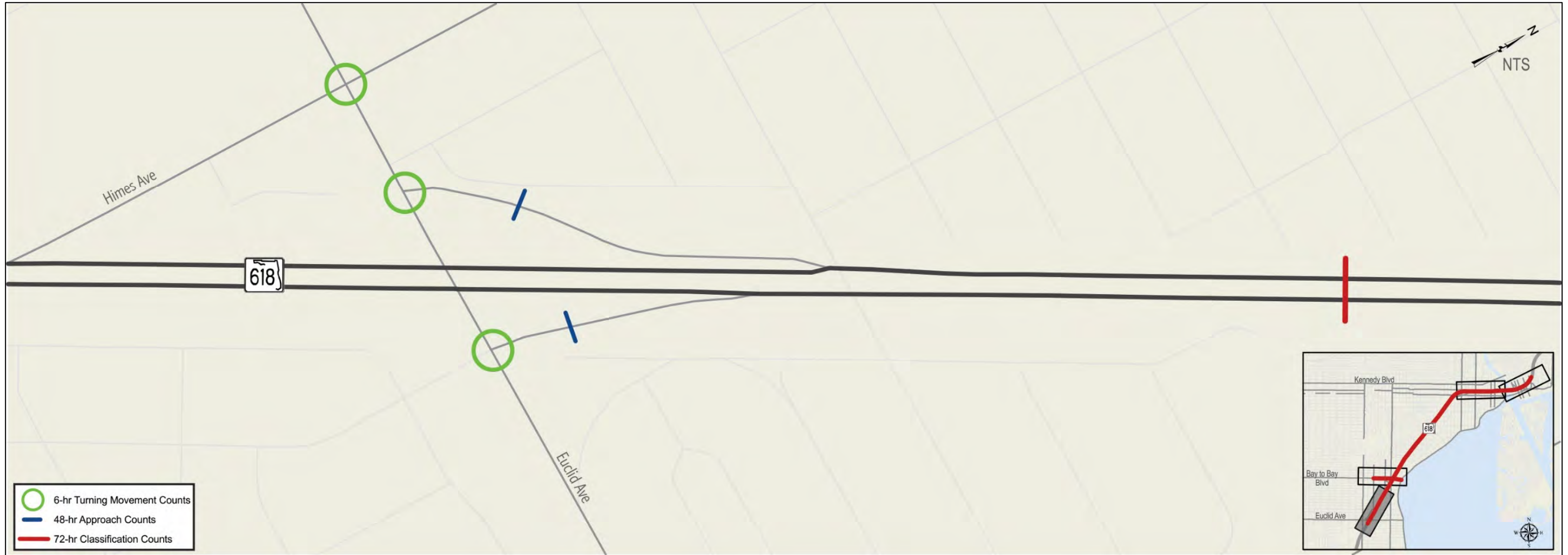


Figure 2.3. Traffic Count Type and Location



Figure 2.3 (Continued). Traffic Count Type and Location



Figure 2.3 (Continued). Traffic Count Type and Location

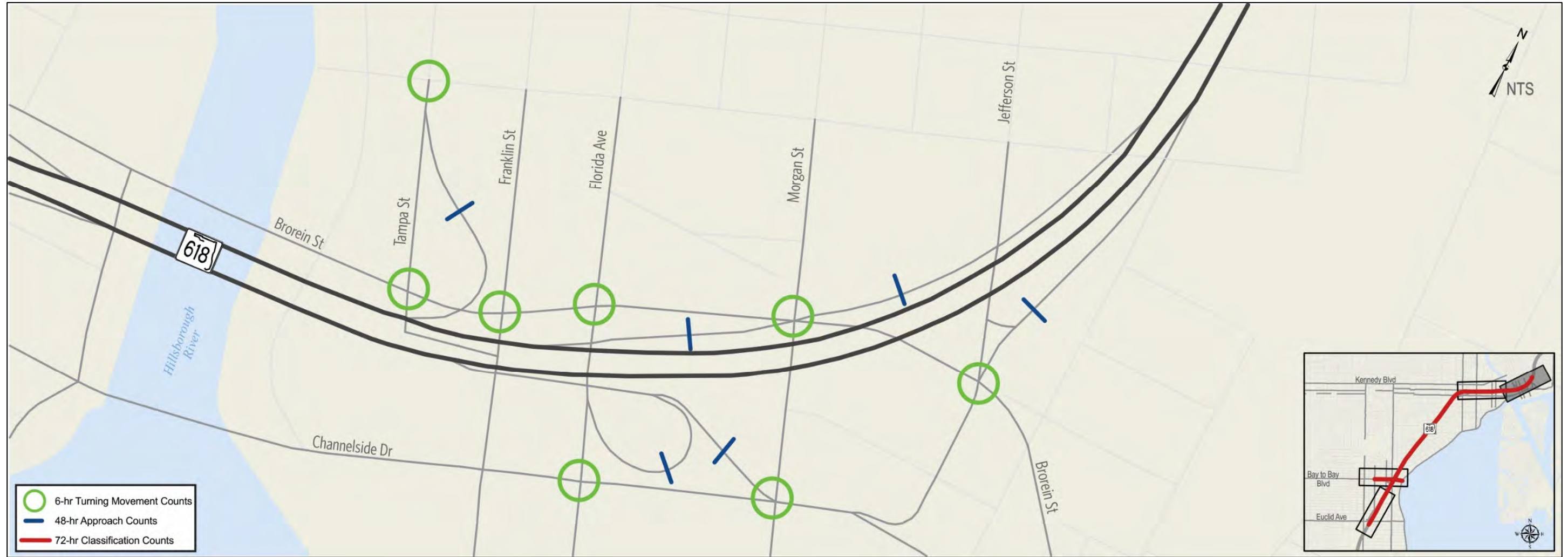


Figure 2.3 (Continued). Traffic Count Type and Location

2.4 Traffic Parameters

Traffic parameters, including the design-hour factor (K), design-hour directional distribution factor (D), and design-hour truck percentage (DHT), were determined using historical traffic data obtained from the Florida Department of Transportation (FDOT) 2018 Florida Traffic Online (FTO) database and field-collected counts. Existing truck percentages are used in the existing year (2019) analysis. The DHT is taken as half of the existing year (2019) 24-hour percentage of trucks (T24) and is to be used in future analysis cases. Historical traffic data and traffic parameter calculations can be found in **Appendix E**. The design hour traffic factors utilized for the study area are as follows:

K =	10.0 percent
D =	57.0 percent
DHT =	4.0 percent for Selmon Expressway mainline 2.0 percent for arterial intersections

The intent of selecting the appropriate design hour traffic factors is to analyze the facility's ability to accommodate a conservative level of future traffic loadings. The AM and PM global peak hours were determined to occur from 7:30 AM to 8:30 AM and 4:45 PM and 5:45 PM, respectively, using the 48-hour approach counts. The peak direction of flow in the AM peak period was determined to be eastbound west of Willow Avenue and westbound east of Willow Avenue, and conversely in the PM peak period. This indicates that Willow Avenue is the focal point within the project limits. However, for purposes of maintaining a uniform system and accounting for future Downtown Tampa attractors, the peak direction of flow in the AM peak period will be held as eastbound throughout the project limits on the Selmon Expressway, and conversely in the PM peak period, per direction from THEA General Engineering Consultant (GEC) staff.

2.5 Development of Existing Year (2019) Traffic Volumes

The existing year (2019) Annual Average Daily Traffic (AADT) volumes were developed through an iterative process, beginning with taking the daily average of the 48-hour approach counts and 72-hour classification counts to obtain the Average Daily Traffic (ADT) on the ramps and Selmon Expressway mainline within the study area. An axle factor (AF) of 1.00 and the countywide seasonal factor (SF) of 1.02 were obtained from the FDOT 2018 FTO database. The AF was applied to the 48-hour approach counts and the SF was applied to all of the measured ADT in order to determine the first iteration of the existing year (2019) AADT by direction.

FDOT 2018 FTO counts were used to supplement the field counts and used mainly to compare with the field counts for credibility and to verify consistency. The AADT volumes on corresponding on- and off-ramp pairs and on the Selmon Expressway mainline directional segments were then smoothed to balance equally in places where reciprocal movement patterns were observed, as it is assumed that all trips begin and end at home over the course of a day. However, unbalanced (or unequal) volumes for many of the ramp pairs and mainline segments were maintained as shown in the traffic count data because it is sensible for this facility, which has isolated ramps throughout, especially on the east end

of the project, and parallel corridors that appear to be getting used for one direction of a commuter's round trip (Bayshore Boulevard, Cleveland Street, Platt Street, Downtown Tampa arterials). It is expected and logical that reciprocal patterns over the course of the day may not be present on the Selmon Expressway. The classification count that was taken east of Euclid Avenue was used as the control point for balancing the mainline volumes. This second iteration of existing year (2019) AADT volumes was used as the basis for developing the AM and PM Directional Design Hourly Volumes (DDHVs) and turning movement volumes.

The existing year (2019) AADT volumes were multiplied by K and D to obtain the existing year (2019) AM and PM DDHVs. The Selmon Expressway mainline and ramp global peak-hour approach and classification counts were also balanced to check the error within the counts and to compare to the DDHVs that were produced using the $AADT * K * D$ method. The volumes were adjusted to account for situations where the $AADT * K * D$ method yielded volumes that were considerably lower than the measured count. The global peak-hours of the classification count that was taken east of Euclid Avenue was used as the control point for balancing the mainline volumes. The balanced mainline and ramp volumes were held as the control volumes for the study limits and arterial counts were smoothed to match the connecting ramp volumes.

The intersection turning movement counts for intersections contained within the project area were adjusted by the seasonal factor. A manual smoothing process was employed to balance arterial intersection traffic flows with the ramps, which are the control volumes, and along the arterials between adjacent intersections in places where there were no intermediate driveways acting as traffic sources or sinks that could explain the imbalance. Lastly, the ramp and Selmon Expressway mainline existing year (2019) AADT volumes were back-calculated for the third iteration to account for smoothing of the DDHVs and to maintain the K relationship between the DDHVs and AADT volumes. The PM DDHVs were used for this back-calculation. The existing year (2019) volumes will be used as a basis for future volume development. **Figure 2.4** and **Figure 2.5** show the existing year (2019) AADT and DDHV for both the AM and PM peak periods, respectively. The existing year (2019) AADT and AM and PM DDHV calculations can be found in **Appendix F**.

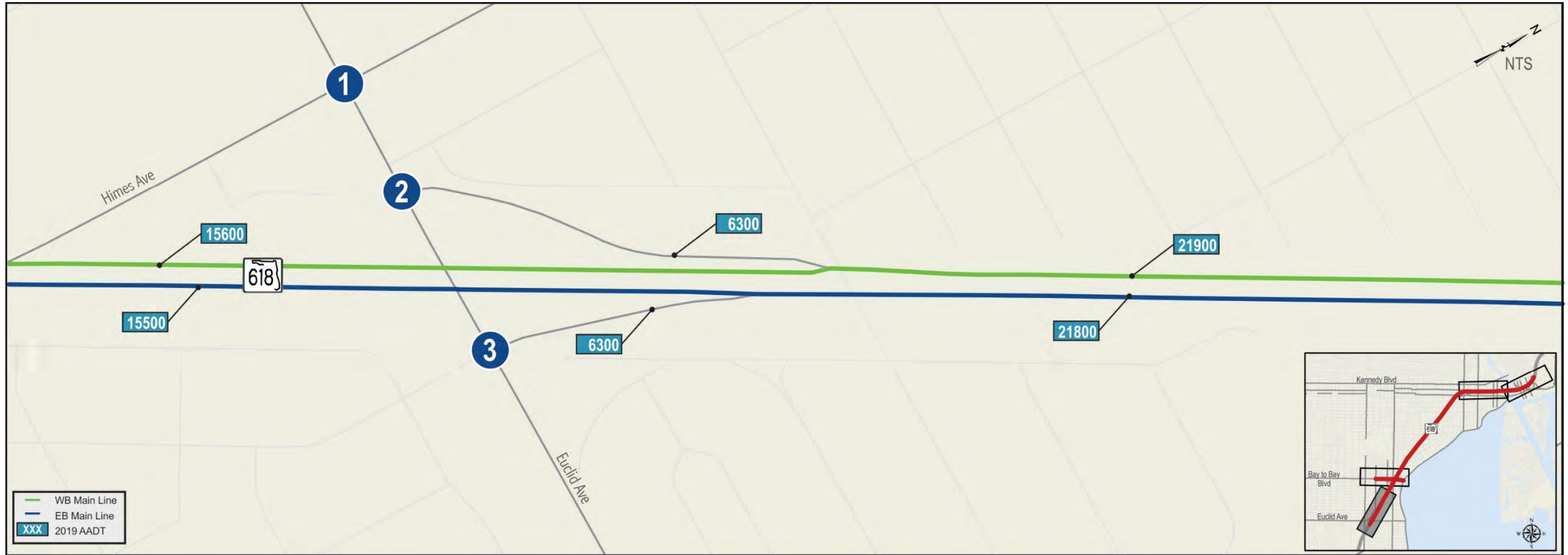


Figure 2.4. Existing Year (2019) AADT Volumes

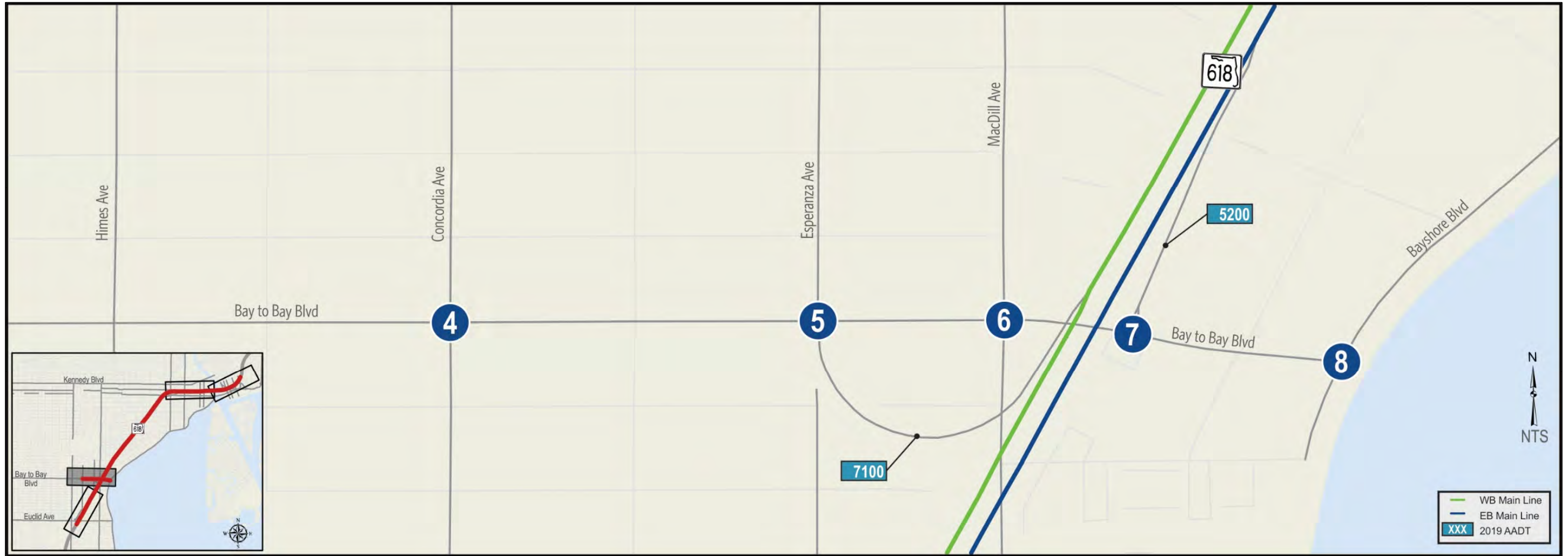


Figure 2.4 (Continued). Existing Year (2019) AADT Volumes



Figure 2.4 (Continued). Existing Year (2019) AADT Volumes



Figure 2.4 (Continued). Existing Year (2019) AADT Volumes

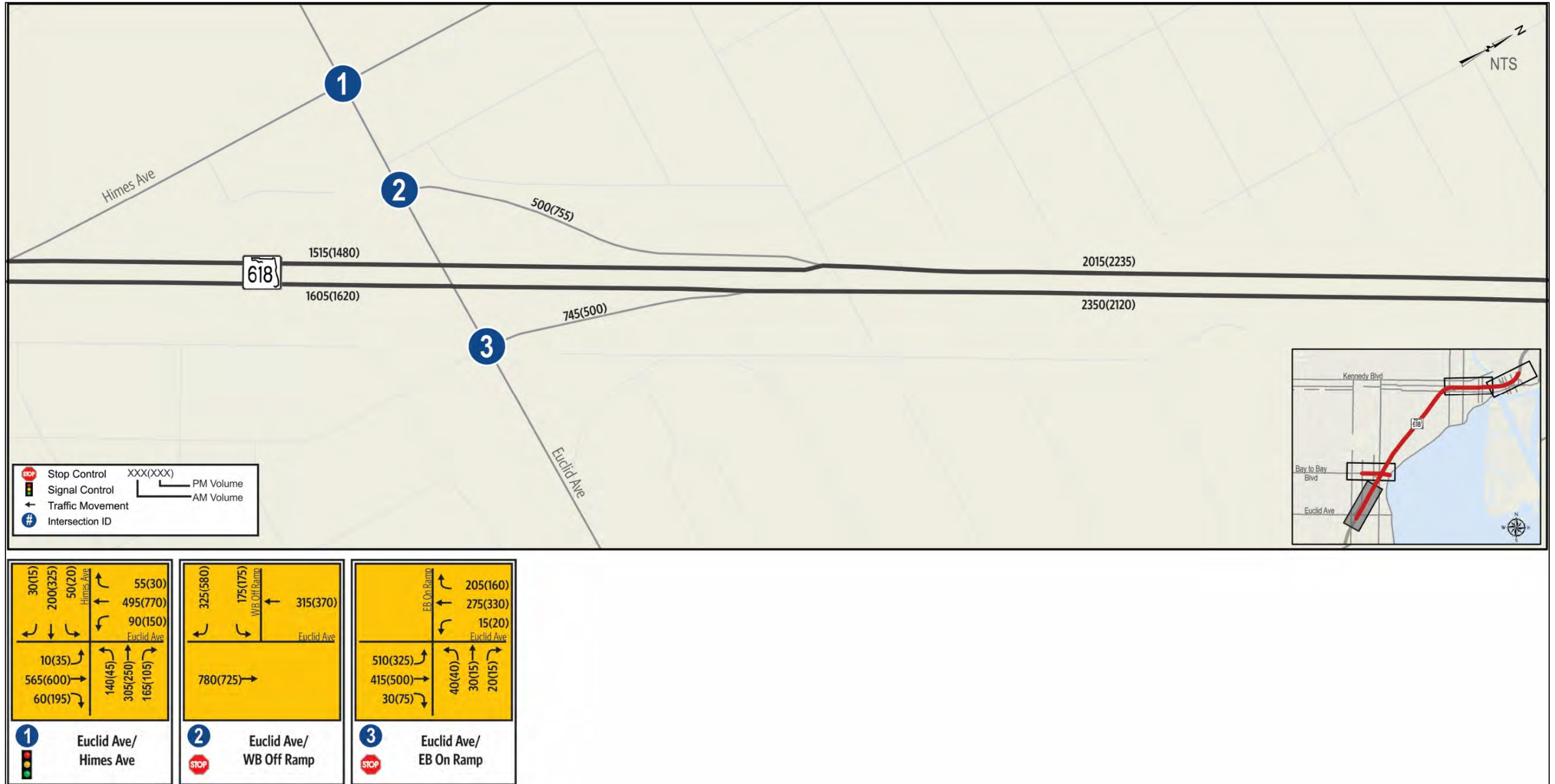


Figure 2.5. Existing Year (2019) DDHVs and Peak-Hour Turning Movement Volumes

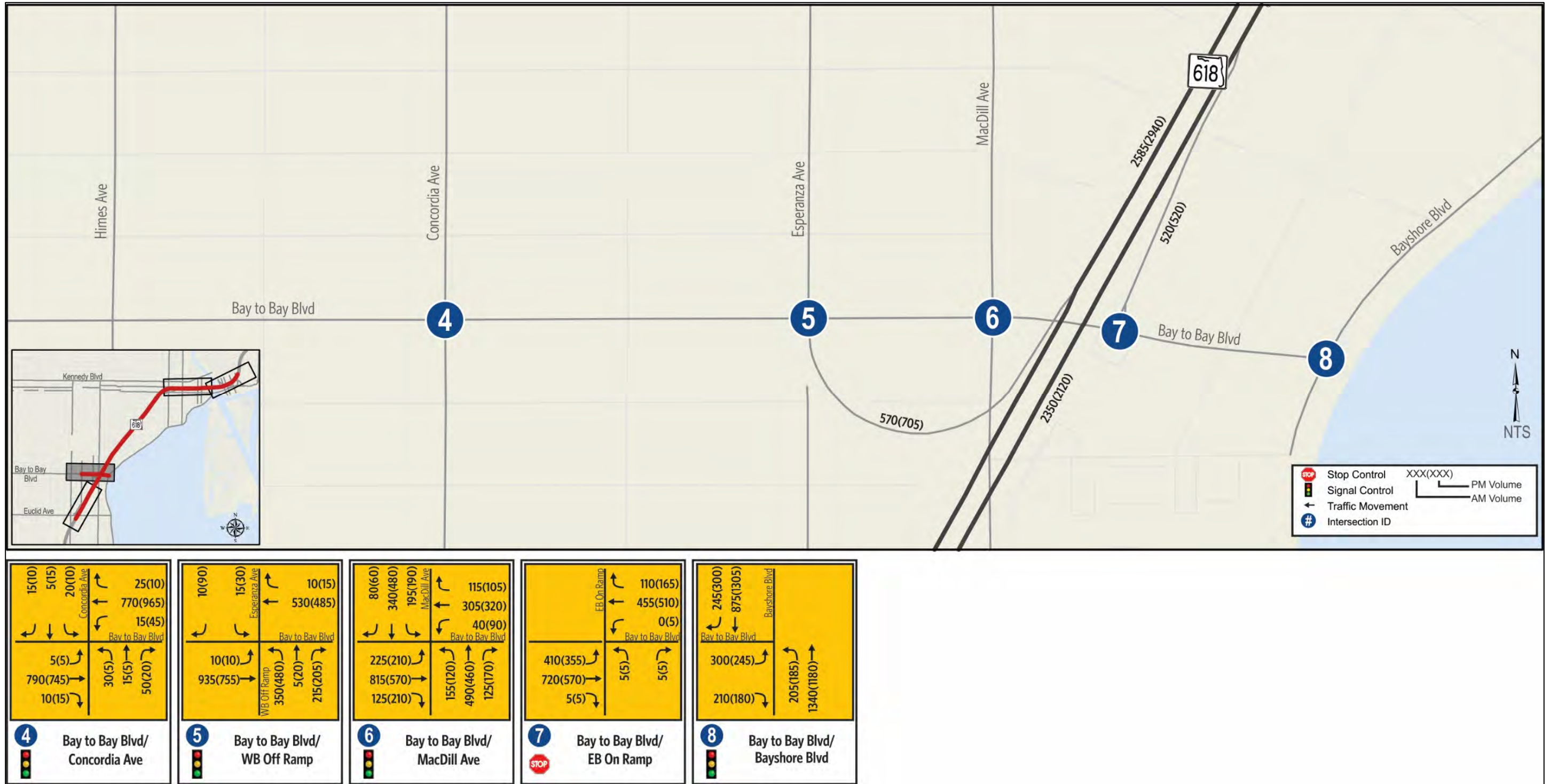


Figure 2.5 (Continued). Existing Year (2019) DDHVs and Peak-Hour Turning Movement Volumes

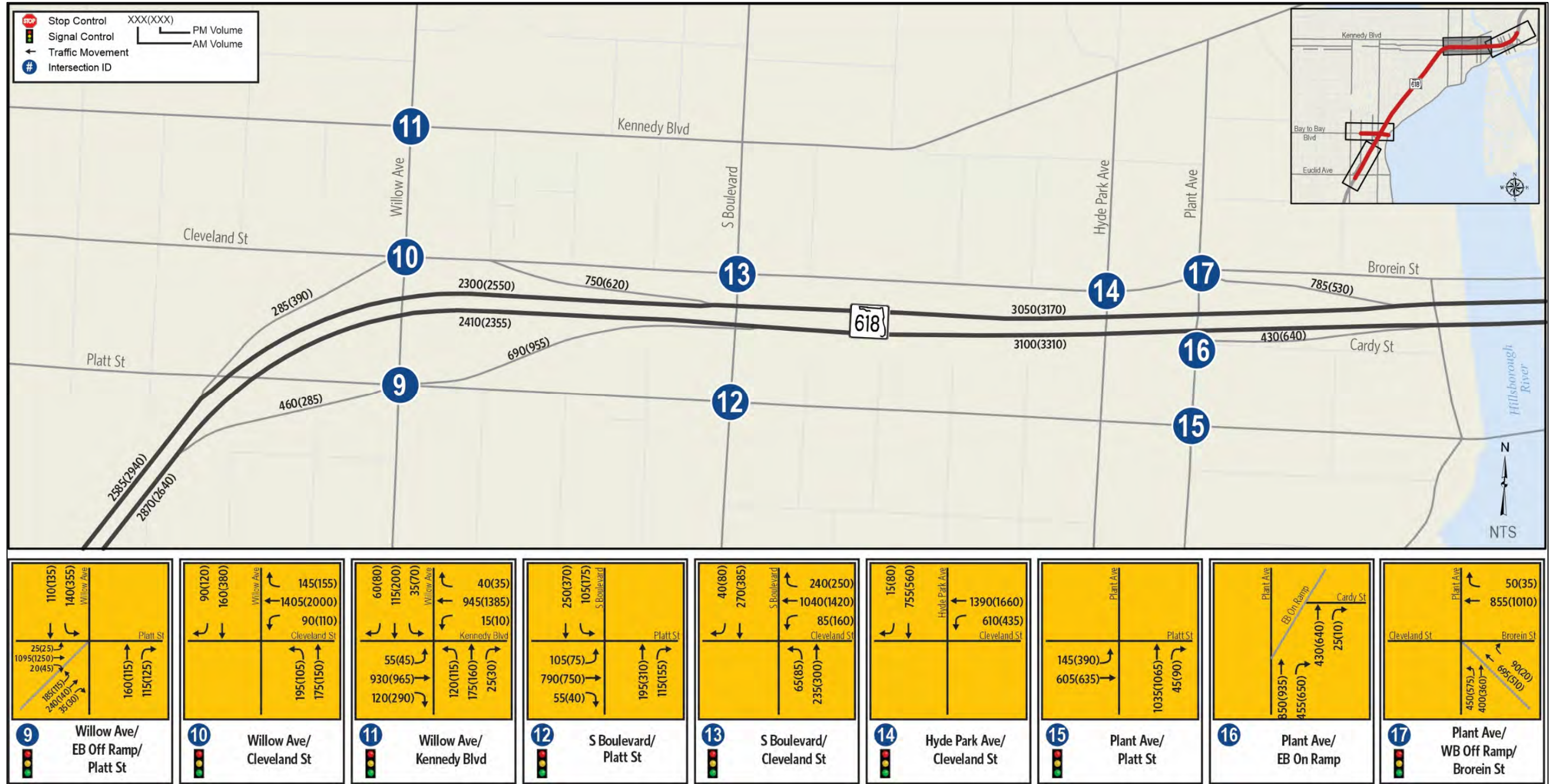


Figure 2.5 (Continued). Existing Year (2019) DDHVs and Peak-Hour Turning Movement Volumes

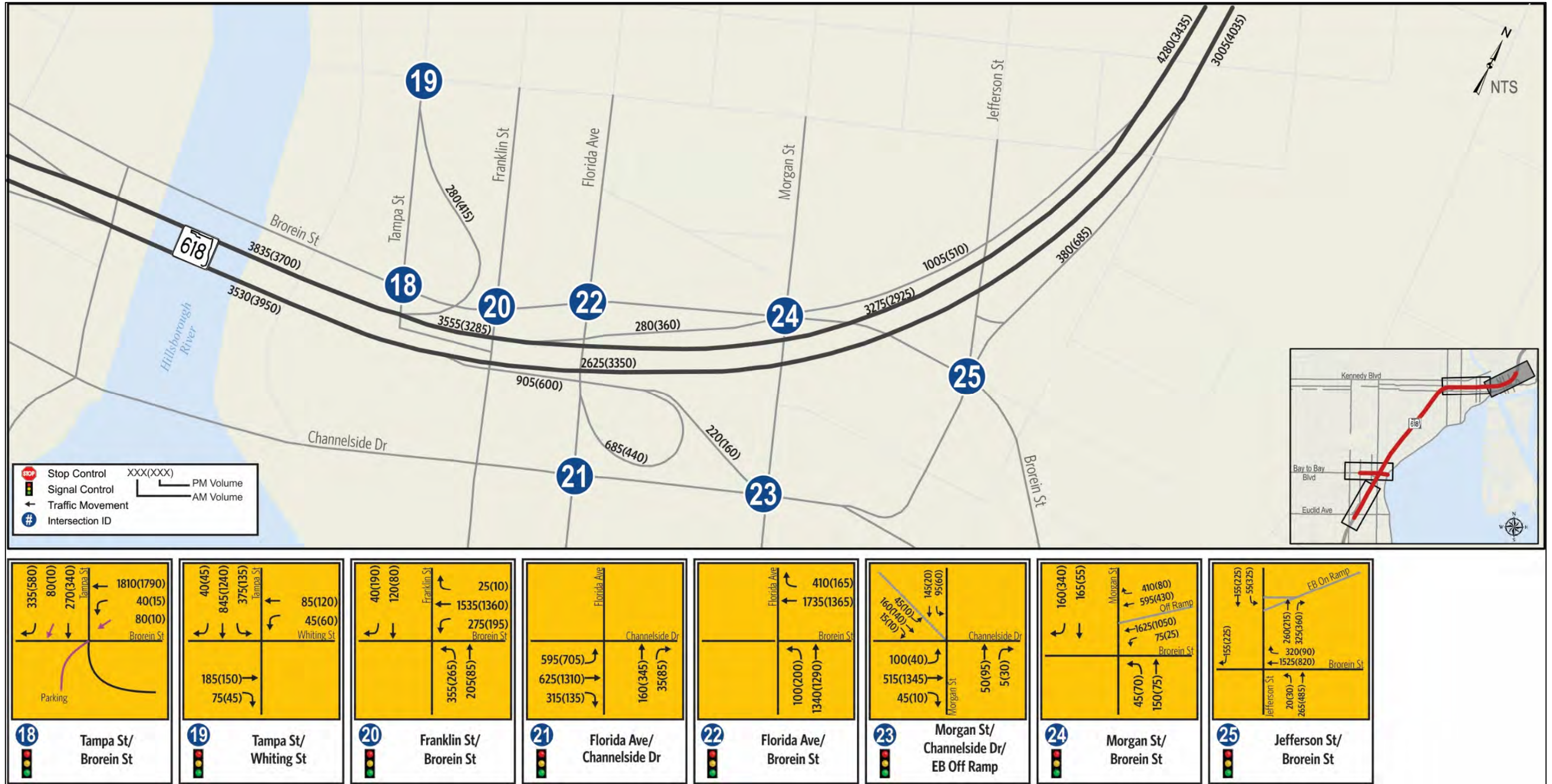


Figure 2.5 (Continued). Existing Year (2019) DDHVs and Peak-Hour Turning Movement Volumes

2.6 Simulation Model Development

The existing conditions simulation models for the study area were developed using VISSIM version 2020 (service pack 10), a widely used, behavior-based multi-purpose traffic microsimulation program. VISSIM tracks individual vehicle movements and quantifies the performance of individual movements and overall delays and queue lengths for the mainline, ramps, and intersections. Model assumptions, parameters, and network coding techniques are discussed in the following subsections.

2.6.1 Data Inputs

Multiple data sources were used to develop the data inputs and calibration targets used in the AM and PM VISSIM models. Raw counts were adhered to as closely as possible, smoothing as minimally as possible to achieve balance, and used as the calibration volume set. The mainline and ramps were smoothed first and held as the control for the arterial intersection balancing. This adherence to the true measured counts allows a more reasonable expectation that other field measurements can be replicated in the model. Traffic counts, signal timing plans, and spot speeds on the Selmon Expressway mainline were used for model inputs. Measured travel time, traffic counts, spot speeds, and queue lengths were used to compare with calibration targets.

2.6.2 Model Geometrics

Scaled aerial photography obtained from the Land Boundary Information System (LABINS) was utilized to develop the base VISSIM network and establish intersection lane configurations, stop bar locations, and turn bay lengths. The high-resolution aeriels were also used to accurately code merge, weave, and diverge sections on the Selmon Expressway, according to the lane striping. The geometry was verified in cases where there was construction happening at the time the aerial photograph was taken, such as the Brorein Street/Jefferson Street intersection. Sources and sinks were coded in the model as needed.

2.6.3 Vehicle Inputs

Vehicle entry flow rates change every 15-minutes in the models in order to represent the traffic fluctuations during simulated peak hours. This allows the VISSIM models to more closely represent traffic arrival patterns and queuing on the mainline and arterial intersections. The VISSIM models include a one-hour shoulder period before and after the peak hour. The shoulder hours allow congestion to build prior to the peak hour and dissipate after the peak hour to capture the effects of peak spreading and mitigate latent demand within the model. The entry link 15-minute flow proportions of the global peak hour were determined from turning movement counts and classification counts. These proportions were applied to the existing year (2019) volumes to establish the varying 15-minute flow rates and captures different peaking characteristics of each intersection within the study limits for the three-hour span. A 30-minute seeding period was also used prior to the start of the first shoulder hour with 75 percent of the existing year (2019) volumes loaded. The seeding period allows for vehicles to be loaded into the network before recording simulation results.

2.6.4 Traffic Composition

Traffic compositions (car and truck percentages) were derived from existing count data for all model entry links. The eastbound Selmon Expressway truck percentages were 5.0 and 6.0 percent in the AM and PM peak hours, respectively. The westbound Selmon Expressway truck percentages were 8.0 and 3.0 percent in the AM and PM peak hours, respectively. Peak-hour volume-weighted approach truck percentages were used to determine arterial entry link truck percentages and generally ranged between 0.0 and 3.0 percent.

2.6.5 Vehicle Models and Distribution

Car and heavy vehicle distributions were based on the VISSIM North American default vehicle fleet developed by PTV America in January 2010. The model distribution for cars is based on North American car sales data and is shown in **Table 2.3**. The model distribution for trucks is based on the FHWA Comprehensive Truck Size and Weight Study, dated August 2000, and is shown in **Table 2.4**.

Table 2.3. Car Models and Distribution

Brand	Name	Type	Percentage	3D Vehicle Model
Ford	F-150	Truck	19.23%	LtTruck_Ford_F150_2009.v3d
Chevrolet	Silverado	Truck	15.09%	LtTruck_Chevrolet_Silverado_2008.v3d
Toyota	Camry	Car	13.46%	Car_Toyota_Camry_2006.v3d
Ford	Explorer	SUV	10.57%	SUV_Ford_Explorer_2008.v3d
Honda	Accord	Car	12.91%	Car_Honda_Accord_2003.v3d
Chrysler	Voyager	Truck	5.52%	Van_Plymouth_Voyager_1999.v3d
Jeep	Grand Cherokee	SUV	5.84%	SUV_Jeep_Grand_Cherokee_2002.v3d
Nissan	Quest	Car	6.41%	Van_Nissan_Quest_1995.v3d
General Motors Company	Yukon	SUV	4.99%	SUV_GMC_Yukon_XL_2008.v3d
Nissan	Altima	Car	5.96%	Car_Nissan_Altima_2005.v3d

Table 2.4. Truck Models and Distribution

Vehicle Class	Percentage	3D Vehicle Model	
		Tractor	Trailer
5-Axle Tractor Semi-Trailer	43.0%	HGV_WB50_Tractor.v3d	HGV_WB50_Trailer.v3d
3-Axle Single Unit Truck	24.9%	truck.v3d	
4-Axle Tractor Semi-Trailer	9.5%	HGV_WB40_Tractor.v3d	HGV_WB40_Trailer.v3d
4-Axle or more Single Unit Truck	4.4%	HGV_flatbed_truck.v3d	
3-Axle Tractor Semi-Trailer	4.2%	HGV_WB67d_Tractor.v3d	HGV_WB67d_Trailer.v3d
6-Axle Tractor Semi-Trailer	4.0%	HGV_WB65_Tractor.v3d	HGV_WB65_Trailer.v3d

2.6.6 Vehicle Routing

Traffic patterns in VISSIM were modeled using static routes and routing decisions. Vehicle routing through the study area was achieved through the development of OD matrices. The OD matrices were developed using Streetlight data for the Selmon Expressway mainline and ramps and by evaluating permitted and prohibited movements. Arterial OD matrices were estimated by evaluating the strength of each possible route pair and weighting the route accordingly using engineering judgement.

The routing decisions are based on the peak hour OD matrices for all three hours of simulation as there were no major pattern shifts between hours, according to the Streetlight data. The relative volumes produced by the OD matrices for the peak hour were adjusted based on the model input's flow rate for each 15-minute interval. The same traffic patterns were assumed for both cars and trucks, resulting in routing decisions that were applied to all vehicle types.

2.6.7 Speed Distributions

Speed distribution profiles were developed for the Selmon Expressway at select locations based on spot speed data collected in the field. Otherwise, speed limits were used to define the speed distributions on all other roadway segments within the study area. Desired speed distributions used in the VISSIM models are shown in **Table 2.5**. Speed decisions were used in the models to generate desired vehicle speeds at various roadway segments and reduced speed areas were strategically placed in locations where vehicles need to reduce their speed due to roadway alignment or for turning movements at intersections.

2.6.8 Lane Change and Emergency Stop Distance

The look-back or lane change distance defines the distance at which vehicles attempt to change lanes. The longer the distance, the farther back the driver prepares for their next turning movement before making the movement, thus resulting in better lane utilization. Lane change distances were initially set to a default value of 1,500 feet for arterials and 3,000 feet for the Selmon Expressway mainline and adjusted, where necessary, to match field conditions and calibrate congestion levels. Lane change distances for Selmon Expressway off-ramps ranged from 2,000 feet to over 1 mile. Known decision making patterns and engineering judgment were also used to modify the look-back distances as needed.

Emergency stop is the last possible position where a vehicle can change lanes. The default value for emergency stops is 16.4 feet and was increased to 50 feet at intersections and 100 feet on the Selmon Expressway mainline. Similar to the lane-change distances, emergency stop distances were adjusted, where necessary, to match field conditions and calibrate congestion levels.

Table 2.5. VISSIM Speed Distributions

Facility or Speed Function	Posted Speed (mph)	Minimum Speed (mph)	Maximum Speed (mph)
20 mph	20	18	27
25 mph	25	23	32
30 mph	30	25	37
35 mph	35	30	42
40 mph	40	35	50
45 mph	45	40	55
50 mph	50	45	60
55 mph	55	50	65
Reg Right Turns	-	9	12
Wide Right Turns	-	15	19
Reg Left Turns	-	15	19
Wide Left Turns	-	17	22
EB Selmon at Himes	55	45	80
WB Selmon at Himes	45	42	77
EB Selmon at Howard	55	48	80
WB Selmon at Howard	55	46	80
EB Selmon at Hyde Park	55	44	76
WB Selmon at Hyde Park	55	40	78
EB Selmon at Howard ATS - PM	55	50	82
WB Selmon at Howard ATS - PM	55	54	82
EB Selmon at Hyde Park ATS - PM	55	38	74
WB Selmon at Hyde Park ATS - PM	55	52	81

2.6.9 Signal Operations and Stop/Yield Control

The signal timing and phasing parameters were coded in the AM and PM models using VISSIM’s ring barrier controller (RBC) module according to the signal timing plans obtained from the City of Tampa. All signalized intersections were coded with an individual signal controller using VISSIM’s RBC module. Additional detectors were placed on approaches leading to signal heads to start calling the associated phase at the point of the furthest detector, which helps with progression and clearing a standing queue. Stop or yield control was coded in the model for unsignalized intersections, depending on signage and/or driver behavior.

2.6.10 Multiple Model Runs and Simulation Output

Due to the varying nature of the simulations between runs with different random seed numbers, VISSIM results can differ significantly from one run to the next. The Virginia Department of

Transportation Sample Size Determination Tool, Version 2.0, was used to calculate the number of runs needed for the desired confidence interval and tolerance error. The results are shown in **Appendix G** and showed that four runs would suffice. For a conservative approach, ten runs were performed with random seed numbers ranging from 1111 to 11110 in increments of 1111 for the calibration models. These seeds will be used for all other models as well. The output results were calculated using an average of these ten runs.

2.7 Simulation Model Calibration

Calibration is an iterative process that involves adjusting model parameters until the simulation reasonably replicates driver behavior, traffic flow patterns, and field-measured data. The calibration process used for the VISSIM models followed FDOT and Federal Highway Administration (FHWA) guidelines for determining the acceptability of model results as compared to existing operations.

2.7.1 Visual Checking and Error Correction

The visual checking and error correction process focused on addressing coding errors before the output results were compared to the calibration targets. This process involved reviewing data inputs, VISSIM error reports, and model animations. The error report produced after each simulation run may include common errors, such as vehicle removal, signal errors, end-of-link errors, and various others. Critical errors in the model were accounted for and corrected during this step. Visual checking of the animation was performed to check for abnormal driving behavior or irregular queuing within the network and to identify coding parameters subject to additional refinement.

2.7.2 Calibration Targets

The objective of model calibration is to match model performance to the field performance measurements with a pre-determined threshold of acceptable error. This allowable error accounts for limitations in software capabilities and the realization that not all possible driver behaviors may have been observed in the field during the field observation stage. Procedures documented in the FDOT Traffic Analysis Handbook and FHWA's Traffic Analysis Toolbox (TAT), Volume III, were used to perform the VISSIM model calibration and analysis. The following calibration targets from the FDOT Traffic Analysis Handbook were used for the analysis:

1. Hourly Traffic Volume Flows (Model Versus Observed)
 - a. Simulated and measured individual link volumes for more than 85 percent of links for each of the three criteria should be:
 - i. Within 100 vph for volumes less than 700 vph
 - ii. Within 15 percent for volumes between 700 vph and 2700 vph
 - iii. Within 400 vph, for volumes greater than 2700 vph
 - b. Simulated and measured individual link volumes for more than 85 percent of links should have a Gregory E. Hovers (GEH) statistic value of 5 or lower. The GEH statistic is computed as:

$$GEH = \sqrt{\frac{(E - V)^2}{(E + V)/2}}$$

where:

E = model estimated volumes

V = field count

- c. Sum of all simulated and measured link volumes within the calibration area should be within 5 percent.
- d. Sum of all simulated and measured link volumes within the calibration area should have a GEH statistic less than 5.
2. Speed
 - a. Simulated average link speeds should be within +/- 10 mph of measured speeds for more than 85 percent of links within the calibration area.
3. Travel Time
 - a. Simulated travel time should be within +/- 1 minute for routes with observed travel times less than 7 minutes.
 - b. Simulated travel time should be within +/- 15 percent for routes with observed travel times greater than or equal to 7 minutes.
4. Visual Audits
 - a. Check consistency with field conditions of on- and off-ramp queuing, weaving maneuvers, patterns and extent of queuing at intersections and on congested links, lane utilization/choice, bottleneck locations, etc.
 - i. The simulated visualization should be acceptable to the satisfaction of analysts and reviewers.

2.7.3 Mainline Calibration Parameters

The primary Selmon Expressway mainline calibration parameters included global driver behavior parameters related to car following and lane changing, as well as connector look back distances. Lane-changing behaviors were adjusted from defaults as needed to better replicate field observations. Ultimately, the driver behavior directly relates to the capacity of the links they are associated with. For lower capacity sections, more conservative driver behavior parameters are used, and for higher capacity sections, more aggressive driver behavior parameters are used. The driving behavior parameters for each type were varied to allow for increased headways, improved lane change (ramp merge cooperation) behavior, and overall driver aggressiveness. A total of four link/driver behavior types were used to model the mainline segments, including basic mainline and higher capacity merge, diverge, and weave. For all mainline driving behaviors, the Wiedemann 99 car following model was used. **Table 2.6** and **Table 2.7** show the mainline car-following and lane-changing driver behavior parameters, respectively.

Table 2.6. VISSIM Mainline Car-Following Parameters

Mainline Driver Behavior	Max Look Ahead Distance (ft)	Observed Vehicles	CC0 (ft)	CC1 (s)	CC2 (ft)	CC3	CC4	CC5	CC6	CC7 (ft/s ²)	CC8 (ft/s ²)	CC9 (ft/s ²)
VISSIM Default	820	2	4.92	0.90	13.12	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway (free lane selection)	1000	6	4.92	1.00	13.12	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway Higher Capacity Merge - Modified	820	6	4.92	0.90	13.12	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway Higher Capacity Weave - Modified	820	6	4.92	0.95	13.12	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway Higher Capacity Diverge - Modified	820	6	4.92	0.90	13.12	-8	-0.35	0.35	11.44	0.82	11.48	4.92

Table 2.7. VISSIM Mainline Lane-Changing Parameters

Mainline Driver Behavior	Own			Trailing			Safety Distance Factor	Max Decel for Cooperative Braking	Cooperative Lane Change		
	Max Decel	-1 ft/s ² per distance	Accepted Decel	Max Decel	-1 ft/s ² per distance	Accepted Decel			Y/N	Max Speed Difference	Max Collision Time
	(ft/s ²)	(ft)	(ft/s ²)	(ft/s ²)	(ft)	(ft/s ²)			(Y/N)	(mph)	(s)
VISSIM Default	-13.12	200	-3.28	-9.84	200	-1.64	0.60	-9.84	N	6.71	10
Freeway (free lane selection)	-13.12	200	-3.28	-9.84	200	-1.64	0.30	-15.00	Y	15.00	10
Freeway Higher Capacity Merge - Modified	-13.12	200	-3.28	-9.84	200	-1.64	0.30	-15.00	Y	15.00	15
Freeway Higher Capacity Weave - Modified	-13.12	200	-3.28	-9.84	200	-1.64	0.30	-15.00	Y	15.00	10
Freeway Higher Capacity Diverge - Modified	-13.12	200	-3.28	-9.84	200	-1.64	0.30	-15.00	Y	15.00	15

2.7.4 Arterial and Ramp Calibration Parameters

Calibration parameters for arterials and ramps are based on the global default urban driver behavior values. These default values were inspected and adjusted as needed to better replicate field observations. Lane-changing behaviors were adjusted to allow cooperative lane changing with a maximum speed differential of 10 mph and a maximum collision time of 10 seconds. Maximum deceleration for cooperative braking was adjusted to -15 ft/s^2 . The Wiedemann 74 car following model was used for this driver behavior. **Table 2.8** shows the arterial driver behavior parameters.

Table 2.8. VISSIM Arterial Driver Behavior Parameters

Arterial Driving Behavior		Units	VISSIM Default	Urban (motorized)
Car Following Parameters				
W74	Average Standstill Distance	(ft)	6.56	6.56
	W74bxAdditive	--	2.0	2.0
	W74bxMultiplicative	--	3.0	3.0
Other	Look Ahead Distance (max)	(ft)	820	1000
	Observed Vehicles	--	4	6
Lane Change Parameters				
Own	Maximum Deceleration	(ft/s ²)	-13.12	-13.12
	-1 ft/s ² per distance	(ft)	100	100
	Accepted Deceleration	(ft/s ²)	-3.28	-3.28
Trailing	Maximum Deceleration	(ft/s ²)	-9.84	-9.84
	-1 ft/s ² per distance	(ft)	100	100
	Accepted Deceleration	(ft/s ²)	-3.28	-3.28
Other Parameters	Waiting Time before Diffusion	(s)	60	300
	Min Headway (Front/Rear)	(ft)	1.64	1.64
	Safety Distance Factor	--	0.60	0.60
	Max Decel for Cooperative Braking	(ft/s ²)	-9.84	-15.00
	Advanced Merging	(Y/N)	Y	Y
	Cooperative Lane Change	(Y/N)	N	Y
	Maximum Speed Difference	(mph)	6.71	10.00
Maximum Collision Time	(s)	10	10	

2.7.5 Localized Calibration Parameters

In addition to considering global driver behavior parameters, localized adjustments to lane change distances and other network elements were required in order to achieve the desired levels of congestion. Key adjustments are discussed below:

Lane change distances were modified, as needed based on animation observation, to achieve a better replication of field-measured or field-observed lane utilization, travel times, speeds, and congestion levels, within an appropriate threshold.

Priority rules were used to avoid blocking of intersections in areas that experienced queue spillback. These priority rules improved the driver behavior in the area to more accurately reflect field observed gap acceptance and saturated driving conditions in the area.

2.8 Simulation Model Calibration Results

The existing year (2019) VISSIM calibration model simulated volume output was averaged amongst ten runs. The simulated peak-hour volumes were compared to the peak-hour demand volumes during the calibration process. The difference in vehicles or the percent difference between modeled and demand volumes were compared to the calibration target thresholds. Simulated speed and travel time results were also extracted for select locations and segments, respectively, and compared to field-measured data. The VISSIM calibration results are shown in **Appendix G**.

2.8.1 Volume Calibration Results

A comparison of the AM and PM peak-hour simulated traffic volumes and balanced field-measured volumes for the Selmon Expressway and at all intersections within the study area was conducted to determine the calibration results.

The intersection-level volume calibration compares simulated traffic volumes extracted from the VISSIM node evaluation results to the individual turning movement demand volumes for the study intersections included in the model. Simulated volume on all links within the VISSIM was compared to the demand volumes on each link as well. This method of comparison captured the Selmon Expressway mainline segments.

All individual turning movement volumes have a GEH statistic of 1.2 or less for all intersections in both the AM and PM peak hours. All individual turning movements meet both the volume criteria and GEH statistic thresholds. The sum of all individual turning movement volumes is within 0.5 percent of the sum of all turning movement demand volumes in both the AM and PM peak hours, which is within the acceptable error threshold, while the GEH statistic is less than 1.0.

For individual link flows, 100 percent of the links met each criterion in the AM and PM peak hours, respectively. The sum of all modeled link volumes is within 1.0 percent of the sum of all counts in both the AM and PM peak hours, which is within the acceptable error threshold. The sum of all modeled link volumes and the sum of all counts has a GEH statistic less than 5 in both the AM and PM peak hours, which is within the acceptable error threshold. The AM and PM VISSIM models both meet all of the volume calibration target thresholds for the Selmon Expressway links and study intersection nodes, indicating that the model parameters and inputs selected are leading to a sufficient replication of existing conditions. The volume calibration results are shown in **Appendix G** for both the AM and PM peak hours.

2.8.2 Speed Calibration Results

Speed data on the Selmon Expressway Mainline was collected at select locations and data collection points were included in the VISSIM models at the corresponding locations. The simulated speed results were extracted, aggregated by hour, and compared to the field-measured speeds for adherence to the calibration targets. All points meet the speed calibration targets along the Selmon Expressway mainline. The speed calibration results are shown in **Appendix G** for both the AM and PM peak periods.

2.8.3 Travel Time Calibration Results

The AM and PM peak period simulated travel times were aggregated into 15-minute increments over the three-hour span. These simulated travel times and field-collected travel times for the Selmon Expressway Mainline were compared for adherence to the calibration target thresholds. All travel time runs were less than 7 minutes, making the calibration target plus/minus one minute. The plus/minus 15 percent threshold was additionally checked, although it was not considered as a calibration target. The AM and PM peak period simulated average travel times for each route considered match at least one of the field-measured runs. The travel time calibration results are shown in **Appendix G** for both the AM and PM peak periods.

2.8.4 Queuing/Visual Audit Calibration Results

A visual inspection of the queuing patterns and locations of congestion in the VISSIM models was performed for reasonableness. The modeled congestion and queuing appeared to be reasonable with more congestion appearing east of Willow Avenue.

2.9 Existing Year (2019) Traffic Operational Analysis

Existing year (2019) DDHVs were simulated in VISSIM using the same parameters as in the calibrated models for the AM and PM peak periods. Various Measures of Effectiveness (MOEs) were extracted, including processed volume, density, speed, delay, Level of Service (LOS), queue lengths, travel time, and networkwide measures.

2.9.1 Mainline and Ramp Analysis

Density and speed were extracted from VISSIM for ramps and Selmon Expressway mainline segments within the project limits. **Table 2.9** shows the existing year (2019) density results for the AM and PM peak hours. **Table 2.10** shows the existing year (2019) speed results for the AM and PM peak hours. **Table 2.11** shows the peak-hour demand compared to the simulated volume.

The AM peak hour shows three westbound Selmon Expressway mainline segments operating at LOS F. These segments correspond to the area between the Brorein Street off ramp and the Plant Avenue off ramp. This may be attributed to vehicles queuing back from the Plant Avenue off ramp that back up onto the mainline, as well as the short acceleration lane from the Brorein Street on ramp and the weaving section between the Tampa Street on ramp and Plant Avenue off ramp. These segments also experience a corresponding drop in speed due to these conditions.

The PM peak hour shows two eastbound Selmon Expressway mainline segments operating at LOS E. One segment is from the Florida Avenue off ramp to the Jefferson Street on ramp. This may be attributed to the curvature of the roadway on this segment, as well as interaction between the mainline traffic and the Jefferson Street on ramp traffic. The other segment is from the Willow Avenue on ramp to the Plant Avenue on ramp.

In the AM peak hour, two eastbound ramp segments and three westbound ramp segments operate at LOS E or worse. In the PM peak hour, one eastbound ramp segment and two westbound ramp segments operate at LOS E or worse. In the eastbound direction, the Morgan Street off ramp consistently operates at LOS F under both peak hours.

Travel times were also measured along the Selmon Expressway mainline in both the AM and PM peak hours, as shown in **Table 2.12**. The travel times are similar between the AM and PM peak hour for each segment, with the AM peak hour showing slightly higher times in the westbound direction and the PM peak hour showing slightly higher travel times in the eastbound direction.

Table 2.9. Existing Year (2019) Density (veh/mi/lane)

Link Segment	No Build		No Build	
	AM Density	AM LOS	PM Density	PM LOS
Eastbound Selmon Expressway Mainline				
From Start of Network to Euclid Ave On Ramp	13.5	B	13.7	B
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	20.1	C	18.2	C
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	24.8	C	22.5	C
From Willow Ave Off Ramp to Willow Ave On Ramp	20.6	C	20.2	C
From Willow Ave On Ramp to Plant Ave On Ramp	29.4	D	35.3	E
From Plant Ave On Ramp to Florida Ave Off Ramp	23.8	C	34.9	D
From Florida Ave Off Ramp to Jefferson St On Ramp	24.2	C	35.9	E
From Jefferson St On Ramp to End of Network	18.3	C	27.0	D
Westbound Selmon Expressway Mainline				
From Start of Network to Brorein St Off Ramp	28.2	D	19.2	C
From Brorein St Off Ramp to Brorein St On Ramp	45.1	F	25.0	C
From Brorein St On Ramp to Tampa St On Ramp	55.1	F	30.4	D
From Tampa St On Ramp to Plant Ave Off Ramp	51.6	F	25.3	C
From Plant Ave Off Ramp to Willow Ave Off Ramp	25.6	C	25.9	C
From Willow Ave Off to Willow Ave On Ramp	20.3	C	20.8	C
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	24.8	C	23.2	C
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	18.6	C	20.6	C
From Euclid Ave Off Ramp to End of Network	13.5	B	12.7	B
Eastbound Selmon Expressway Ramps				
Euclid Ave On Ramp	17.3	B	11.2	B
Bay to Bay Blvd On Ramp	11.8	B	11.5	B
Willow Ave Off Ramp	11.6	B	6.9	A
Willow Ave On Ramp	14.6	B	20.4	C
Plant Ave On Ramp	9.7	A	15.0	B
Morgan St and Florida St Off Ramps	15.8	B	10.2	A
Florida St Off Ramp	35.5	E	20.6	C
Morgan St Off Ramp	60.9	F	50.4	F
Jefferson St On Ramp	8.0	A	14.5	B
Westbound Selmon Expressway Ramps				
Brorein St Off Ramp	32.8	D	15.2	B
Brorein St On Ramp	6.9	A	8.8	A
Tampa St On Ramp	8.9	A	13.2	B
Plant Ave Off Ramp	123.0	F	22.4	C
Willow Ave Off Ramp	35.9	E	49.3	F
Willow Ave On Ramp	5.9	A	8.2	A
Bay to Bay Blvd Off Ramp	52.3	F	39.3	E
Euclid Ave Off Ramp	13.7	B	26.5	D

Table 2.10. Existing Year (2019) Average Speed (mph)

Link Segment	No Build	
	AM Average Speed	PM Average Speed
Eastbound Selmon Expressway Mainline		
From Start of Network to Euclid Ave On Ramp	59.2	59.2
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	57.3	57.7
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	56.7	58.5
From Willow Ave Off Ramp to Willow Ave On Ramp	57.6	58.8
From Willow Ave On Ramp to Plant Ave On Ramp	50.6	45.6
From Plant Ave On Ramp to Florida Ave Off Ramp	52.5	45.3
From Florida Ave Off Ramp to Jefferson St On Ramp	53.0	46.8
From Jefferson St On Ramp to End of Network	54.7	50.3
Westbound Selmon Expressway Mainline		
From Start of Network to Brorein St Off Ramp	53.1	60.6
From Brorein St Off Ramp to Brorein St On Ramp	41.8	58.4
From Brorein St On Ramp to Tampa St On Ramp	33.9	51.3
From Tampa St On Ramp to Plant Ave Off Ramp	34.3	55.7
From Plant Ave Off Ramp to Willow Ave Off Ramp	53.9	56.7
From Willow Ave Off to Willow Ave On Ramp	55.7	59.7
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	54.8	61.7
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	54.1	53.8
From Euclid Ave Off Ramp to End of Network	55.4	56.0
Eastbound Selmon Expressway Ramps		
Euclid Ave On Ramp	43.2	43.6
Bay to Bay Blvd On Ramp	44.4	45.0
Willow Ave Off Ramp	41.6	42.8
Willow Ave On Ramp	46.9	46.3
Plant Ave On Ramp	45.0	45.1
Morgan St and Florida St Off Ramps	37.6	37.4
Florida St Off Ramp	19.4	21.8
Morgan St Off Ramp	8.0	10.0
Jefferson St On Ramp	47.7	46.0
Westbound Selmon Expressway Ramps		
Brorein St Off Ramp	34.8	41.1
Brorein St On Ramp	41.8	42.1
Tampa St On Ramp	31.8	31.7
Plant Ave Off Ramp	6.9	32.5
Willow Ave Off Ramp	25.5	20.4
Willow Ave On Ramp	46.9	47.1
Bay to Bay Blvd Off Ramp	19.2	24.0
Euclid Ave Off Ramp	41.1	36.5

Table 2.11. Existing Year (2019) Peak-Hour Demand vs. Simulated Volume

Link Segment	No Build		No Build	
	AM Demand Volume	PM Demand Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline				
From Start of Network to Euclid Ave On Ramp	1605	1620	1598	1625
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	2350	2120	2548	2270
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	2870	2640	3005	2822
From Willow Ave Off Ramp to Willow Ave On Ramp	2410	2355	2354	2366
From Willow Ave On Ramp to Plant Ave On Ramp	3100	3310	3196	3556
From Plant Ave On Ramp to Florida Ave Off Ramp	3530	3950	3439	3948
From Florida Ave Off Ramp to Jefferson St On Ramp	2625	3350	2567	3358
From Jefferson St On Ramp to End of Network	3005	4035	2949	4034
Westbound Selmon Expressway Mainline				
From Start of Network to Brorein St Off Ramp	4280	3435	4280	3415
From Brorein St Off Ramp to Brorein St On Ramp	3275	2925	3260	2892
From Brorein St On Ramp to Tampa St On Ramp	3555	3285	3599	3312
From Tampa St On Ramp to Plant Ave Off Ramp	3835	3700	3811	3650
From Plant Ave Off Ramp to Willow Ave Off Ramp	3050	3170	3450	3446
From Willow Ave Off to Willow Ave On Ramp	2300	2550	2261	2486
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	2585	2940	2656	3032
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	2015	2235	1982	2156
From Euclid Ave Off Ramp to End of Network	1515	1480	1493	1417
Eastbound Selmon Expressway Ramps				
Euclid Ave On Ramp	745	500	716	469
Bay to Bay Blvd On Ramp	520	520	499	497
Willow Ave Off Ramp	460	285	455	282
Willow Ave On Ramp	690	955	675	927
Plant Ave On Ramp	430	640	421	650
Morgan St and Florida St Off Ramps	905	600	885	599
Florida St Off Ramp	685	440	664	435
Morgan St Off Ramp	220	160	221	166
Jefferson St On Ramp	380	685	349	633
Westbound Selmon Expressway Ramps				
Brorein St Off Ramp	1005	510	987	501
Brorein St On Ramp	280	360	280	362
Tampa St On Ramp	280	415	281	414
Plant Ave Off Ramp	785	530	795	530
Willow Ave Off Ramp	750	620	753	599
Willow Ave On Ramp	285	390	275	384
Bay to Bay Blvd Off Ramp	570	705	554	688
Euclid Ave Off Ramp	500	755	476	725

Table 2.12. Existing Year (2019) Mainline Travel Time (mins)

Movement	Existing Configuration AM	Existing Configuration PM
EB Selmon - Himes to Willow	3.30	3.25
EB Selmon - Willow to N 12th St	2.31	2.56
EB Selmon - Himes to N 12th St	5.62	5.82
WB Selmon - N 12th St to Willow	2.76	2.11
WB Selmon - Willow to Himes	3.50	3.21
WB Selmon - N 12th St to Himes	6.25	5.30

2.9.2 Intersection Analysis

The ramp terminal intersections, as well as adjacent signalized intersections within the project area, were included in the existing year (2019) VISSIM models to replicate the metering of traffic and platooning onto the ramps and arterials. Intersection delay and LOS can be found in **Table 2.13**. AM and PM maximum queue length, rounded to the nearest 25 feet, can be found in **Table 2.14** and **Table 2.15**, respectively.

Delay is generally low, as many of these intersections consist of two one-way streets and operate under two-phase signal control. Most intersections operate at LOS D or better overall, with few operating at LOS E, and none at LOS F. Various intersection approaches operate at LOS E or worse. The results of the existing year (2019) intersection queue length analysis indicate that several movements queue back in excess of 1,000 feet. Among these intersections are off ramp terminals at Bay to Bay Boulevard, Willow Avenue/Platt Street, Willow Avenue/Cleveland Street, and Plant Avenue/Brorein Street.

2.9.3 Networkwide Analysis

Networkwide MOEs were extracted from VISSIM for the three-hour cumulative totals for the existing year (2019) existing configuration to serve as a baseline for comparison to future year models. The overall networkwide average travel speed was averaged over the three hours and is 35 mph in both AM and PM peak hours. There is essentially no latent demand, meaning that all vehicles were able to enter the system, although not all vehicles were able to complete their routes before the end of the simulation. **Table 2.16** shows the networkwide VISSIM results for the existing year (2019).

Table 2.13. Existing Year (2019) Intersection Delay (s/veh) and LOS

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	23.3	23.5	C	C	16.8	12.4	B	B	26.6	51.8	C	D	17.2	45.2	B	D	-	-	-	-	21.5	26.9	C	C
2	Euclid Ave/Selmon Expressway WB Off Ramp	1.0	0.8	A	A	1.4	3.8	A	A	-	-	-	-	14.4	21.3	B	C	-	-	-	-	5.3	9.7	A	A
3	Euclid Ave/Selmon Expressway EB On Ramp	5.4	3.7	A	A	6.3	6.4	A	A	9.9	10.8	A	B	-	-	-	-	-	-	-	-	5.9	4.9	A	A
4	Bay to Bay Blvd/Concordia Ave	5.5	3.6	A	A	4.1	1.7	A	A	41.0	28.7	D	C	37.7	43.9	D	D	-	-	-	-	7.5	3.7	A	A
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	17.7	17.7	B	B	5.3	22.1	A	C	98.7	50.7	F	D	57.0	31.5	E	C	-	-	-	-	36.6	30.6	D	C
6	Bay to Bay Blvd/MacDill Ave	37.6	54.2	D	D	53.2	36.8	D	D	42.9	31.3	D	C	83.1	46.6	F	D	-	-	-	-	50.7	43.5	D	D
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	11.7	5.6	B	A	37.4	11.5	E	B	23.0	13.2	C	B	-	-	-	-	-	-	-	-	20.3	8.2	C	A
8	Bay to Bay Blvd/Bayshore Blvd	50.4	34.6	D	C	-	-	-	-	10.2	9.9	B	A	24.8	26.3	C	C	-	-	-	-	21.9	20.7	C	C
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	46.4	87.9	D	F	-	-	-	-	33.6	44.5	C	D	30.3	64.4	C	E	65.4	60.6	E	E	47.1	75.1	D	E
10	Willow Ave/Cleveland St	-	-	-	-	22.5	33.4	C	C	38.5	30.2	D	C	60.8	53.7	E	D	-	-	-	-	29.4	36.6	C	D
11	Willow Ave/Kennedy Blvd	12.9	23.5	B	C	12.3	21.8	B	C	40.6	33.9	D	C	40.3	51.5	D	D	-	-	-	-	18.2	26.7	B	C
12	South Boulevard/Platt St	4.5	9.5	A	A	-	-	-	-	36.4	32.0	D	C	78.7	30.1	E	C	-	-	-	-	26.6	21.1	C	C
13	South Boulevard/Cleveland St	-	-	-	-	16.2	14.8	B	B	49.0	55.7	D	E	48.1	45.1	D	D	-	-	-	-	26.2	25.9	C	C
14	Hyde Park Ave/Cleveland St	-	-	-	-	6.3	9.1	A	A	-	-	-	-	45.4	41.5	D	D	-	-	-	-	17.2	16.6	B	B
15	Plant Ave/Platt St	15.5	20.7	B	C	-	-	-	-	70.2	46.3	E	D	-	-	-	-	-	-	-	-	47.7	34.5	D	C
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	7.5	8.8	A	A	-	-	-	-	3.2	3.5	A	A	-	-	-	-	-	-	-	-	3.2	3.6	A	A
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	43.0	32.5	D	C	47.6	26.3	D	C	-	-	-	-	146.5	75.9	F	E	76.7	39.1	E	D
18	Tampa St/Brorein St	-	-	-	-	4.3	5.2	A	A	-	-	-	-	16.1	13.7	B	B	44.2	41.4	D	D	10.4	11.6	B	B
19	Tampa St/Whiting St	45.8	44.1	D	D	52.6	53.5	D	D	-	-	-	-	11.6	11.1	B	B	-	-	-	-	20.1	18.8	C	B
20	Franklin St/Brorein St	-	-	-	-	10.0	13.0	B	B	30.9	27.8	C	C	28.8	16.4	C	B	-	-	-	-	15.9	15.9	B	B
21	Florida St/Channelside Dr	4.7	7.1	A	A	-	-	-	-	47.7	46.0	D	D	-	-	-	-	-	-	-	-	9.3	13.4	A	B
22	Florida St/Brorein St	-	-	-	-	19.6	11.8	B	B	40.5	41.3	D	D	-	-	-	-	-	-	-	-	28.4	29.0	C	C
23	Morgan St/Channelside Dr/Selmon Expressway EB Off Ramp	20.6	27.7	C	C	-	-	-	-	38.2	33.9	D	C	80.0	45.1	F	D	55.1	64.9	E	E	40.1	32.5	D	C
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	8.1	7.7	A	A	60.2	27.0	E	C	43.0	43.9	D	D	15.1	10.6	B	B	16.0	16.4	B	B
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	-	-	-	-	11.1	10.3	B	B	31.7	33.4	C	C	0.9	2.5	A	A	-	-	-	-	16.1	20.8	B	C

Table 2.14. Existing Year (2019) Intersection AM Maximum Queue Length (ft)

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	550	575	125	375	400	150	500	525	75	200	225	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	50	0	0	25	0	0	0	0	425	0	325	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	425	375	75	100	50	50	100	75	100	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	250	250	275	200	200	225	225	225	250	125	125	150	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	525	525	0	0	175	225	1650	1650	1475	100	0	100	0	0	0
6	Bay to Bay Blvd/MacDill Ave	550	550	600	100	450	500	225	1175	150	1525	1400	1400	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	400	475	475	450	325	50	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	675	0	200	0	0	0	425	0	0	0	675	750	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	800	800	800	0	0	0	0	350	350	225	150	0	450	350	350
10	Willow Ave/Cleveland St	0	0	0	950	950	1000	350	175	0	0	475	525	0	0	0
11	Willow Ave/Kennedy Blvd	75	400	425	50	375	400	500	500	525	100	300	350	0	0	0
12	South Boulevard/Platt St	200	200	50	0	0	0	0	400	150	200	450	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	600	600	625	175	475	0	0	450	75	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	275	275	0	0	0	0	0	500	75	0	0	0
15	Plant Ave/Platt St	175	300	0	0	0	0	0	1200	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	50	0	0	0	0	0	175	175	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	425	450	325	325	0	0	0	0	0	3850	3850
18	Tampa St/Brorein St	0	0	0	175	175	0	0	0	0	0	200	225	0	450	0
19	Tampa St/Whiting St	0	200	225	125	175	0	0	0	0	825	825	850	0	0	0
20	Franklin St/Brorein St	0	0	0	325	325	100	400	375	0	0	225	75	0	0	0
21	Florida St/Channelside Dr	250	250	225	0	0	0	0	175	75	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	500	525	375	375	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr/Selmon Expressway EB Off Ramp	225	225	100	0	0	0	0	125	50	250	250	0	375	375	375
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	275	275	600	200	200	0	0	275	300	0	825	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	700	725	300	300	0	50	0	0	0	0	0

Table 2.15. Existing Year (2019) Intersection PM Maximum Queue Length (ft)

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	850	875	250	450	475	125	525	550	75	475	500	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	25	0	0	100	0	0	0	0	675	0	800	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	475	425	200	125	75	75	100	75	100	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	150	150	175	100	100	125	75	75	100	100	100	125	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	375	375	0	0	450	500	1050	1050	300	175	0	175	0	0	0
6	Bay to Bay Blvd/MacDill Ave	475	500	550	175	450	500	150	700	125	425	950	950	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	350	325	75	350	325	125	50	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	500	0	175	0	0	0	375	0	0	0	975	1025	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1975	1975	1975	0	0	0	0	350	350	475	175	0	250	175	175
10	Willow Ave/Cleveland St	0	0	0	1675	1675	1725	225	175	0	0	525	550	0	0	0
11	Willow Ave/Kennedy Blvd	75	600	625	50	650	700	425	425	450	175	500	550	0	0	0
12	South Boulevard/Platt St	450	450	50	0	0	0	0	500	150	350	550	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	650	650	675	200	500	0	0	675	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	400	125	0	0	0
15	Plant Ave/Platt St	425	400	0	0	0	0	0	1100	325	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	75	0	0	0	0	0	275	275	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	425	475	325	325	0	0	0	0	0	600	600
18	Tampa St/Brorein St	0	0	0	150	150	0	0	0	0	0	250	250	0	500	0
19	Tampa St/Whiting St	0	175	200	175	250	0	0	0	0	725	725	750	0	0	0
20	Franklin St/Brorein St	0	0	0	325	325	75	325	150	0	0	150	150	0	0	0
21	Florida St/Channelside Dr	300	300	300	0	0	0	0	275	100	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	325	350	450	450	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr/Selmon Expressway EB Off Ramp	525	525	100	0	0	0	0	175	75	125	125	0	300	300	300
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	225	225	25	150	150	0	0	500	525	0	350	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	325	375	575	575	0	175	0	0	0	0	0

Table 2.16. Existing Year (2019) Networkwide MOEs

Peak Period	Ave Speed (mph)	Total Distance (mi)	Total Travel Time (h)	Total Delay (h)	Total Number of Stops	Vehicles Remaining in System	Processed Vehicles	Latent Delay (s)	Latent Demand	*Adjusted Total Travel Time (h)
AM	35	187780	5402	1201	108245	5437	74246	6196	1	5402
PM	35	204344	5910	1305	104258	5823	82478	4808	1	5910

3 Future Travel Demand

This section documents the growth rate review and travel demand modeling sub-area validation procedure and results, as well as the horizon year model output. The travel demand model and growth trends were used as the basis for future volume development.

3.1 BEBR Growth Trends

Historical population data obtained from the BEBR was used to analyze growth rates that may be applicable in developing future traffic projections. As shown in **Table 3.1**, Hillsborough County had a population of about 1.4 million in 2018. **Table 3.1** shows the low, medium, and high population estimates for 2025, 2035, and 2045, along with the corresponding growth rates from 2018 to each future year. The medium and high population growth rates range from about 1.5 to 3.0 percent.

Table 3.1. BEBR Population Growth Rates – Hillsborough County

Projection Range	2018	2025		2035		2045	
	Population	Population	Growth	Population	Growth	Population	Growth
Low	1408865	1461600	0.5%	1541800	0.6%	1568500	0.4%
Medium	1408865	1598400	1.9%	1800200	1.6%	1950500	1.4%
High	1408865	1712100	3.1%	2030000	2.6%	2312600	2.4%

3.2 Historical Count Trends

Historical count trends analysis was performed using the FDOT FTO count stations along the Selmon Expressway and its ramps within the project area. Growth rates were calculated based on ten years of historical data using the least square linear regression method. The trends analysis method relies on historical traffic counts and does not consider future traffic pattern changes due to new traffic generators or network improvements. The Selmon Expressway mainline historical growth rates range from about 8 to 14 percent. The ramps show a weighted historical growth trend of about 3 percent on average. The historical trends results can be found in **Table 3.2**.

3.3 THEA TBRPM Network Checks and Volume Factors

The Tampa Bay Regional Planning Model (TBRPM) v1.1 that was validated for the Selmon Expressway by others, also known as the downtown model, was obtained and used as a source to forecast design year (2046) AADT volumes per direction from THEA officials. The Model’s validated base year is 2015 and the most recently adopted Cost-Affordable (CA) Model has a horizon year of 2040.

The Hillsborough Metropolitan Planning Organization (MPO) 2040 Long-Range Transportation Plan (LRTP) was reviewed to confirm that network improvements in the area were represented in the model. Two studies that were previously conducted by THEA (the Draft Comprehensive Downtown Channelside Traffic Study Technical Memorandum, dated May 2018, and the Draft Summary Report: Lee Roy Selmon Expressway Planning/Feasibility Study from Brorein Street to I-75, dated June 2019)

were also reviewed to confirm that the major Existing plus Committed (E+C) and CA improvements identified in these studies affecting the Selmon Expressway were represented. The following network changes were made in the horizon year (2040) Model:

- The Selmon West Extension interchange at Dale Mabry Boulevard and Gandy Boulevard was coded to reflect the new geometry.
- All Willow Avenue ramps were coded as one lane ramps. This was coded in the validated base year (2015) Model as well.
- The eastbound Selmon Expressway Channelside off ramp was removed and relocated to connect at Whiting Street.
- Whiting Street was extended to Meridian Avenue.

The Model traffic volumes were adjusted from Peak-Season Weekday Average Daily Traffic (PSWADT) to AADT volumes by using the Model Output Conversion Factor (MOCF) of 0.97, which was obtained from the FDOT FTO 2018 Countywide Peak Season Factor Category Report for Hillsborough County.

Growth trend checks were made after the networks of these two models were revised and the Build Alternatives were coded using the revised horizon year (2040) Model, which is the No Build Model, as the base. The base year (2015) and horizon year (2040) No Build model plots, after network changes were made, can be found in **Appendix H**.

3.4 THEA TBRPM Socio-Economic Data Growth Trends

The socio-economic data growth was compared between the base year (2015) model and horizon year (2040) model using three different sets of Traffic Analysis Zone (TAZ) coverage. The first comparison was made up of TAZs that were directly adjacent to the Selmon Expressway within the PD&E study area and the overall growth rate was 1.5 percent. The second comparison was made up of TAZs that were directly adjacent to the Selmon Expressway within the PD&E study area, as well as TAZs that were near the study area, although not directly adjacent, for an expanded buffer of the Selmon Expressway. The overall growth rate for this comparison was 2.1 percent. The third comparison was made up of TAZs within the Tampa downtown area and the overall growth rate was 2.9 percent. The TAZs used in these comparisons and growth rates between data types and specific zones can be found in **Appendix I**.

Table 3.2. Historical Trends Analysis

Site Information		Historical Counts										Linear Trend Growth Rate
Site ID	Location	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
105244	Selmon, W of Euclid	19700	21000	24500	23500	22500	30500	31000	32000	33000	33500	8.55%
105245	Selmon, W of MacDill	24500	25000	31000	27000	28500	28500	38000	39000	40000	41500	8.62%
105246	Selmon, E of Bay to Bay	28500	30500	35500	32500	36500	36500	46500	49000	50000	51000	9.91%
105248	Selmon, E of Willow	31500	33000	32000	28500	28500	28500	42500	43500	44500	58000	9.89%
105249	Selmon, E of Plant	34500	36500	36500	40500	40000	40000	59500	62000	64000	65000	13.13%
105275	Selmon, NE of Morgan	30500	31500	35500	34500	34500	34500	50000	72500	53500	57000	14.33%
105276	Selmon, W of Kennedy	38500	38500	40000	39000	39000	39000	59000	89300	60500	66000	13.59%
105277	Selmon, Between Kennedy and 21st	45500	48500	50000	50000	50000	50000	68000	67000	69000	76500	8.08%
102833	Selmon/Dale Mabry Highway NB On Ramp	3600	3500	3500	4100	4100	4100	4100	4200	4300	4400	2.79%
102835	Selmon/Euclid Avenue EB On Ramp	2000	2000	2000	2500	2500	2500	2500	2500	2600	2700	3.89%
102837	Selmon/Bay to Bay Boulevard EB On Ramp	2100	2100	2100	2500	2500	2500	2500	2500	2600	2700	3.13%
102839	Selmon/Willow Avenue EB Off Ramp	1600	1600	1600	2300	2300	2300	2300	2300	2400	2500	6.31%
102841	Selmon/Willow Avenue EB On Ramp	3100	3000	3000	3800	3800	3800	3800	3900	4000	4100	4.05%
102843	Selmon/Plant Avenue EB On Ramp	2200	2200	2200	2100	2100	2100	2100	2100	2200	2300	0.11%
102847	Selmon/Florida Avenue/Morgan Street EB Off Ramp	2400	2400	2400	3500	3500	3500	3500	3600	3700	3800	6.78%
102849	Selmon/Jefferson Street EB On Ramp	2900	2800	2800	2700	2700	2700	2700	2700	2800	2900	-0.11%
102848	Selmon/Morgan Street WB Off Ramp	3700	3600	3600	2900	2900	2900	2900	3000	3100	3200	-1.92%
102846	Selmon/Morgan Street WB On Ramp	1400	1400	1400	2300	2300	2300	2300	2300	2400	2500	8.78%
102845	Selmon/Tampa Street WB On Ramp	1100	1100	1100	1400	1400	1400	1400	1400	1400	1500	3.88%
102844	Selmon/Plant Avenue WB Off Ramp	1900	1900	1900	1900	1900	1900	1900	1900	2000	2100	0.81%
102842	Selmon/Willow Avenue WB Off Ramp	2400	2400	2400	2600	2600	2600	2600	2600	2700	2800	1.70%
102840	Selmon/Willow Avenue WB On Ramp	1600	1600	1600	2100	2100	2100	2100	2100	2200	2300	4.85%
102838	Selmon/Bay to Bay Boulevard WB Off Ramp	2400	2400	2400	3000	3000	3000	3000	3100	3200	3300	4.32%
102836	Selmon/Euclid Avenue WB Off Ramp	2000	2000	2000	2400	2400	2400	2400	2400	2500	2600	3.28%

3.5 THEA TBRPM Link-to-Link Growth Trends

A direct link-to-link linear growth comparison was conducted between the base year (2015) model and horizon year (2040) model AADT volumes and aggregated for the eastbound Selmon Expressway mainline, westbound Selmon Expressway mainline, and eastbound and westbound Selmon Expressway ramps. The base year (2015) AADT volume weighted averages were determined to be 2.7 percent for the eastbound Selmon Expressway mainline, 2.4 percent for the westbound Selmon Expressway mainline, and 2.8 percent for the eastbound and westbound Selmon Expressway ramps. The link-to-link linear annual growth rates can be found in **Appendix J**.

3.6 THEA TBRPM NCHRP Report 255/765 Post-Model Adjustments

The National Cooperative Highway Research Program (NCHRP), Report 255 and 765 methodologies were used to adjust the TBRPM horizon year (2040) AADT volume projections in cases where historical counts and base year (2015) modeled traffic did not meet FDOT's acceptable thresholds or when the volume growth from the base year (2015) to the horizon year (2040) was unreasonably high or low when compared to existing year (2019) volumes.

The NCHRP Report 255 procedure involves modifying the initial horizon year (2040) AADT based on adjustments to account for differences between the base year (2015) model and count volumes. The NCHRP Report 765 procedure involves modifying the initial horizon year (2040) AADT based on adjustments to account for differences between the current year interpolated model and count volumes. The current year was taken as 2018 for the NCHRP Report 765 procedure adjustment, as 2018 was the most recent year of FDOT FTO data available. These adjustments include volume-to-count ratio and difference adjustments applied to the horizon year (2040) Model AADT volumes. Model-to-count traffic volume comparisons are shown in **Table 3.3**. NCHRP, Report 255 and 765 adjustment calculations are shown in **Table 3.4**.

The horizon year (2040) AADT volumes were compared to the existing year (2019) counts and design AADT volumes to ensure that reasonable growth was captured by the Model in the study area. In cases where the growth was determined to be unreasonable, the BEBR growth rate of 2.5 percent was linearly applied to the existing year (2019) AADT to further refine the horizon year (2040) AADT. Adjusted horizon year (2040) comparisons to existing year (2019) volumes are shown in **Table 3.5**.

Table 3.3. Base Year (2015) Model Volume-to-Count Comparison

Segment Description	2015 FTO Count AADT	2015 Model AADT	Volume-to-Count	Percent Difference	Initial 2040 Model AADT	FDOT Acceptable Percent Difference	FDOT Standard Met?	2018 FTO Count AADT	2018 Model Interpolated AADT
Selmon, W of Euclid	31000	36400	1.17	17.4%	62000	15.0%	No	33500	39500
Selmon, W of MacDill	38000	43500	1.14	14.5%	71100	15.0%	Yes	41500	46800
Selmon, E of Bay to Bay	46500	51700	1.11	11.2%	82500	15.0%	Yes	51000	55400
Selmon, E of Willow	42500	57100	1.34	34.4%	90000	15.0%	No	58000	61000
Selmon, E of Plant	59500	69400	1.17	16.6%	111600	15.0%	No	65000	74500
Selmon, NE of Morgan	50000	55500	1.11	11.0%	92900	15.0%	Yes	57000	60000
Selmon, W of Kennedy	59000	65000	1.10	10.2%	103300	15.0%	Yes	66000	69600
Selmon, Between Kennedy and 21st	68000	82800	1.22	21.8%	138400	10.0%	No	76500	89500
Selmon/Gandy Boulevard NB On Ramp	7400	7800	1.05	5.4%	20700	20.0%	Yes	7900	9300
Selmon/Dale Mabry Highway NB On Ramp	4100	10300	2.51	151.2%	10200	20.0%	No	4400	10300
Selmon/Euclid Avenue EB On Ramp	2500	3300	1.32	32.0%	4500	20.0%	No	2700	3400
Selmon/Bay to Bay Boulevard EB On Ramp	2500	4400	1.76	76.0%	6200	20.0%	No	2700	4600
Selmon/Willow Avenue EB Off Ramp	2300	4500	1.96	95.7%	7600	20.0%	No	2500	4900
Selmon/Willow Avenue EB On Ramp	3800	7100	1.87	86.8%	11600	20.0%	No	4100	7600
Selmon/Plant Avenue EB On Ramp	2100	5800	2.76	176.2%	10000	20.0%	No	2300	6300
Selmon/Florida Avenue-Morgan Street EB Off Ramp	3500	6800	1.94	94.3%	13300	20.0%	No	3800	7600
Selmon/Jefferson Street EB On Ramp	2700	3600	1.33	33.3%	9300	20.0%	No	2900	4300
Selmon/Morgan Street WB Off Ramp	2900	5700	1.97	96.6%	10800	20.0%	No	3200	6300
Selmon/Morgan Street WB On Ramp	2300	4700	2.04	104.3%	8800	20.0%	No	2500	5200
Selmon/Tampa Street WB On Ramp	1400	2400	1.71	71.4%	6300	20.0%	No	1500	2900
Selmon/Plant Avenue WB Off Ramp	1900	6700	3.53	252.6%	11500	20.0%	No	2100	7300
Selmon/Willow Avenue WB Off Ramp	2600	7300	2.81	180.8%	10200	20.0%	No	2800	7600
Selmon/Willow Avenue WB On Ramp	2100	4600	2.19	119.0%	6700	20.0%	No	2300	4900
Selmon/Bay to Bay Boulevard WB Off Ramp	3000	4000	1.33	33.3%	5200	20.0%	No	3300	4100
Selmon/Euclid Avenue WB Off Ramp	2400	3700	1.54	54.2%	4600	20.0%	No	2600	3800
Selmon/Gandy Boulevard SB Off Ramp	7700	5600	0.73	-27.3%	16700	20.0%	No	8200	6900
Selmon/Gandy Boulevard SB-to-EB Off Ramp	4500	12800	2.84	184.4%	14300	20.0%	No	4800	13000

Table 3.4. NCHRP Horizon Year (2040) Adjustments

Segment Description	Initial 2040 Model AADT	NCHRP 255 Adjustment Ratio	NCHRP 255 Adjustment Difference	NCHRP 255 Adjusted 2040 Model AADT	NCHRP 765 Adjustment Ratio	NCHRP 765 Adjustment Difference	NCHRP 765 Adjusted 2040 Model AADT	*Selected 2040 Model AADT (First Iteration)	2015 FTO Count AADT to Selected 2040 Model AADT Growth	2018 FTO Count AADT to Selected 2040 Model AADT Growth
Selmon, W of Euclid	62000	52800	56600	54700	52600	56000	54300	54300	3.0%	2.8%
Selmon, W of MacDill	71100	62100	65600	63900	63000	65800	64400	71100	3.5%	3.2%
Selmon, E of Bay to Bay	82500	74200	77300	75800	75900	78100	77000	82500	3.1%	2.8%
Selmon, E of Willow	90000	67000	75400	71200	85600	87000	86300	86300	4.1%	2.2%
Selmon, E of Plant	111600	95700	101700	98700	97400	102100	99800	99800	2.7%	2.4%
Selmon, NE of Morgan	92900	83700	87400	85600	88300	89900	89100	92900	3.4%	2.9%
Selmon, W of Kennedy	103300	93800	97300	95600	98000	99700	98900	103300	3.0%	2.6%
Selmon, Between Kennedy and 21st	138400	113700	123600	118700	118300	125400	121900	121900	3.2%	2.7%
Selmon/Gandy Boulevard NB On Ramp	20700	19600	20300	20000	17600	19300	18500	20700	7.2%	7.4%
Selmon/Dale Mabry Highway NB On Ramp	10200	4100	4000	4100	4400	4300	4400	4400	0.3%	0.0%
Selmon/Euclid Avenue EB On Ramp	4500	3400	3700	3600	3600	3800	3700	4500	3.2%	3.0%
Selmon/Bay to Bay Boulevard EB On Ramp	6200	3500	4300	3900	3600	4300	4000	4000	2.4%	2.2%
Selmon/Willow Avenue EB Off Ramp	7600	3900	5400	4700	3900	5200	4600	4600	4.0%	3.8%
Selmon/Willow Avenue EB On Ramp	11600	6200	8300	7300	6300	8100	7200	11600	8.2%	8.3%
Selmon/Plant Avenue EB On Ramp	10000	3600	6300	5000	3700	6000	4900	10000	15.0%	15.2%
Selmon/Florida Avenue-Morgan Street EB Off Ramp	13300	6800	10000	8400	6700	9500	8100	8100	5.3%	5.1%
Selmon/Jefferson Street EB On Ramp	9300	7000	8400	7700	6300	7900	7100	9300	9.8%	10.0%
Selmon/Morgan Street WB Off Ramp	10800	5500	8000	6800	5500	7700	6600	6600	5.1%	4.8%
Selmon/Morgan Street WB On Ramp	8800	4300	6400	5400	4200	6100	5200	5200	5.0%	4.9%
Selmon/Tampa Street WB On Ramp	6300	3700	5300	4500	3300	4900	4100	6300	14.0%	14.5%
Selmon/Plant Avenue WB Off Ramp	11500	3300	6700	5000	3300	6300	4800	4800	6.1%	5.8%
Selmon/Willow Avenue WB Off Ramp	10200	3600	5500	4600	3800	5400	4600	10200	11.7%	12.0%
Selmon/Willow Avenue WB On Ramp	6700	3100	4200	3700	3100	4100	3600	6700	8.8%	8.7%
Selmon/Bay to Bay Boulevard WB Off Ramp	5200	3900	4200	4100	4200	4400	4300	4300	1.7%	1.4%
Selmon/Euclid Avenue WB Off Ramp	4600	3000	3300	3200	3100	3400	3300	3300	1.5%	1.2%
Selmon/Gandy Boulevard SB Off Ramp	16700	23000	18800	20900	19800	18000	18900	18900	5.8%	5.9%
Selmon/Gandy Boulevard SB-to-EB Off Ramp	14300	5000	6000	5500	5300	6100	5700	5700	1.1%	0.9%

*First iteration after NCHRP adjustments may be further refined after comparison to existing counts

Table 3.5. Horizon Year (2040) Comparison to Existing Year (2019) Counts

Segment Description	Selected 2040 Model AADT (First Iteration)	2018 FTO Count AADT	*2019 Field Count AADT	*2019 Existing Design AADT	2019 Existing Design AADT to Selected 2040 Model AADT (First Iteration) Growth	**2040 AADT Projected from 2019 Existing Design AADT	***Selected 2040 AADT (Second Iteration)
Selmon, W of Euclid	54300	33500	33500	31100	3.6%	47400	54300
Selmon, W of MacDill	71100	41500	45000	43700	3.0%	66600	71100
Selmon, E of Bay to Bay	82500	51000	55600	56000	2.3%	85400	82500
Selmon, E of Willow	86300	58000	62100	65000	1.6%	99100	86300
Selmon, E of Plant	99800	65000	65000	76700	1.4%	117000	99800
Selmon, NE of Morgan	92900	57000	57000	62900	2.3%	95900	92900
Selmon, W of Kennedy	103300	66000	66000	74900	1.8%	114200	103300
Selmon, Between Kennedy and 21st	121900	76500	76500	76500	2.8%	116700	121900
Selmon/Gandy Boulevard NB On Ramp	20700	7900	7900	7900	7.7%	12000	20700
Selmon/Dale Mabry Highway NB On Ramp	4400	4400	4400	4400	0.0%	6700	4400
Selmon/Euclid Avenue EB On Ramp	4500	2700	5800	6300	-1.4%	9600	9600
Selmon/Bay to Bay Boulevard EB On Ramp	4000	2700	5200	5200	-1.1%	7900	7900
Selmon/Willow Avenue EB Off Ramp	4600	2500	3300	3400	1.7%	5200	4600
Selmon/Willow Avenue EB On Ramp	11600	4100	6900	9600	1.0%	14600	11600
Selmon/Plant Avenue EB On Ramp	10000	2300	4300	6400	2.7%	9800	10000
Selmon/Florida Avenue-Morgan Street EB Off Ramp	8100	3800	6000	6000	1.7%	9200	8100
Selmon/Jefferson Street EB On Ramp	9300	2900	3800	6900	1.7%	10500	9300
Selmon/Morgan Street WB Off Ramp	6600	3200	5100	5100	1.4%	7800	6600
Selmon/Morgan Street WB On Ramp	5200	2500	2800	3600	2.1%	5500	5200
Selmon/Tampa Street WB On Ramp	6300	1500	2800	4200	2.4%	6400	6300
Selmon/Plant Avenue WB Off Ramp	4800	2100	5300	5300	-0.4%	8100	8100
Selmon/Willow Avenue WB Off Ramp	10200	2800	6200	6200	3.1%	9500	10200
Selmon/Willow Avenue WB On Ramp	6700	2300	3300	3400	4.6%	5200	6700
Selmon/Bay to Bay Boulevard WB Off Ramp	4300	3300	5700	7100	-1.9%	10800	10800
Selmon/Euclid Avenue WB Off Ramp	3300	2600	5700	6300	-2.3%	9600	9600
Selmon/Gandy Boulevard SB Off Ramp	18900	8200	8200	8200	6.2%	12500	18900
Selmon/Gandy Boulevard SB-to-EB Off Ramp	5700	4800	4800	4800	0.9%	7300	5700

*2018 FTO AADT used if no 2019 count was taken

**Using BEBR linear growth rate of 2.5%

***Initial 2040 AADT for use in DDHV and turning movement volume development

3.7 THEA TBRPM Screening of Alternatives

Five Build Alternatives were modeled in Cube Voyager to compare the volume differences with additional mainline capacity (i.e. comparing six-lane options to eight-lane options) and to compare the sensitivity of the different configurations for options with the same mainline capacity (i.e. comparing six-lane options to each other and eight-lane options to each other with variations in elevated vs. at-grade number of lanes). The Build Alternatives include the following:

- Build Alternative 1 and 6 – widening to a six-lane at-grade cross section within the study area. Build 1 and Build 6 have geometric alignment differences, but from a travel demand modeling and traffic analysis perspective, they may be considered the same Alternative.
- Build Alternative 2 – widening to an eight-lane at-grade cross section within the study area.
- Build Alternative 3 – maintaining a four-lane at-grade cross section and adding two elevated limited access lanes (one in each direction) in the median within the study area.
- Build Alternative 4 – maintaining a four-lane at-grade cross section and adding four elevated limited access lanes (two in each direction) in the median within the study area.
- Build Alternative 5 – widening to a six-lane at-grade cross section and adding two elevated limited access lanes (one in each direction) in the median within the study area.

A comparison of Alternative 1/6 and Alternative 2 shows that they draw roughly the same demand, with Alternative 2 drawing an additional AADT of 2100 vehicles. A comparison of the two six-lane Build Alternatives shows that they draw roughly the same demand, with Alternative 3 showing the highest mainline demand of the two. The greatest difference in demand between these two is an AADT of 2100 vehicles. A comparison of the three eight-lane Build Alternatives shows that they draw roughly the same demand, with Alternative 4 showing the highest mainline demand of the three. The greatest difference in demand between these three Build Alternatives is between Alternative 2 and Alternative 4, with an additional AADT of 2800 vehicles.

Alternatives 3 and 4 were screened out based on streetlight OD data indicating that the elevated sections would be underutilized since they would not provide access to all interchanges within the study limits. This could lead to at-grade sections being over capacity, while elevated sections are underutilized. The at-grade Alternatives can better accommodate fluctuations in travel patterns since all interchanges are accessible. Alternative 1 was screened out because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase. Alternative 5 was screened out based on excessive construction costs. The remaining Alternatives being advanced for analysis, in addition to the No Build (E+C) Alternative, are Alternatives 2 and 6. These Alternatives are compatible with each other, which allows possible phasing. The THEA TBRPM plots for Alternatives 2 and 6 can be found in **Appendix K**.

3.8 Development of Future Traffic Volumes

The THEA TBRPM horizon year (2040) Alternative 2 AADT volumes were used as the basis for developing 2040 DDHVs for the Selmon Expressway mainline and ramps for a conservative approach, as Alternative 2 showed slightly higher AADT volumes than Alternative 6.

The horizon year (2040) AADT volumes were balanced where reciprocal travel patterns were observed and smoothed to balance in the eastbound and westbound directions, without any volume gain or loss between ramps. The horizon year (2040) DDHVs were calculated by applying K and D to the AADT volumes and were smoothed to balance in the eastbound and westbound directions. A linear growth rate of 2.5 percent was used in cases where the AADT*K*D method yielded unreasonable results, such as volumes lower than the existing year (2019) volumes. Then, the Selmon Expressway mainline and ramp horizon year (2040) AADT volumes were back-calculated to account for balancing of the DDHVs and to maintain the K relationship between the DDHVs and AADT volumes. The PM DDHVs were used for this back-calculation.

The existing year (2019) intersection turning movement volumes for intersections contained within the project area were grown linearly by 2.5 percent to obtain horizon year (2040) volumes. A manual smoothing process was employed to balance ramp terminal intersection traffic flows with the ramps, which are the control volumes.

The design year (2046), interim year (2036), and opening year (2026) AADT and DDHV were obtained by interpolating between the existing year (2019) and horizon year (2040) AADT and DDHV volumes. The horizon year (2040) volumes were only used as an end point for the purposes of interpolation and were not used in the analysis. **Figure 3.1** and **Figure 3.2** show the design year (2046) AADT and DDHV for both the AM and PM peak periods, respectively. **Figure 3.3** and **Figure 3.4** show the interim year (2036) AADT and DDHV for both the AM and PM peak periods, respectively. **Figure 3.5** and **Figure 3.6** show the opening year (2026) AADT and DDHV for both the AM and PM peak periods, respectively. The future years AADT and AM and PM DDHV calculations can be found in **Appendix L**.

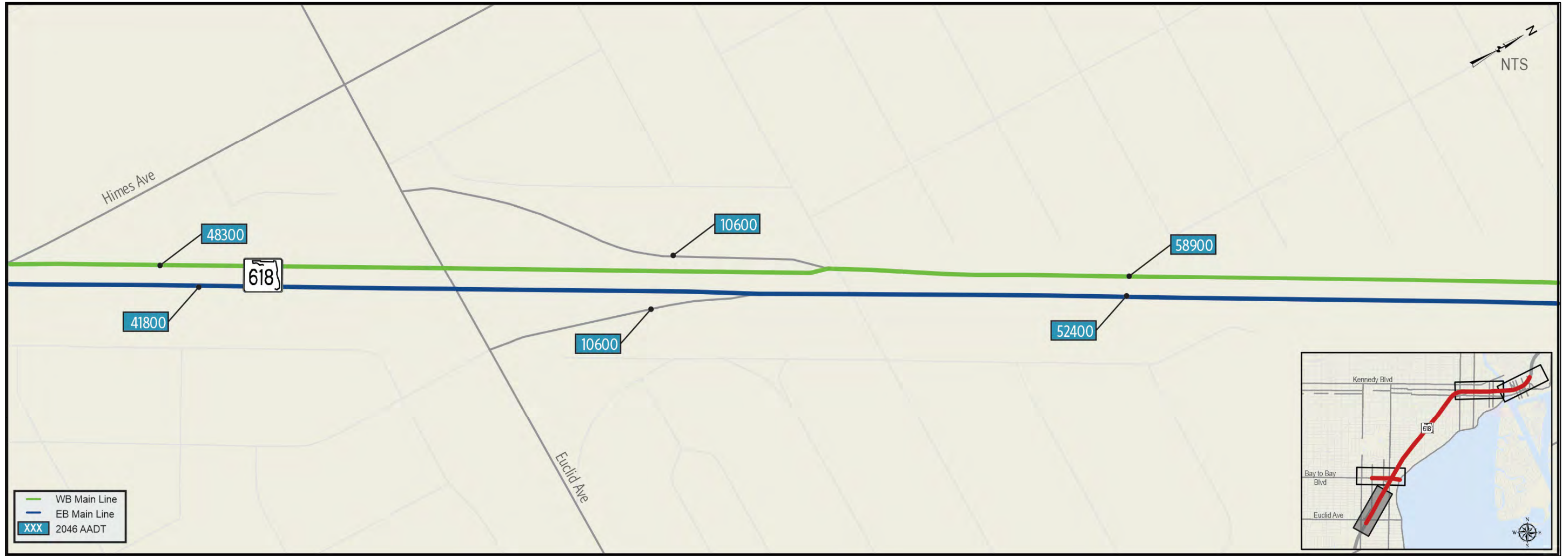


Figure 3.1. Design Year (2046) AADT Volumes



Figure 3.1 (Continued). Design Year (2046) AADT Volumes



Figure 3.1 (Continued). Design Year (2046) AADT Volumes



Figure 3.1 (Continued). Design Year (2046) AADT Volumes

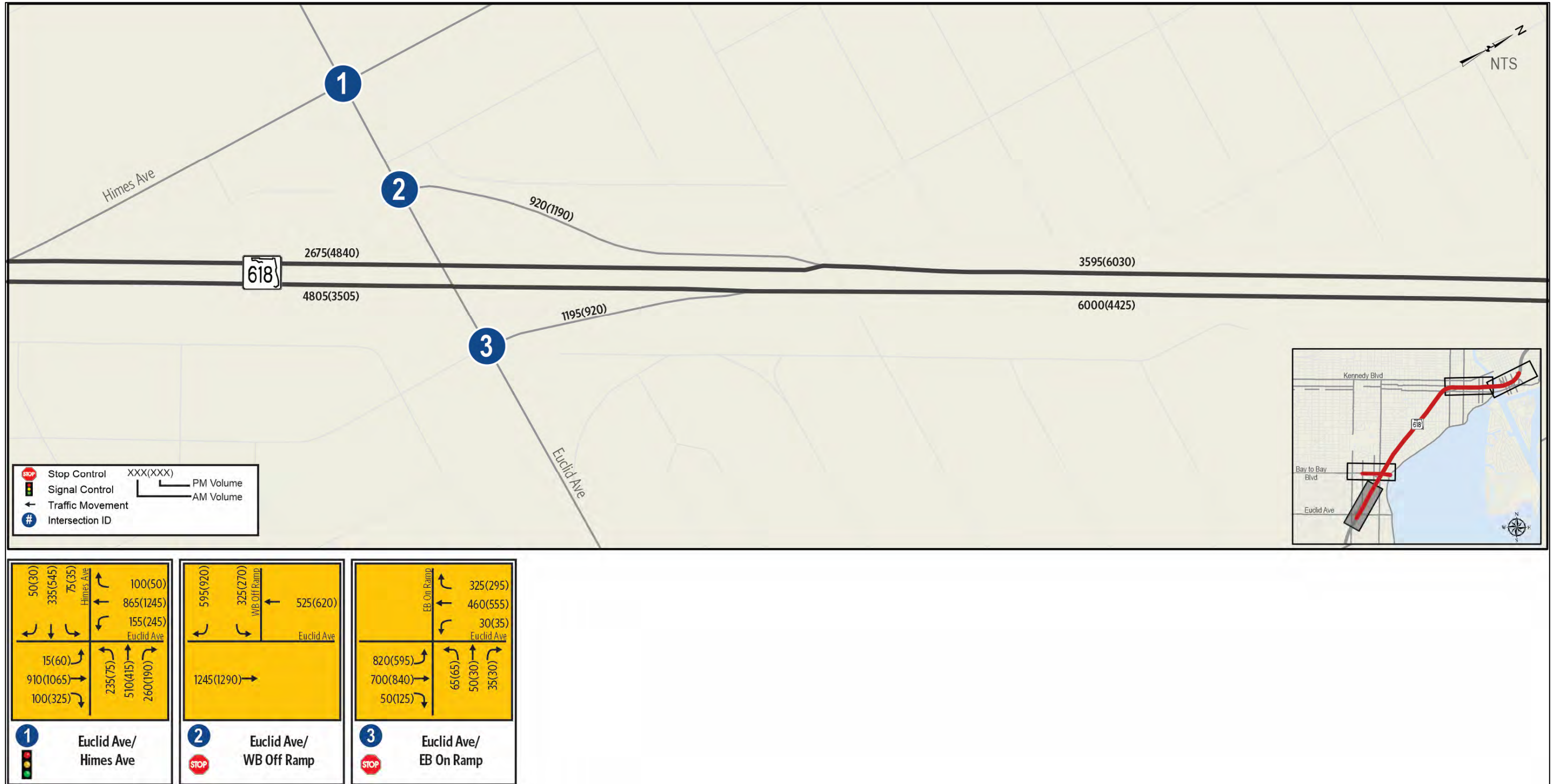


Figure 3.2. Design Year (2046) DDHVs and Peak-Hour Turning Movement Volumes

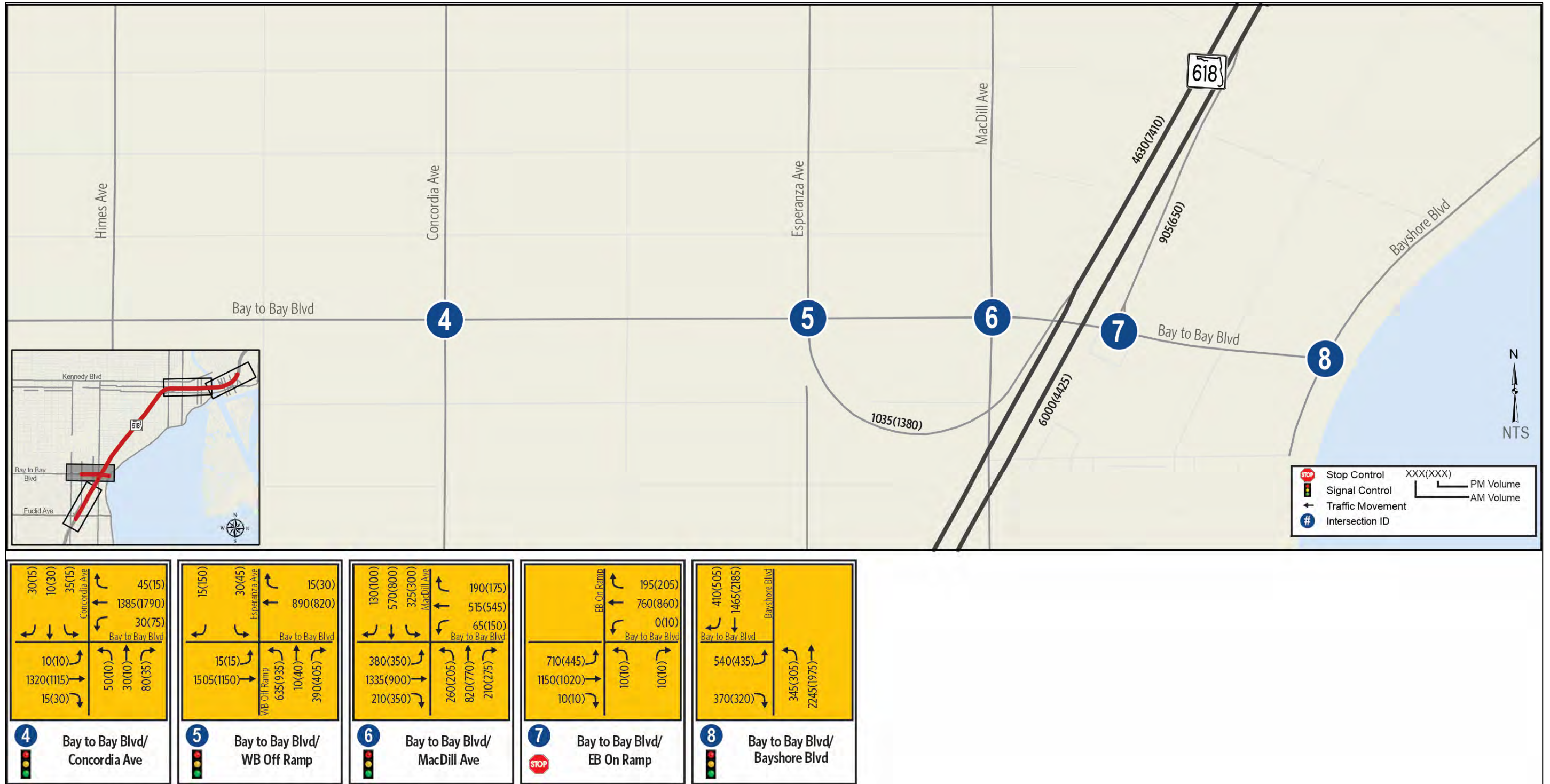


Figure 3.2 (Continued). Design Year (2046) DDHVs and Peak-Hour Turning Movement Volumes

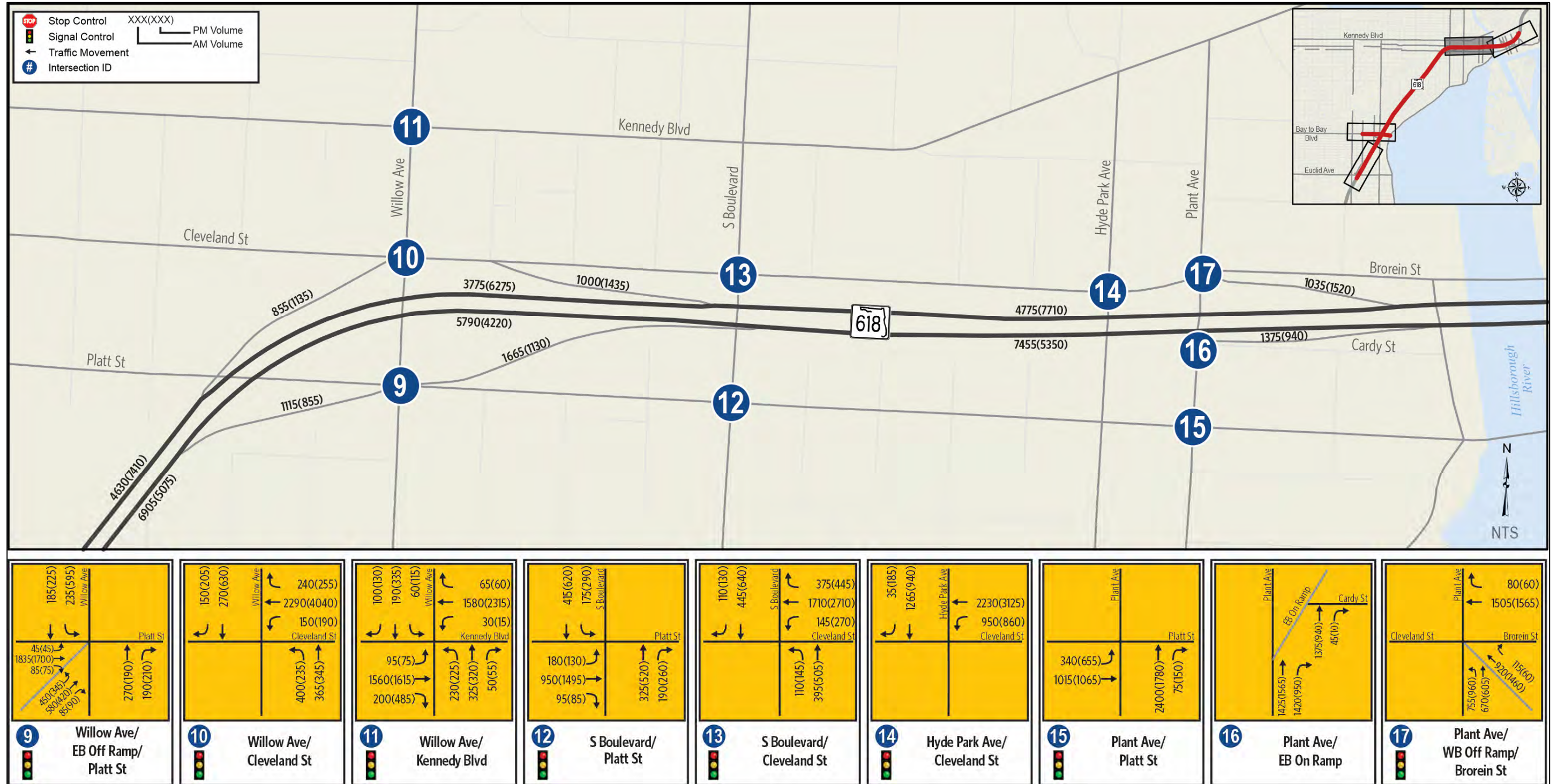


Figure 3.2 (Continued). Design Year (2046) DDHVs and Peak-Hour Turning Movement Volumes

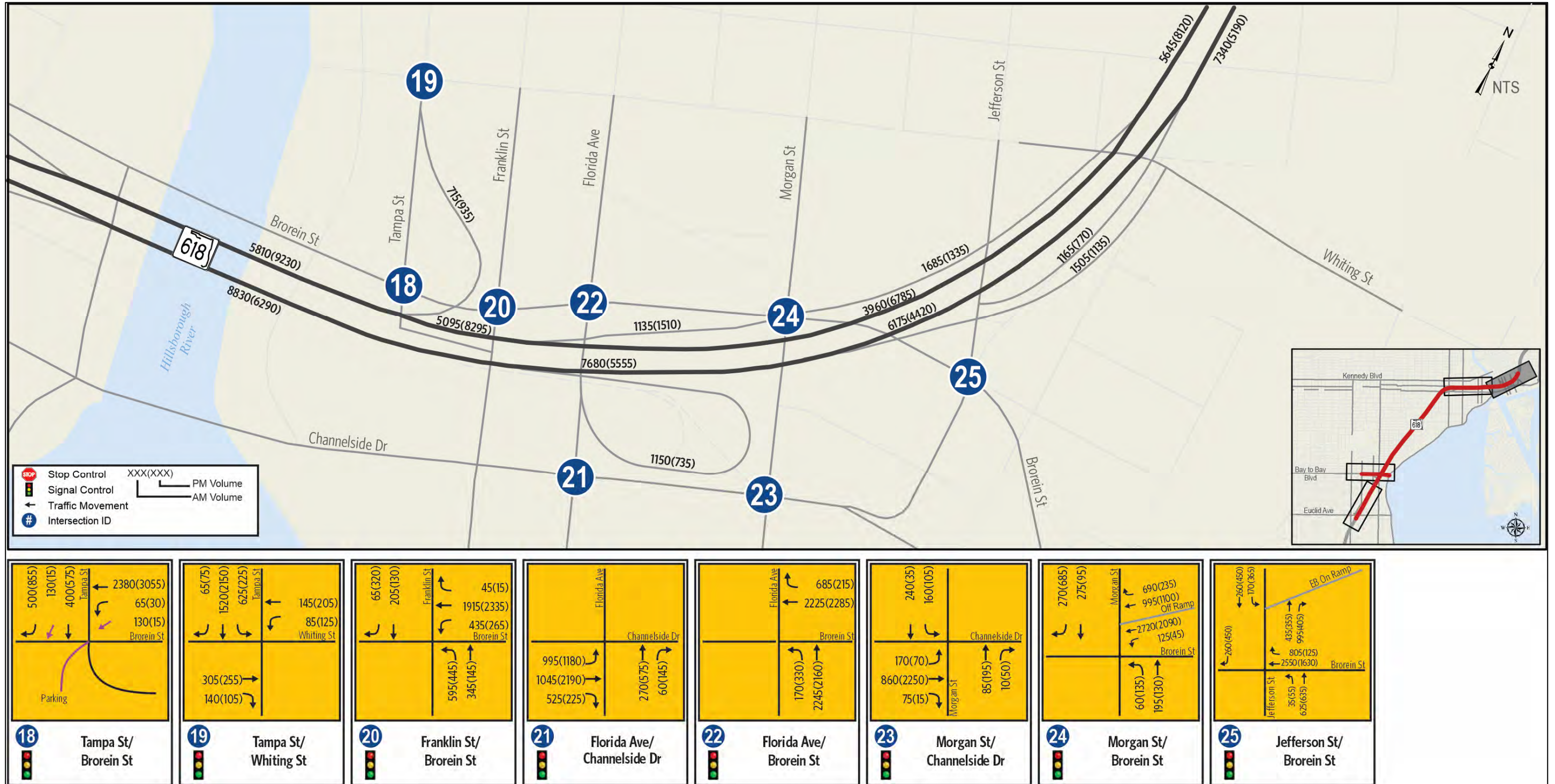


Figure 3.2 (Continued). Design Year (2046) DDHVs and Peak-Hour Turning Movement Volumes

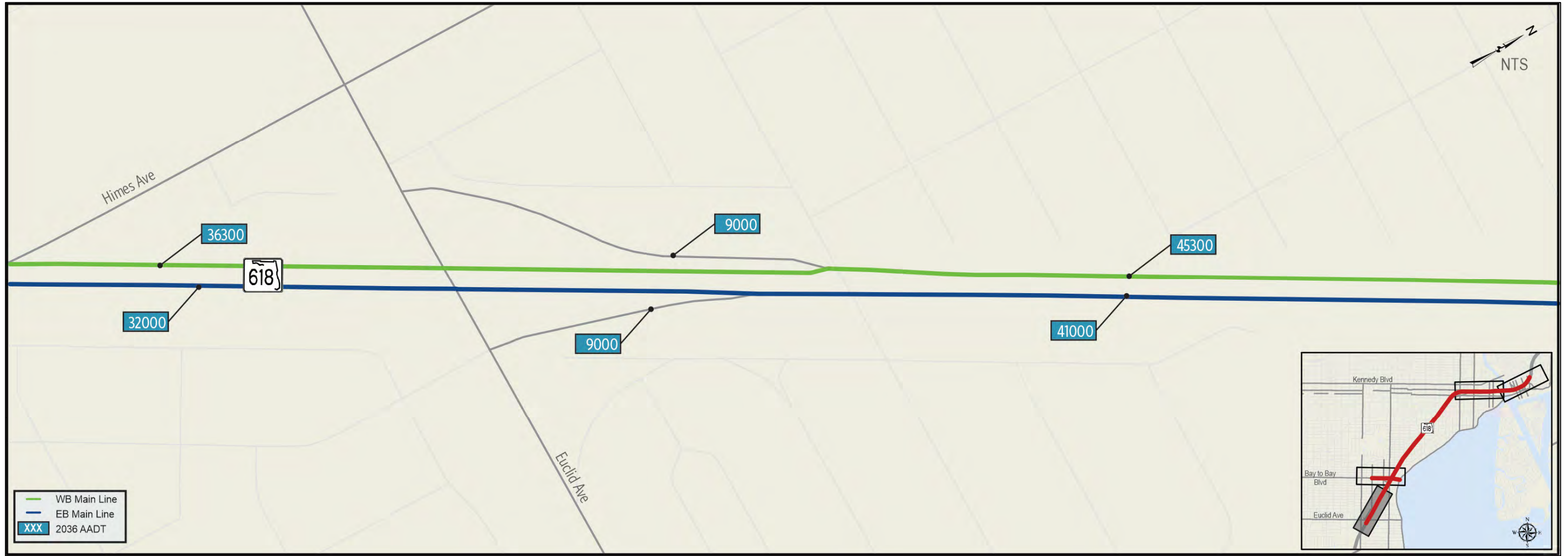


Figure 3.3. Interim Year (2036) AADT Volumes



Figure 3.3 (Continued). Interim Year (2036) AADT Volumes

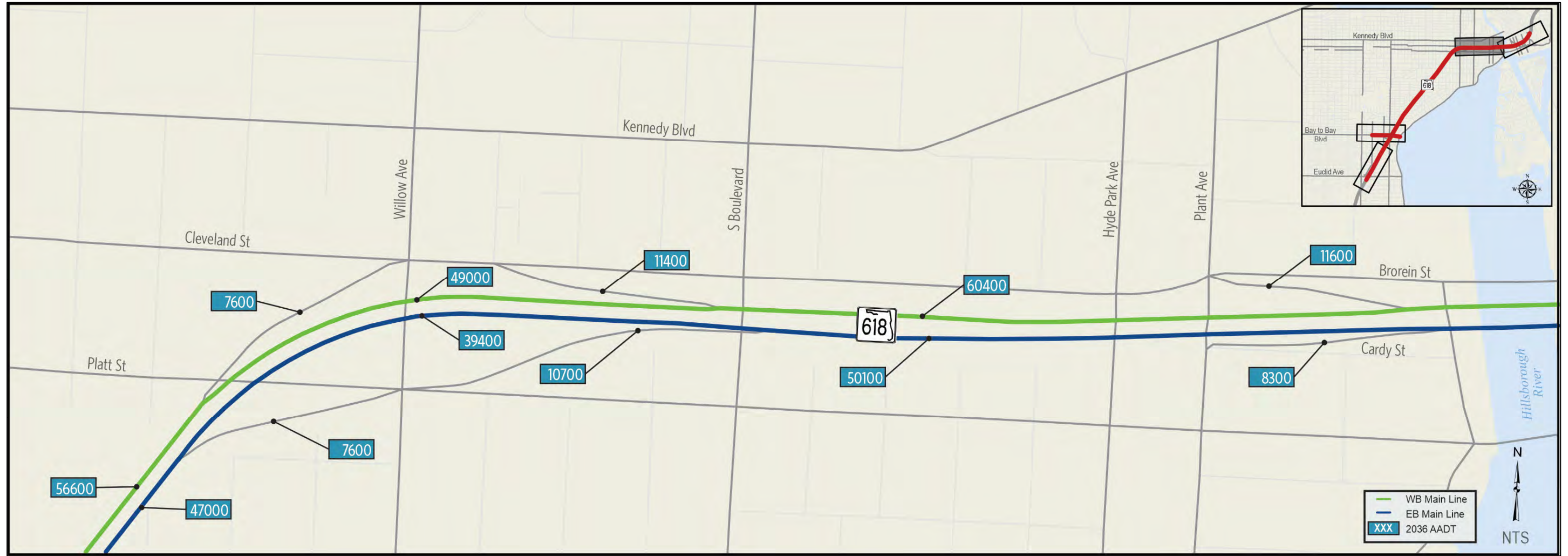


Figure 3.3 (Continued). Interim Year (2036) AADT Volumes



Figure 3.3 (Continued). Interim Year (2036) AADT Volumes

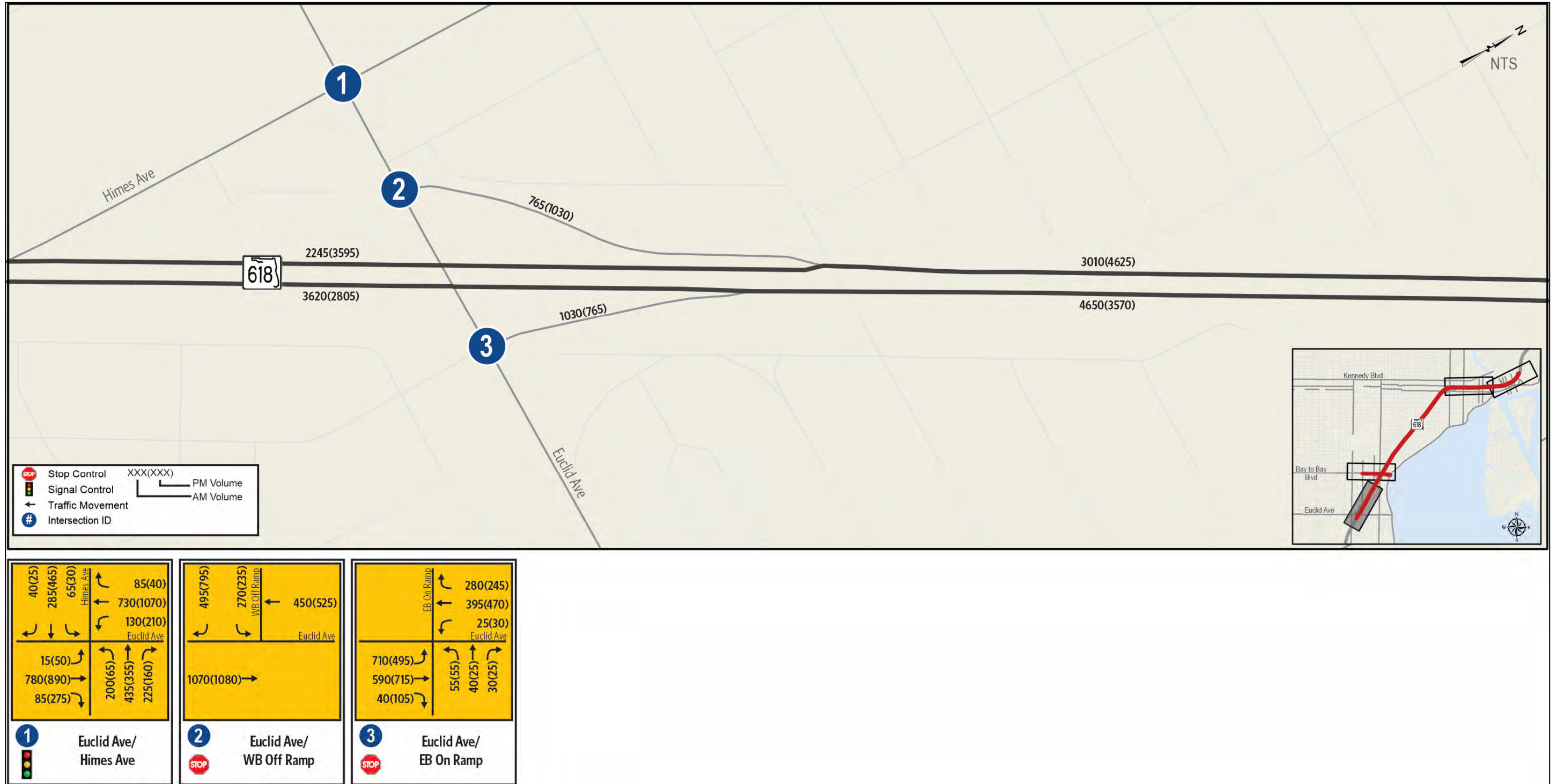


Figure 3.4. Interim Year (2036) DDHVs and Peak-Hour Turning Movement Volumes

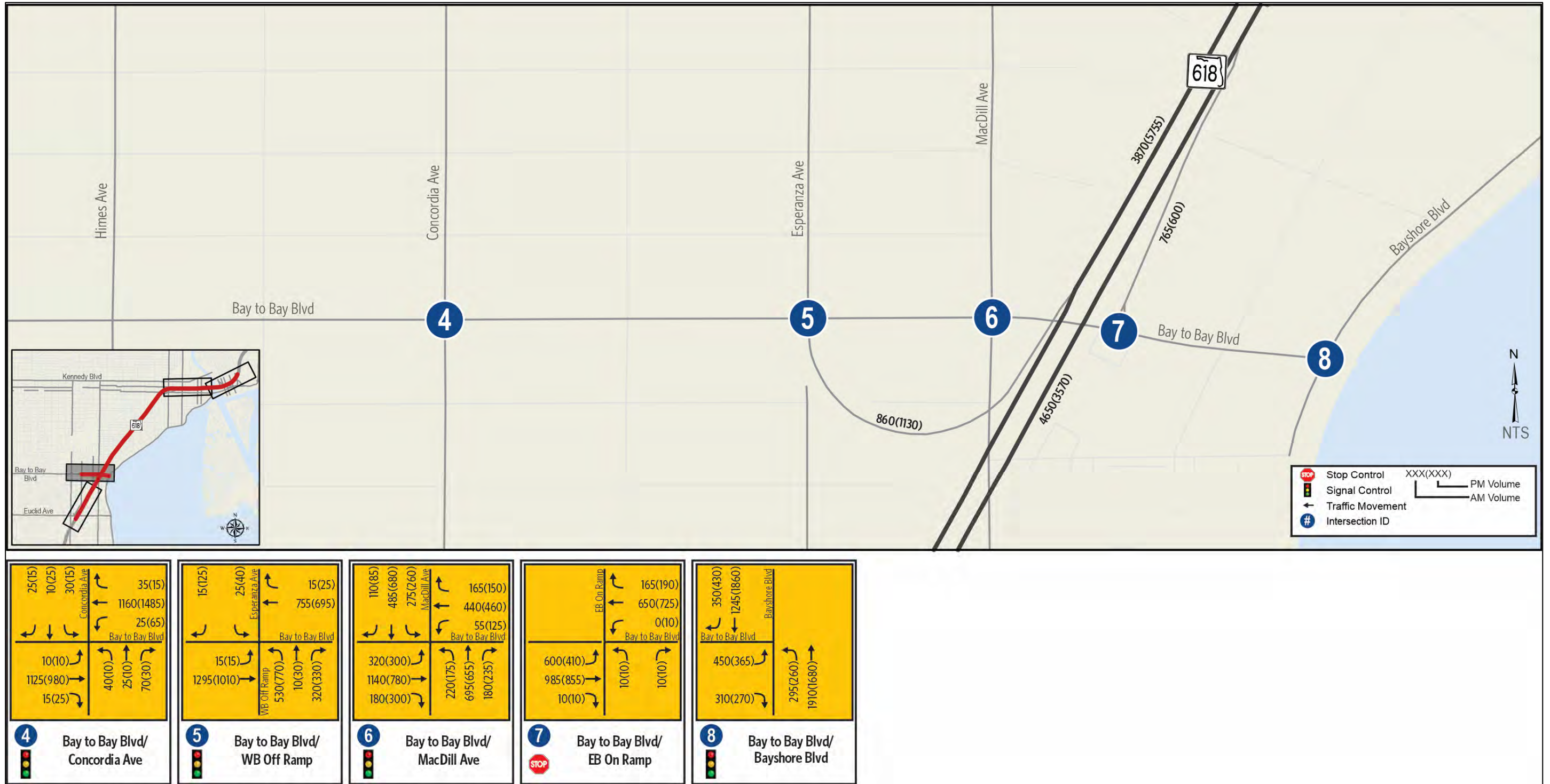


Figure 3.4 (Continued). Interim Year (2036) DDHVs and Peak-Hour Turning Movement Volumes

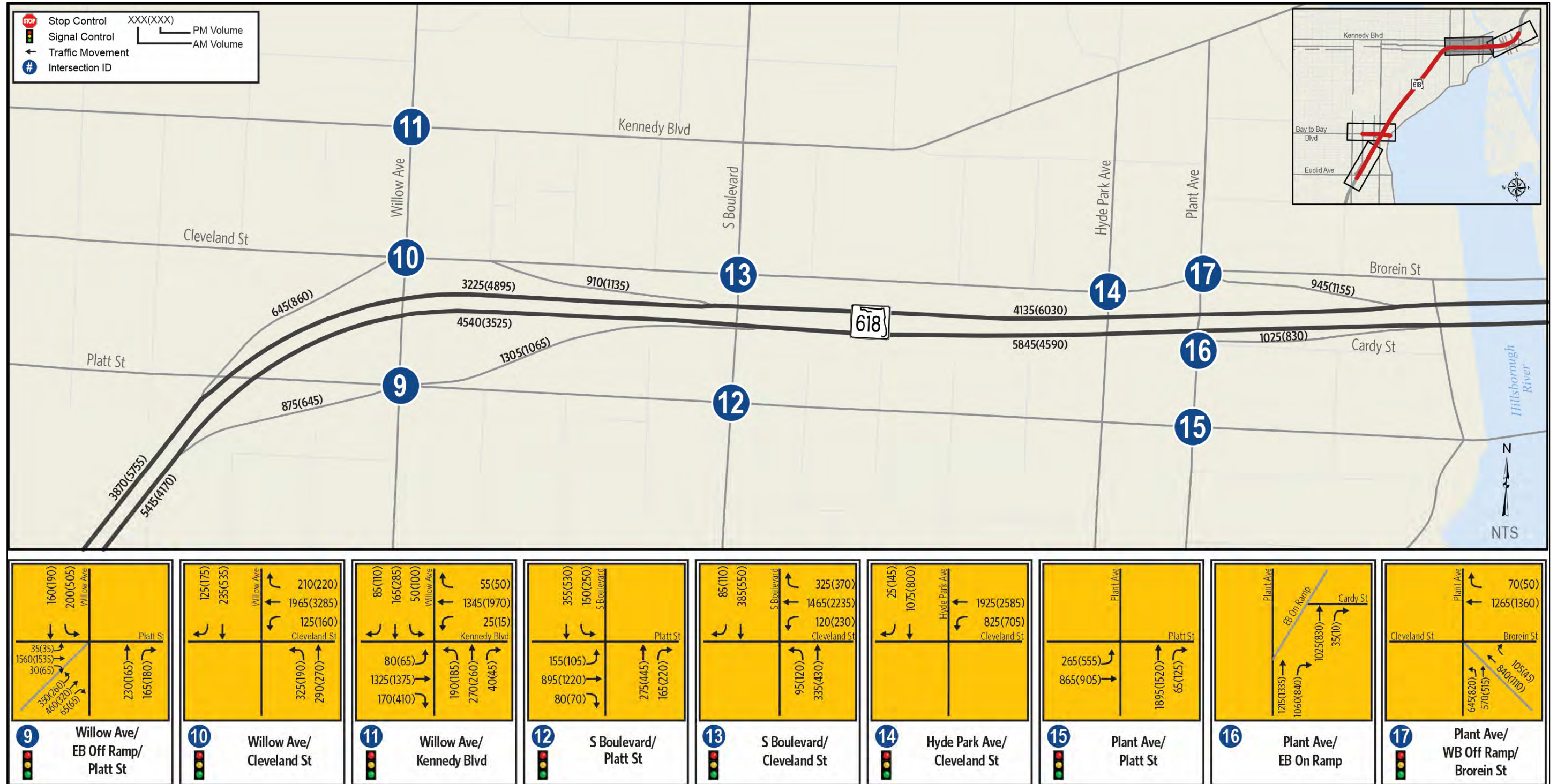


Figure 3.4 (Continued). Interim Year (2036) DDHVs and Peak-Hour Turning Movement Volumes

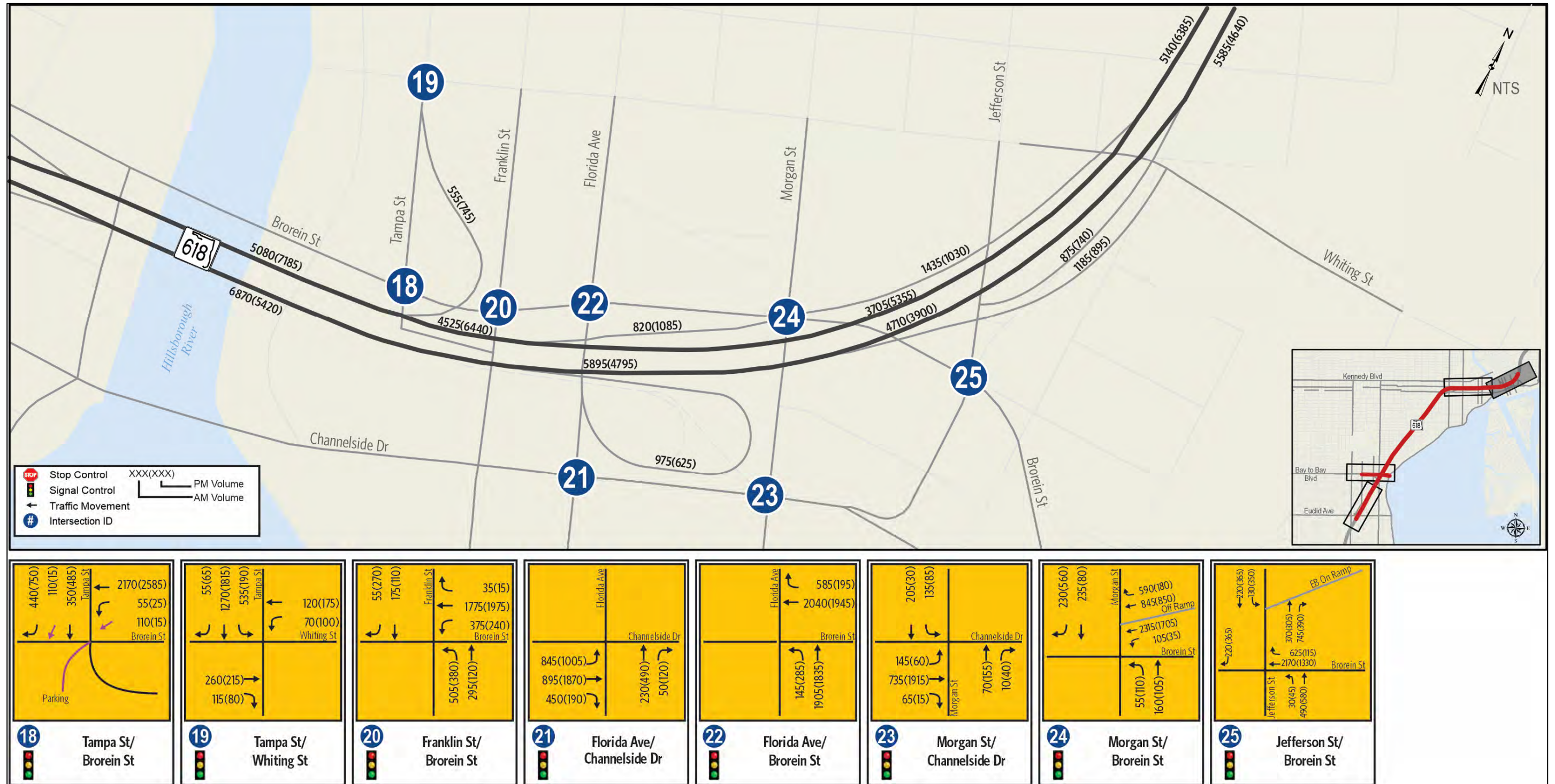


Figure 3.4 (Continued). Interim Year (2036) DDHVs and Peak-Hour Turning Movement Volumes



Figure 3.5. Opening Year (2026) AADT Volumes

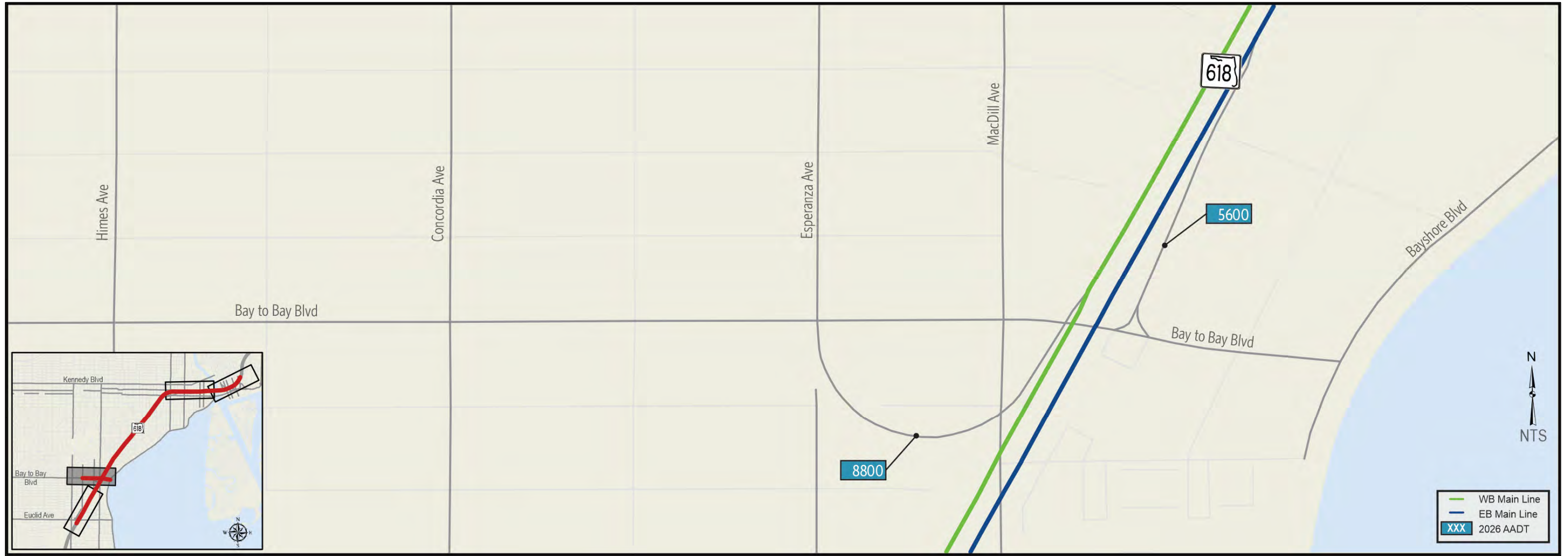


Figure 3.5 (Continued). Opening Year (2026) AADT Volumes



Figure 3.5 (Continued). Opening Year (2026) AADT Volumes



Figure 3.5 (Continued). Opening Year (2026) AADT Volumes

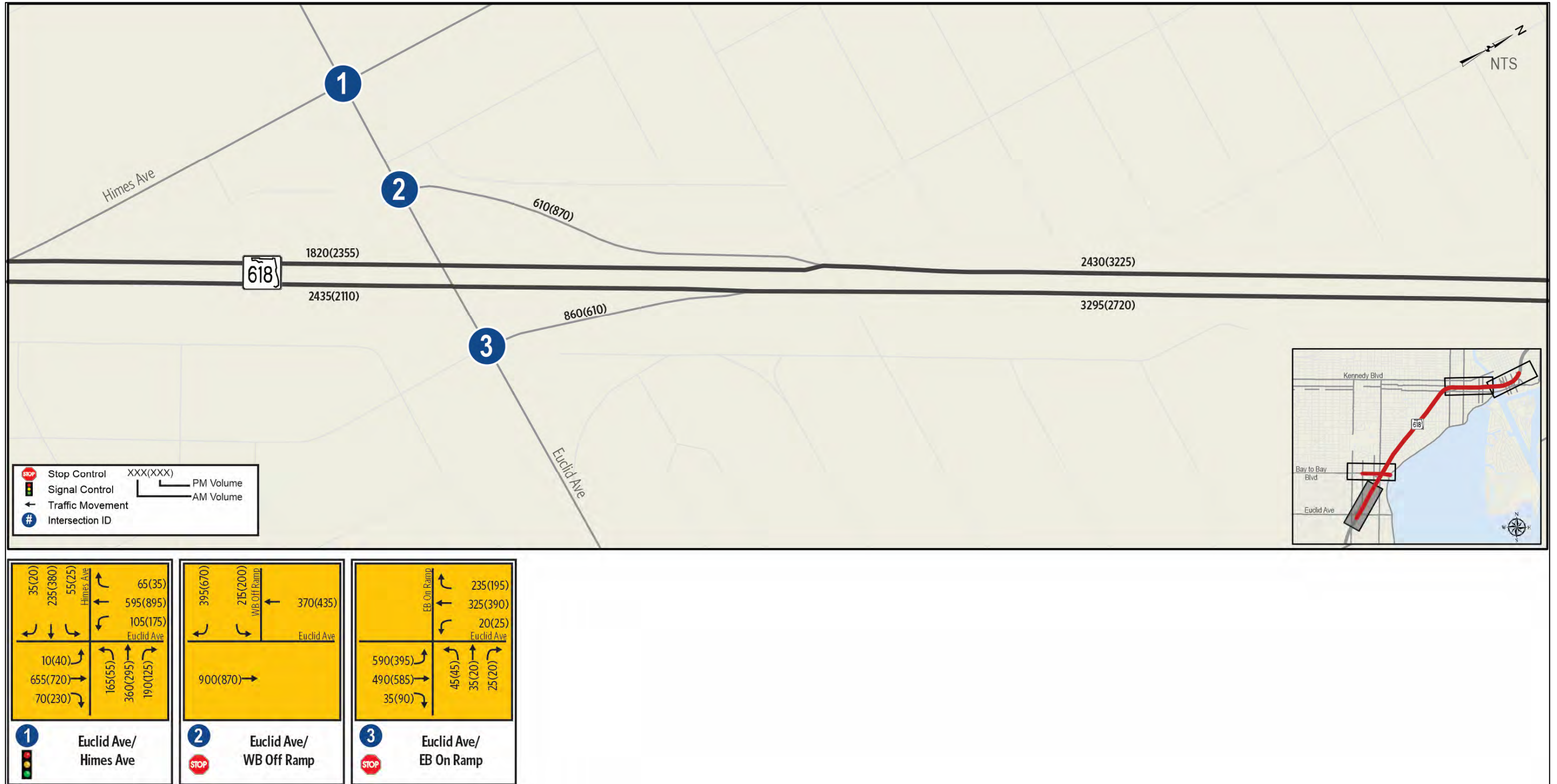


Figure 3.6. Opening Year (2026) DDHVs and Peak-Hour Turning Movement Volumes

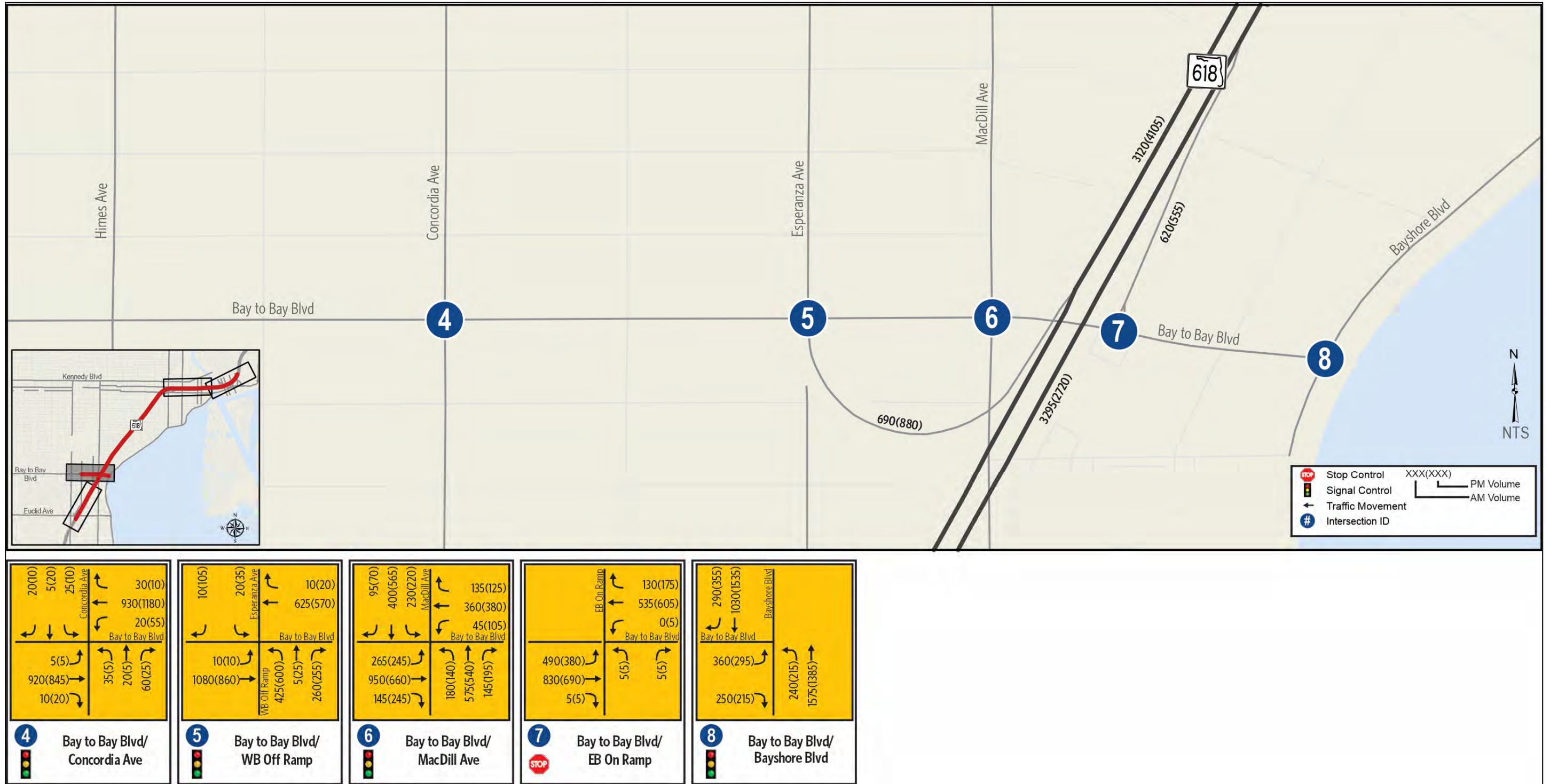


Figure 3.6 (Continued). Opening Year (2026) DDHVs and Peak-Hour Turning Movement Volumes

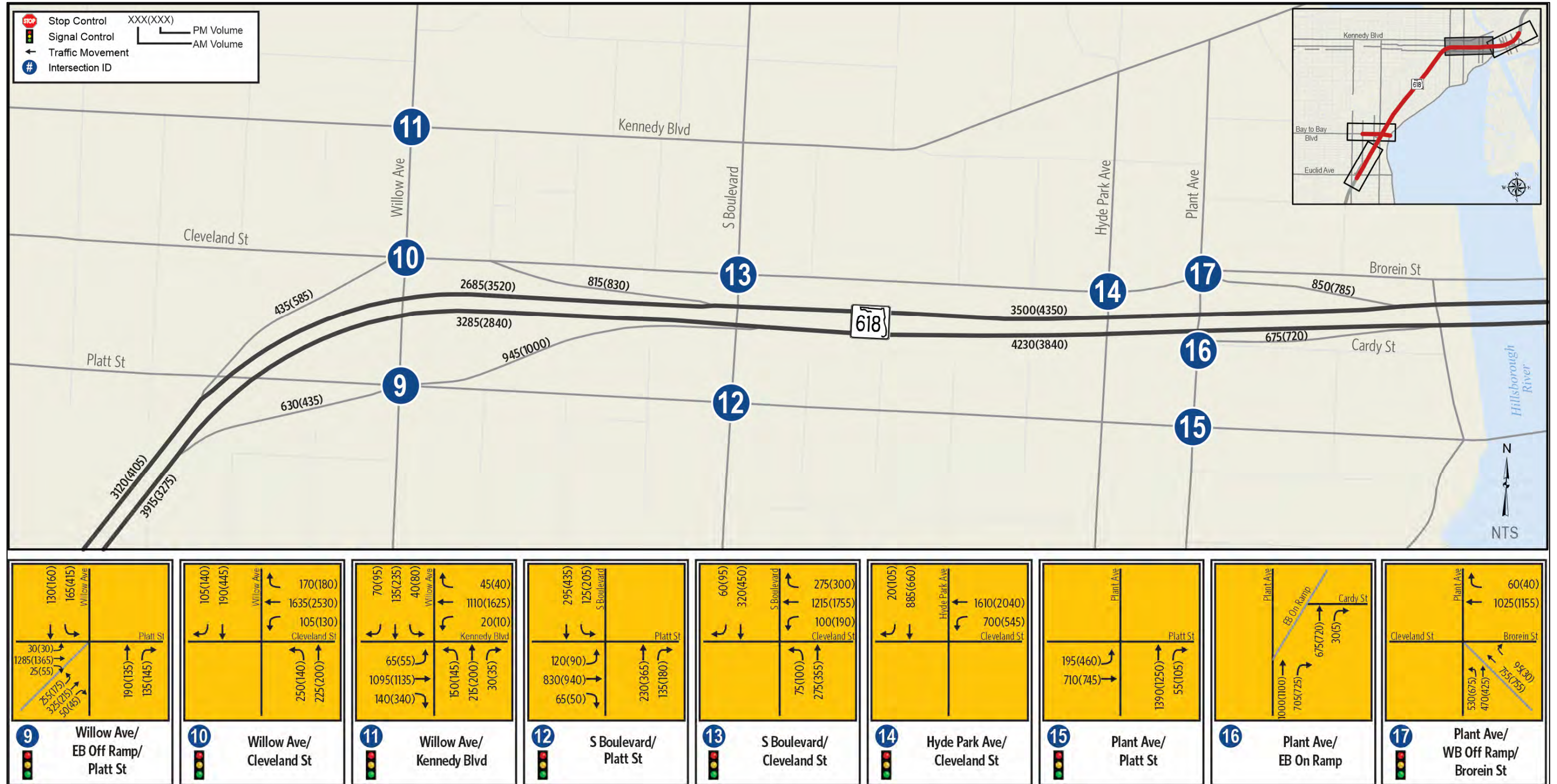


Figure 3.6 (Continued). Opening Year (2026) DDHVs and Peak-Hour Turning Movement Volumes

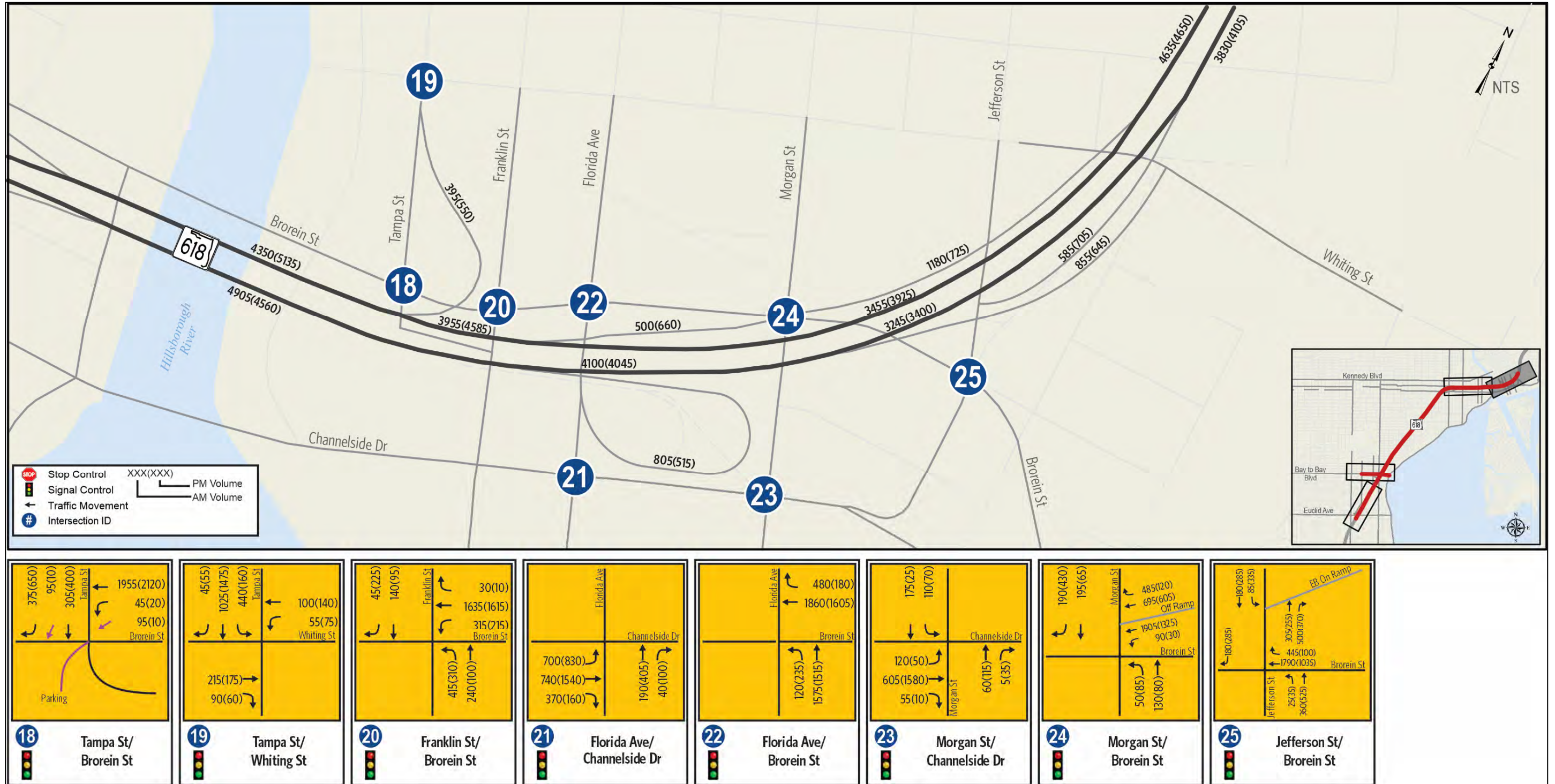


Figure 3.6 (Continued). Opening Year (2026) DDHVs and Peak-Hour Turning Movement Volumes

4 Design Alternatives and Assumptions

The No Build (E+C) Alternative, Alternative 2, and Alternative 6 passed the THEA TBRPM screening and were advanced to analysis. These Alternatives all include the relocation of the eastbound Selmon Expressway/Channelside Drive off ramp to Whiting Street. Due to the future travel demand expected, various improvements were assumed along the Selmon Expressway interchange arterials and ramp terminals. Note that these are not E+C improvements but assumed sample improvements that could go into place as operations deteriorate. These assumptions were necessary to prevent gridlock in the model given the traffic demand levels. The assumed improvements that were coded in each the No Build Alternative, Alternative 2, and Alternative 6 are as follows:

- The westbound Selmon Expressway/Euclid Avenue off ramp includes a left-turn storage lane that extends nearly back to the ramp bridge crossing over the railroad tracks.
- Euclid Avenue ramp terminals are signalized and include an eastbound left-turn bay and pre-storage back to Gunlock Avenue.
- The Euclid Avenue/Himes Avenue intersection signal includes an eastbound and westbound protected-permitted left-turn phase.
- The eastbound Selmon Expressway/Bay-to-Bay Boulevard intersection becomes signalized.
- Signal timing splits were revised for the intersections of Bay-to-Bay Boulevard with the westbound Selmon Expressway off ramp, MacDill Avenue, and Bayshore Boulevard.
- The westbound Selmon Expressway/Willow Avenue off ramp ties into the Willow Avenue/Cleveland Street intersection as one shared left-through lane, one exclusive through lane, and one shared through-right lane to create a fifth leg.
- Signal timing splits were revised for the intersections of Willow Avenue with Platt Street, Cleveland Street, and Kennedy Boulevard.
- Protected left-turn phases were added for all left-turn movements at the Kennedy Boulevard/Willow Avenue intersection, except the southbound left.
- Signal timing splits were revised for the intersections of South Boulevard with Platt Street and Cleveland Street. A protected northbound left-turn phase was added at the intersection of South Boulevard and Cleveland Street.
- Signal timing splits were revised for the Cleveland Street/Hyde Park Avenue intersection, as well as the intersections of Plant Avenue with Platt Street and Brorein Street.
- Signal timing splits were revised for the intersections of Brorein Street with Franklin Street, Florida Avenue, and Morgan Street.

Additionally, there are several enhancements that were added to Alternatives 2 and 6 to maximize traffic flow for these widening options. These improvements were not considered with the No Build

Alternative as they would only be constructed in conjunction with widening the Selmon Expressway. The enhancements included with Alternatives 2 and 6 are as follows:

- The eastbound Selmon Expressway/Willow Avenue single-lane off ramp becomes a two-lane off ramp, with the inside lane having the option to continue through.
- The westbound Selmon Expressway/Willow Avenue single-lane off ramp becomes a two-lane off ramp, with the inside lane having the option to continue through.
- The westbound Selmon Expressway/Plant Avenue single-lane off ramp becomes a two-lane off ramp, with the inside lane having the option to continue through.

5 Design Year (2046) Traffic Operational Analysis

The No Build Alternative and Alternatives 2 and 6 were analyzed in VISSIM for the design year (2046). Density, speed, total volume processed, and travel times were the MOEs extracted for the mainline. Delay and maximum queue output was extracted for the intersections within the study area. Networkwide MOEs were also extracted from each model. The results comparisons are shown in this section.

5.1 Mainline and Ramp Analysis

Density, speed, and three-hour total simulated volume were extracted from VISSIM for Selmon Expressway mainline and ramp segments within the project limits. **Table 5.1** shows the design year (2046) peak-hour density results for the AM and PM peak hours. **Table 5.2** shows the design year (2046) peak-hour speed results for the AM and PM peak hours. **Table 5.3** shows the design year (2046) three-hour total simulated volume results for the AM and PM peak hours. **Table 5.4** shows the peak-hour demand compared to the simulated volume for each Alternative. Travel times were also measured along the Selmon Expressway mainline in both the AM and PM peak hours, as shown in **Table 5.5**.

Alternatives 2 and 6 generally show better results than the No Build Alternative. In some cases, Alternative 2 may lead to more weaving, merge, and diverge turbulence due to changes in how the ramps connect under this configuration. For example, the westbound Brorein Street on ramp becomes an added lane under Alternative 2, whereas it is a short merge under Alternative 6. Alternative 2 may allow more traffic from on ramps to merge onto the Selmon Expressway and occupy space on the mainline. This may, in turn, reduce the throughput of vehicles from the mainline entries, since the space would instead be occupied by vehicles from the interchange arterials.

Highway Capacity Software (HCS), version 7.8, was used to make capacity checks on the segment between Bay to Bay Boulevard and Willow Avenue. This segment was chosen because of the long distance between adjacent interchanges compared to other segments within the study area, which allows for a basic segment analysis. **Table 5.6** shows the HCS analysis results. The results show that adding lanes reduces the demand-to-capacity ratio (D/C) along the Selmon Expressway.

Table 5.1. Design Year (2046) Density (veh/mi/lane)

Link Segment	No Build		No Build		Build 6		Build 6		Build 2		Build 2	
	AM Density	AM LOS	PM Density	PM LOS	AM Density	AM LOS	PM Density	PM LOS	AM Density	AM LOS	PM Density	PM LOS
Eastbound Selmon Expressway Mainline												
From Start of Network to Euclid Ave On Ramp	110.2	F	83.1	F	28.1	D	20.1	C	20.4	C	14.7	B
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	102.4	F	77.0	F	34.5	D	24.1	C	24.6	C	17.9	B
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	90.6	F	53.8	F	37.3	E	26.4	D	26.6	D	19.6	C
From Willow Ave Off Ramp to Willow Ave On Ramp	109.1	F	69.0	F	36.7	E	21.8	C	23.2	C	17.5	B
From Willow Ave On Ramp to Plant Ave On Ramp	77.8	F	69.9	F	57.0	F	31.1	D	32.4	D	22.2	C
From Plant Ave On Ramp to Florida Ave Off Ramp	67.5	F	59.2	F	54.5	F	29.3	D	32.8	D	21.9	C
From Florida Ave Off Ramp to Whiting St Off Ramp	59.6	F	58.5	F	56.3	F	32.1	D	34.0	D	21.7	C
From Whiting St Off Ramp to Jefferson St On Ramp	38.2	E	35.8	E	33.0	D	22.6	C	34.2	D	22.4	C
From Jefferson St On Ramp to End of Network	31.0	D	28.0	D	42.0	E	27.9	D	42.2	E	26.9	D
Westbound Selmon Expressway Mainline												
From Start of Network to Brorein St Off Ramp	116.9	F	129.5	F	68.1	F	91.8	F	86.8	F	121.1	F
From Brorein St Off Ramp to Brorein St On Ramp	114.5	F	112.6	F	20.2	C	101.0	F	91.1	F	127.1	F
From Brorein St On Ramp to Tampa St On Ramp	83.3	F	80.2	F	31.1	D	72.0	F	109.2	F	132.2	F
From Tampa St On Ramp to Plant Ave Off Ramp	57.1	F	35.7	E	26.1	D	45.8	F	100.2	F	119.0	F
From Plant Ave Off Ramp to Willow Ave Off Ramp	84.9	F	31.0	D	21.5	C	29.9	D	57.2	F	23.2	C
From Willow Ave Off to Willow Ave On Ramp	23.8	C	27.5	D	17.7	B	25.2	C	10.8	A	12.0	B
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	31.0	D	34.5	D	44.9	E	29.8	D	18.0	C	15.3	B
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	25.3	C	31.6	D	24.8	C	27.0	D	12.2	B	14.7	B
From Euclid Ave Off Ramp to End of Network	18.0	C	24.9	C	13.5	B	20.8	C	11.5	B	15.1	B
Eastbound Selmon Expressway Ramps												
Euclid Ave On Ramp	104.0	F	15.9	B	21.4	C	14.2	B	21.7	C	15.8	B
Bay to Bay Blvd On Ramp	13.6	B	10.9	A	13.3	B	10.6	A	13.6	B	10.9	A
Willow Ave Off Ramp	21.4	C	35.2	E	17.8	B	9.6	A	17.3	B	9.5	A
Willow Ave On Ramp	32.1	D	14.5	B	28.6	D	15.4	B	28.1	D	14.9	B
Plant Ave On Ramp	18.4	C	9.3	A	18.6	C	8.5	A	19.7	C	8.8	A
Florida Ave Off Ramp	12.9	B	13.7	B	26.8	D	13.3	B	27.9	D	14.4	B
Whiting St Off Ramp	16.2	B	17.4	B	23.5	C	17.3	B	24.4	C	17.6	B
Jefferson St On Ramp	21.3	C	16.8	B	21.7	C	17.1	B	18.4	C	14.0	B
Westbound Selmon Expressway Ramps												
Brorein St Off Ramp	48.4	F	13.2	B	123.6	F	28.5	D	77.9	F	12.7	B
Brorein St On Ramp	89.6	F	134.7	F	26.1	D	119.2	F	136.3	F	170.0	F
Tampa St On Ramp	17.5	B	24.9	C	17.8	B	24.8	C	22.8	C	41.5	E
Plant Ave Off Ramp	51.8	F	31.8	D	21.6	C	46.5	F	14.9	B	17.8	B
Willow Ave Off Ramp	163.8	F	17.7	B	10.5	A	10.7	A	197.6	F	69.4	F
Willow Ave On Ramp	15.7	B	17.9	B	14.9	B	15.4	B	15.0	B	16.3	B
Bay to Bay Blvd Off Ramp	79.0	F	23.4	C	147.5	F	51.9	F	85.8	F	33.9	D
Euclid Ave Off Ramp	40.2	E	27.7	D	89.3	F	61.4	F	48.6	F	34.1	D

Table 5.2. Design Year (2046) Average Speed (mph)

Link Segment	No Build		Build 6		Build 2	
	AM Average Speed	PM Average Speed	AM Average Speed	PM Average Speed	AM Average Speed	PM Average Speed
Eastbound Selmon Expressway Mainline						
From Start of Network to Euclid Ave On Ramp	13.1	24.1	56.7	58.5	58.8	60.0
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	16.2	27.3	54.2	57.1	57.6	59.1
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	20.8	44.5	55.1	58.4	58.8	60.6
From Willow Ave Off Ramp to Willow Ave On Ramp	14.4	30.4	49.5	59.8	59.7	61.0
From Willow Ave On Ramp to Plant Ave On Ramp	26.9	32.0	36.0	48.4	48.7	52.2
From Plant Ave On Ramp to Florida Ave Off Ramp	30.1	35.2	35.7	48.7	48.0	51.5
From Florida Ave Off Ramp to Whiting St Off Ramp	37.9	37.6	36.6	45.6	46.6	51.1
From Whiting St Off Ramp to Jefferson St On Ramp	47.9	48.4	49.7	51.8	48.4	52.0
From Jefferson St On Ramp to End of Network	49.4	50.3	45.3	49.6	44.8	50.3
Westbound Selmon Expressway Mainline						
From Start of Network to Brorein St Off Ramp	12.3	9.7	32.3	20.6	21.4	11.8
From Brorein St Off Ramp to Brorein St On Ramp	12.4	12.2	60.6	17.6	16.4	9.8
From Brorein St On Ramp to Tampa St On Ramp	23.2	26.3	48.6	29.9	11.7	8.4
From Tampa St On Ramp to Plant Ave Off Ramp	32.0	48.7	55.8	41.4	12.7	10.2
From Plant Ave Off Ramp to Willow Ave Off Ramp	25.4	57.8	60.2	58.0	32.9	49.0
From Willow Ave Off to Willow Ave On Ramp	57.4	58.0	60.9	59.8	61.8	62.1
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	57.2	57.5	46.6	60.1	59.7	63.3
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	52.6	51.5	51.2	52.8	56.1	55.2
From Euclid Ave Off Ramp to End of Network	54.5	52.4	57.2	54.9	57.3	56.1
Eastbound Selmon Expressway Ramps						
Euclid Ave On Ramp	8.1	41.6	42.3	43.0	43.0	43.5
Bay to Bay Blvd On Ramp	42.5	44.0	44.2	44.3	43.6	43.7
Willow Ave Off Ramp	29.8	27.9	38.8	47.9	39.8	47.5
Willow Ave On Ramp	40.6	45.7	42.7	45.6	42.7	45.3
Plant Ave On Ramp	46.0	46.4	46.1	46.4	45.3	45.3
Florida Ave Off Ramp	29.6	29.4	26.5	29.5	25.2	27.3
Whiting St Off Ramp	52.8	52.6	51.1	52.0	50.2	51.8
Jefferson St On Ramp	45.5	45.5	45.3	45.4	45.1	45.4
Westbound Selmon Expressway Ramps						
Brorein St Off Ramp	28.4	44.1	10.4	36.1	16.5	40.9
Brorein St On Ramp	12.1	7.5	36.2	9.5	5.5	3.5
Tampa St On Ramp	33.4	32.9	33.5	32.8	28.0	23.0
Plant Ave Off Ramp	16.6	26.8	30.8	16.6	27.7	25.1
Willow Ave Off Ramp	4.5	43.8	49.1	50.1	1.8	18.2
Willow Ave On Ramp	44.9	42.5	46.4	46.2	46.9	46.7
Bay to Bay Blvd Off Ramp	14.2	33.1	5.6	23.8	9.8	22.7
Euclid Ave Off Ramp	30.7	39.5	17.9	21.6	29.3	33.3

Table 5.3. Design Year (2046) Three-Hour Total Simulated Volume

Link Segment	No Build		Build 6		Build 2	
	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline						
From Start of Network to Euclid Ave On Ramp	7533	10146	11218	10146	11219	10146
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	10711	13417	14459	12620	14094	12524
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	11963	14470	15895	13985	15790	14048
From Willow Ave Off Ramp to Willow Ave On Ramp	8918	11315	12711	11155	12745	11301
From Willow Ave On Ramp to Plant Ave On Ramp	13884	14047	16734	13668	16423	13668
From Plant Ave On Ramp to Florida Ave Off Ramp	14637	14737	18295	14584	18422	14776
From Florida Ave Off Ramp to Whiting St Off Ramp	12813	12880	15745	12743	15872	12911
From Whiting St Off Ramp to Jefferson St On Ramp	10378	10212	12635	10100	12737	10233
From Jefferson St On Ramp to End of Network	13005	12127	16155	12536	15783	12429
Westbound Selmon Expressway Mainline						
From Start of Network to Brorein St Off Ramp	12835	10540	14480	16699	13714	12995
From Brorein St Off Ramp to Brorein St On Ramp	8732	8710	10175	13679	9535	10531
From Brorein St On Ramp to Tampa St On Ramp	12301	12852	13574	18055	11519	12509
From Tampa St On Ramp to Plant Ave Off Ramp	12884	13899	14609	19104	13201	14790
From Plant Ave Off Ramp to Willow Ave Off Ramp	11509	12922	12479	16671	11232	12815
From Willow Ave Off to Willow Ave On Ramp	8284	9501	9449	12995	8503	10086
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	11133	12936	11693	15614	10815	12797
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	7926	9627	8763	12251	8172	10108
From Euclid Ave Off Ramp to End of Network	5874	7741	6548	9850	6118	8171
Eastbound Selmon Expressway Ramps						
Euclid Ave On Ramp	2089	1939	2374	1802	2396	1938
Bay to Bay Blvd On Ramp	1618	1387	1614	1350	1626	1377
Willow Ave Off Ramp	1715	2292	2479	2260	2482	2291
Willow Ave On Ramp	3559	2064	3388	2235	3353	2177
Plant Ave On Ramp	2291	1373	2231	1203	2364	1308
Florida Ave Off Ramp	1797	1853	2536	1843	2535	1863
Whiting St Off Ramp	2426	2666	3099	2646	3122	2678
Jefferson St On Ramp	2639	1919	2704	1926	2334	1736
Westbound Selmon Expressway Ramps						
Brorein St Off Ramp	3793	1755	4072	2696	3890	1959
Brorein St On Ramp	2559	3019	2689	3128	2097	2098
Tampa St On Ramp	1747	2387	1748	2383	1753	2365
Plant Ave Off Ramp	2280	2172	2628	3094	2324	2331
Willow Ave Off Ramp	2185	2221	2524	2988	2185	2326
Willow Ave On Ramp	1937	2261	1897	2138	1920	2235
Bay to Bay Blvd Off Ramp	2270	2127	2427	2825	2233	2239
Euclid Ave Off Ramp	1855	1767	1983	2239	1886	1836
Overall Total	232079	245282	276011	283211	264393	249594

Table 5.4. Design Year (2046) Peak-Hour Demand vs. Simulated Volume

Link Segment	Peak-Hour Demand		No Build		Build 6		Build 2	
	AM Demand Volume	PM Demand Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline								
From Start of Network to Euclid Ave On Ramp	4805	3505	2781	3533	4780	3519	4782	3518
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	6000	4425	3884	4766	5997	4356	5866	4356
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	6905	5075	4225	5045	6471	4847	6445	4880
From Willow Ave Off Ramp to Willow Ave On Ramp	5790	4220	3093	3919	5170	3874	5207	3934
From Willow Ave On Ramp to Plant Ave On Ramp	7455	5350	4954	4823	6611	4653	6466	4655
From Plant Ave On Ramp to Florida Ave Off Ramp	8830	6290	5143	5001	7090	4943	7191	4978
From Florida Ave Off Ramp to Whiting St Off Ramp	7680	5555	4494	4366	6044	4321	6158	4345
From Whiting St Off Ramp to Jefferson St On Ramp	6175	4420	3641	3452	4842	3434	4931	3447
From Jefferson St On Ramp to End of Network	7340	5190	4564	4189	6085	4382	5994	4228
Westbound Selmon Expressway Mainline								
From Start of Network to Brorein St Off Ramp	5645	8120	4035	3409	4762	5610	4274	3744
From Brorein St Off Ramp to Brorein St On Ramp	3960	6785	2817	2908	3394	4668	2913	3010
From Brorein St On Ramp to Tampa St On Ramp	5095	8295	4049	4294	4576	6250	3467	3528
From Tampa St On Ramp to Plant Ave Off Ramp	5810	9230	4218	4652	4919	6569	3992	4282
From Plant Ave Off Ramp to Willow Ave Off Ramp	4775	7710	3739	4331	4209	5749	3428	3724
From Willow Ave Off to Willow Ave On Ramp	3775	6275	2710	3178	3189	4487	2587	2930
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	4630	7410	3729	4328	3986	5351	3423	3843
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	3595	6030	2641	3238	3008	4228	2610	3073
From Euclid Ave Off Ramp to End of Network	2675	4840	1959	2605	2263	3403	1969	2518
Eastbound Selmon Expressway Ramps								
Euclid Ave On Ramp	1195	920	770	643	879	590	903	662
Bay to Bay Blvd On Ramp	905	650	562	462	564	451	572	456
Willow Ave Off Ramp	1115	855	591	797	1002	793	1008	805
Willow Ave On Ramp	1665	1130	1264	646	1167	688	1150	660
Plant Ave On Ramp	1375	940	818	417	825	380	857	384
Florida Ave Off Ramp	1150	735	644	640	1020	632	1037	637
Whiting St Off Ramp	1505	1135	852	913	1193	896	1220	908
Jefferson St On Ramp	1165	770	929	733	943	743	799	609
Westbound Selmon Expressway Ramps								
Brorein St Off Ramp	1685	1335	1220	566	1279	927	1185	489
Brorein St On Ramp	1135	1510	882	1007	926	1110	653	562
Tampa St On Ramp	715	935	575	804	586	801	583	789
Plant Ave Off Ramp	1035	1520	753	724	889	1059	697	667
Willow Ave Off Ramp	1000	1435	731	749	857	1031	714	740
Willow Ave On Ramp	855	1135	694	755	680	703	691	750
Bay to Bay Blvd Off Ramp	1035	1380	750	692	812	965	712	655
Euclid Ave Off Ramp	920	1190	618	591	656	774	584	546

Table 5.5. Design Year (2046) Mainline Travel Time (mins)

Movement	No Build AM	No Build PM	Build 6 AM	Build 6 PM	Build 2 AM	Build 2 PM
EB Selmon - Himes to Willow	10.56	6.06	3.44	3.26	3.22	3.14
EB Selmon - Willow to N 12th St	4.21	3.40	2.99	2.45	2.56	2.35
EB Selmon - Himes to N 12th St	14.12	9.45	6.43	5.71	5.78	5.50
WB Selmon - N 12th St to Willow	7.90	7.78	2.21	4.69	6.81	9.69
WB Selmon - Willow to Himes	3.33	3.41	3.26	3.22	3.03	3.07
WB Selmon - N 12th St to Himes	11.12	11.20	5.44	7.76	7.33	10.19

Table 5.6. Design Year (2046) HCS Capacity Checks

MOE by Direction	AM Peak Hour			PM Peak Hour		
	No-Build	Alt 6	Alt 2	No-Build	Alt 6	Alt 2
Eastbound (from Bay to Bay Blvd to Willow Ave)						
Number of Lanes	2	3	4	2	3	4
Speed (mph)	50.0	50.0	53.6	50.0	55.1	53.6
Density (pc/mi/ln)	45.0	45.0	34.9	45.0	33.3	25.7
D/C Ratio	1.66	1.11	0.84	1.22	0.81	0.62
LOS	F	F	D	F	D	C
Westbound (from Willow Ave to Bay to Bay Blvd)						
Number of Lanes	2	3	4	2	3	4
Speed (mph)	50.1	55.1	53.6	50.1	50.0	53.0
Density (pc/mi/ln)	45.0	30.4	23.4	45.0	45.0	37.9
D/C Ratio	1.11	0.74	0.56	1.78	1.19	0.90
LOS	F	D	C	F	F	E

5.2 Intersection Analysis

The ramp terminal intersections, as well as adjacent signalized intersections within the project area, were included in the design year (2046) VISSIM models to replicate the metering of traffic and platooning onto the ramps and arterials. Intersection delay and LOS and AM and PM maximum queue length, rounded to the nearest 25 feet, for the No Build Alternative and Alternatives 6 and 2 can be found in **Table 5.7** through **Table 5.15**. An overall intersection delay comparison of the No Build Alternative and Alternatives 6 and 2 can be found in **Table 5.16**.

5.3 Networkwide Analysis

Networkwide MOEs were extracted from VISSIM for the three-hour cumulative totals for the design year (2046). **Table 5.17** shows the networkwide VISSIM results for the design year (2046).

Table 5.7. Design Year (2046) Intersection Delay (s/veh) and LOS – No Build

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	252.9	161.6	F	F	28.4	18.3	C	B	235.5	360.9	F	F	46.4	388.9	D	F	-	-	-	-	142.0	187.6	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	21.2	2.8	C	A	62.4	53.6	F	F	-	-	-	-	68.3	50.6	F	F	-	-	-	-	46.8	31.9	E	D
3	Euclid Ave/Selmon Expressway EB On Ramp	33.9	8.2	D	A	276.2	195.5	F	F	253.8	147.7	F	F	-	-	-	-	-	-	-	-	127.7	96.3	F	F
4	Bay to Bay Blvd/Concordia Ave	452.8	106.4	F	F	22.7	8.5	C	A	84.1	44.2	F	D	99.4	62.2	F	E	-	-	-	-	207.9	55.1	F	E
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	250.7	170.1	F	F	16.9	21.9	B	C	102.7	30.5	F	C	55.1	33.9	E	C	-	-	-	-	143.2	87.2	F	F
6	Bay to Bay Blvd/MacDill Ave	58.6	54.3	E	D	56.5	57.4	E	E	152.6	134.5	F	F	483.3	302.2	F	F	-	-	-	-	146.9	124.7	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	14.6	10.4	B	B	138.3	130.9	F	F	259.9	413.6	F	F	-	-	-	-	-	-	-	-	56.0	57.2	F	F
8	Bay to Bay Blvd/Bayshore Blvd	33.0	39.2	C	D	-	-	-	-	263.8	549.5	F	F	258.6	119.5	F	F	-	-	-	-	218.2	208.9	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	222.1	548.3	F	F	-	-	-	-	812.5	184.4	F	F	47.2	35.1	D	D	77.3	63.2	E	E	214.3	297.9	F	F
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	118.0	112.8	F	F	34.3	79.9	C	E	109.0	266.7	F	F	385.6	54.1	F	D	169.9	104.4	F	F
11	Willow Ave/Kennedy Blvd	91.4	1824.9	F	F	40.5	353.0	D	F	39.2	18.1	D	B	290.9	792.2	F	F	-	-	-	-	80.2	454.0	F	F
12	South Boulevard/Platt St	18.2	24.4	B	C	-	-	-	-	43.4	196.8	D	F	52.2	54.5	D	D	-	-	-	-	34.0	79.6	C	E
13	South Boulevard/Cleveland St	-	-	-	-	61.3	134.1	E	F	27.9	17.6	C	B	56.3	307.4	E	F	-	-	-	-	54.2	145.0	D	F
14	Hyde Park Ave/Cleveland St	-	-	-	-	8.7	11.6	A	B	-	-	-	-	382.5	195.5	F	F	-	-	-	-	114.8	64.0	F	E
15	Plant Ave/Platt St	110.1	421.7	F	F	-	-	-	-	217.8	526.2	F	F	-	-	-	-	-	-	-	-	164.7	466.9	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	20.9	148.2	C	F	-	-	-	-	15.4	46.6	C	E	-	-	-	-	-	-	-	-	15.5	50.3	C	F
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	44.8	108.4	D	F	69.2	97.4	E	F	-	-	-	-	74.8	56.1	E	E	58.2	93.1	E	F
18	Tampa St/Brorein St	-	-	-	-	8.3	11.3	A	B	-	-	-	-	21.2	18.3	C	B	32.9	30.3	C	C	13.4	15.7	B	B
19	Tampa St/Whiting St	41.2	37.4	D	D	53.1	57.1	D	E	-	-	-	-	295.2	146.1	F	F	-	-	-	-	226.0	121.8	F	F
20	Franklin St/Brorein St	-	-	-	-	7.0	11.1	A	B	239.7	129.9	F	F	41.8	32.5	D	C	-	-	-	-	73.2	41.4	E	D
21	Florida St/Channelside Dr	15.8	43.6	B	D	-	-	-	-	54.7	2593.9	D	F	-	-	-	-	-	-	-	-	20.1	117.9	C	F
22	Florida St/Brorein St	-	-	-	-	34.2	24.1	C	C	34.8	55.9	C	E	-	-	-	-	-	-	-	-	34.5	42.7	C	D
23	Morgan St/Channelside Dr	2.2	0.6	A	A	-	-	-	-	39.9	51.2	D	D	80.1	208.1	F	F	-	-	-	-	22.8	12.4	C	B
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	24.0	89.2	C	F	57.8	38.7	E	D	50.3	794.1	D	F	39.6	27.2	D	C	32.1	184.2	C	F
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	-	-	-	-	74.2	291.3	E	F	584.9	171.0	F	F	2.1	44.1	A	D	-	-	-	-	70.8	73.9	E	E

Table 5.8. Design Year (2046) Intersection AM Maximum Queue Length (ft) – No Build

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	7250	7300	375	425	450	3775	6175	6175	150	600	625	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	450	0	0	500	0	0	0	0	500	0	1125	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	475	475	525	7675	7675	7625	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	6625	6625	6650	500	500	525	225	225	250	225	225	250	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	425	475	2700	2700	2700	125	0	125	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	550	600	100	450	475	375	3850	200	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	425	475	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	275	0	250	0	0	0	3800	3800	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	6450	6450	6450	0	0	0	0	4525	4525	300	300	0	700	700	700
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1050	1050	1050	375	125	0	0	575	600	13600	13600	13600
11	Willow Ave/Kennedy Blvd	950	3375	3400	75	1175	1225	450	450	475	250	1975	2000	0	0	0
12	South Boulevard/Platt St	475	475	100	0	0	0	0	900	350	300	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1000	1000	1000	150	525	0	0	1075	200	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	3300	100	0	0	0
15	Plant Ave/Platt St	2925	2900	0	0	0	0	0	7300	800	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	100	0	0	0	0	0	325	325	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	775	800	350	350	0	0	0	0	0	2925	2925
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	300	300	0	375	0
19	Tampa St/Whiting St	0	300	325	250	275	0	0	0	0	5875	5875	5875	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	1725	1725	0	0	400	75	0	0	0
21	Florida St/Channelside Dr	575	575	575	0	0	0	0	350	75	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	550	575	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	150	150	100	0	0	0	0	175	50	350	350	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	625	625	2000	250	250	0	0	450	475	0	12275	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	2475	0	0	100	0	0	0	0	0

Table 5.9. Design Year (2046) Intersection PM Maximum Queue Length (ft) – No Build

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	75	7275	7300	375	425	450	725	6175	6175	50	2950	3000	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	225	0	0	525	0	0	0	0	275	0	700	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	375	375	425	8100	8100	8050	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	2275	2275	2325	350	350	375	150	150	150	175	175	175	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	475	525	750	750	450	325	0	325	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	550	600	225	450	500	675	3850	225	7600	7625	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	375	275	325	575	575	675	200	0	200	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	275	0	0	0	3800	3075	0	0	7425	7425	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	9075	9075	9075	0	0	0	0	1600	1600	150	225	0	1075	1075	1075
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1375	1375	1375	425	425	0	0	600	625	600	600	600
11	Willow Ave/Kennedy Blvd	50	9075	9100	6550	6550	6575	450	450	500	4625	5700	5725	0	0	0
12	South Boulevard/Platt St	500	500	75	0	0	0	0	4325	3175	450	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1600	1600	1600	200	325	0	0	4850	2475	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	2175	2150	0	0	0
15	Plant Ave/Platt St	7575	7550	0	0	0	0	0	7300	4450	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	525	0	0	0	0	0	475	475	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	1550	1575	350	350	0	0	0	0	0	800	800
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	475	475	0	600	0
19	Tampa St/Whiting St	0	275	300	500	500	0	0	0	0	5700	5700	5700	0	0	0
20	Franklin St/Brorein St	0	0	0	250	250	75	1225	1000	0	0	350	425	0	0	0
21	Florida St/Channelside Dr	1500	1500	1500	0	0	0	0	1575	250	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	425	450	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	75	75	0	0	0	0	0	375	100	325	325	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	650	650	75	325	325	0	0	4675	4700	0	450	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	4600	0	1200	0	0	600	0	800	0	0	0

Table 5.10. Design Year (2046) Intersection Delay (s/veh) and LOS – Build 6

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	211.9	162.8	F	F	30.8	18.2	C	B	220.0	358.8	F	F	45.8	383.1	D	F	-	-	-	-	129.7	185.2	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	6.0	3.7	A	A	78.7	81.2	F	F	-	-	-	-	153.2	83.7	F	F	-	-	-	-	71.9	51.5	F	F
3	Euclid Ave/Selmon Expressway EB On Ramp	11.3	6.4	B	A	227.0	302.5	F	F	180.6	201.1	F	F	-	-	-	-	-	-	-	-	95.5	123.5	F	F
4	Bay to Bay Blvd/Concordia Ave	446.1	310.4	F	F	23.0	10.9	C	B	84.4	58.6	F	E	103.9	71.8	F	E	-	-	-	-	203.3	133.0	F	F
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	248.1	216.8	F	F	17.1	23.7	B	C	186.4	45.9	F	D	54.0	31.6	D	C	-	-	-	-	168.5	102.3	F	F
6	Bay to Bay Blvd/MacDill Ave	56.2	54.3	E	D	55.3	58.3	E	E	153.5	135.2	F	F	455.6	316.5	F	F	-	-	-	-	143.2	126.8	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	12.8	10.3	B	B	136.7	134.1	F	F	250.3	313.3	F	F	-	-	-	-	-	-	-	-	53.8	55.7	F	F
8	Bay to Bay Blvd/Bayshore Blvd	33.4	41.0	C	D	-	-	-	-	276.7	528.7	F	F	253.6	120.7	F	F	-	-	-	-	221.1	203.2	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	242.9	480.5	F	F	-	-	-	-	757.9	398.4	F	F	44.1	34.6	D	C	64.5	53.7	E	D	200.6	304.7	F	F
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	129.1	128.0	F	F	47.7	88.6	D	F	118.0	271.3	F	F	72.1	52.1	E	D	98.1	109.8	F	F
11	Willow Ave/Kennedy Blvd	100.5	1591.7	F	F	40.7	349.3	D	F	46.3	22.4	D	C	423.9	811.5	F	F	-	-	-	-	90.5	449.4	F	F
12	South Boulevard/Platt St	21.5	22.9	C	C	-	-	-	-	46.5	210.9	D	F	50.7	54.1	D	D	-	-	-	-	34.8	80.9	C	F
13	South Boulevard/Cleveland St	-	-	-	-	61.3	156.1	E	F	28.6	18.9	C	B	56.5	308.8	E	F	-	-	-	-	54.5	159.6	D	F
14	Hyde Park Ave/Cleveland St	-	-	-	-	8.5	13.1	A	B	-	-	-	-	393.3	200.1	F	F	-	-	-	-	112.9	64.9	F	E
15	Plant Ave/Platt St	113.0	482.1	F	F	-	-	-	-	217.5	713.2	F	F	-	-	-	-	-	-	-	-	166.3	573.8	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	37.2	160.5	E	F	-	-	-	-	15.4	56.4	C	F	-	-	-	-	-	-	-	-	15.7	60.5	C	F
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	46.0	246.8	D	F	68.5	109.1	E	F	-	-	-	-	51.4	71.2	D	E	52.9	156.8	D	F
18	Tampa St/Brorein St	-	-	-	-	8.0	10.2	A	B	-	-	-	-	19.2	20.8	B	C	32.0	30.3	C	C	12.7	15.1	B	B
19	Tampa St/Whiting St	42.4	37.9	D	D	53.5	59.8	D	E	-	-	-	-	289.1	146.0	F	F	-	-	-	-	222.0	122.1	F	F
20	Franklin St/Brorein St	-	-	-	-	6.8	9.1	A	A	241.8	172.8	F	F	41.8	37.6	D	D	-	-	-	-	71.8	44.2	E	D
21	Florida St/Channelside Dr	29.7	45.3	C	D	-	-	-	-	605.7	3263.6	F	F	-	-	-	-	-	-	-	-	65.9	154.3	E	F
22	Florida St/Brorein St	-	-	-	-	49.3	25.5	D	C	58.1	54.6	E	D	-	-	-	-	-	-	-	-	53.5	40.6	D	D
23	Morgan St/Channelside Dr	1.9	0.6	A	A	-	-	-	-	40.0	58.9	D	E	78.4	266.2	E	F	-	-	-	-	22.8	16.4	C	B
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	34.9	58.1	C	E	56.6	51.9	E	D	50.3	601.5	D	F	120.7	35.2	F	D	52.8	126.4	D	F
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	-	-	-	-	64.1	158.7	E	F	607.3	100.0	F	F	1.9	27.2	A	C	-	-	-	-	59.0	44.4	E	D

Table 5.11. Design Year (2046) Intersection AM Maximum Queue Length (ft) – Build 6

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	7275	7300	400	425	450	3175	6175	6200	150	600	625	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	375	0	0	525	0	0	0	0	1575	0	2625	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	425	425	475	6875	6875	6825	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	6625	6625	6650	575	575	600	250	250	250	225	225	250	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	450	500	8800	8800	8800	125	0	125	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	575	625	100	450	475	1050	3850	200	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	425	475	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	350	0	275	0	0	0	3800	3800	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	7425	7425	7425	0	0	0	0	4525	4525	225	300	0	975	975	975
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1250	1250	1250	400	325	0	0	575	600	500	500	500
11	Willow Ave/Kennedy Blvd	1675	4000	4025	75	1225	1275	525	525	550	1100	2825	2850	0	0	0
12	South Boulevard/Platt St	625	625	150	0	0	0	0	950	425	300	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	950	950	950	150	500	0	0	1075	225	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	350	350	0	0	0	0	0	3300	75	0	0	0
15	Plant Ave/Platt St	3050	3025	0	0	0	0	0	7300	1525	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	125	0	0	0	0	0	350	350	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	775	825	350	350	0	0	0	0	0	575	575
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	250	275	0	350	0
19	Tampa St/Whiting St	0	325	350	250	300	0	0	0	0	5850	5850	5850	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	1725	1725	0	0	400	75	0	0	0
21	Florida St/Channelside Dr	925	925	925	0	0	0	0	1500	250	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	575	600	700	700	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	150	150	100	0	0	0	0	175	50	325	325	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	625	625	13550	250	250	0	0	450	475	0	13525	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	2575	0	0	100	0	0	0	0	0

Table 5.12. Design Year (2046) Intersection PM Maximum Queue Length (ft) – Build 6

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	800	7275	7300	375	400	425	150	6175	6200	75	2950	3000	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	325	0	0	525	0	0	0	0	550	0	1825	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	375	375	425	8100	8100	8050	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	4500	4500	4550	450	450	475	150	150	150	175	175	200	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	475	525	1700	1700	1700	275	0	275	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	525	600	150	425	475	350	3850	250	7625	7625	7650	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	400	300	350	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	250	0	0	0	3800	3800	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	8150	8150	8150	0	0	0	0	2550	2550	150	200	0	575	575	575
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1375	1375	1375	450	450	0	0	600	625	475	475	475
11	Willow Ave/Kennedy Blvd	50	9075	9100	6550	6550	6600	500	500	525	4025	5700	5750	0	0	0
12	South Boulevard/Platt St	500	500	75	0	0	0	0	4250	3050	450	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1600	1600	1600	275	450	0	0	4825	2475	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	2225	2200	0	0	0
15	Plant Ave/Platt St	7575	7550	0	0	0	0	0	7300	4425	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	600	0	0	0	0	0	450	450	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	3025	3075	350	350	0	0	0	0	0	10850	10850
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	450	450	0	600	0
19	Tampa St/Whiting St	0	300	325	500	500	0	0	0	0	5625	5625	5625	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	1425	1250	0	0	400	475	0	0	0
21	Florida St/Channelside Dr	1625	1625	1625	0	0	0	0	1575	700	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	500	525	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	75	75	0	0	0	0	0	400	100	425	425	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	650	650	75	425	425	0	0	4675	4700	0	975	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	825	0	0	525	0	525	0	0	0

Table 5.13. Design Year (2046) Intersection Delay (s/veh) and LOS – Build 2

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	204.1	163.3	F	F	30.4	17.8	C	B	220.8	351.0	F	F	46.6	389.3	D	F	-	-	-	-	129.0	186.4	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	6.0	3.2	A	A	67.7	46.6	F	E	-	-	-	-	96.9	71.9	F	F	-	-	-	-	49.3	37.2	E	E
3	Euclid Ave/Selmon Expressway EB On Ramp	13.3	9.2	B	A	205.3	177.0	F	F	200.9	261.4	F	F	-	-	-	-	-	-	-	-	93.9	98.3	F	F
4	Bay to Bay Blvd/Concordia Ave	418.2	285.7	F	F	21.2	10.5	C	B	84.5	58.8	F	E	100.1	69.8	F	E	-	-	-	-	199.6	137.5	F	F
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	239.4	196.0	F	F	15.7	19.4	B	B	105.0	42.2	F	D	62.1	35.0	E	C	-	-	-	-	141.1	102.3	F	F
6	Bay to Bay Blvd/MacDill Ave	57.5	55.7	E	E	55.7	58.1	E	E	153.4	134.8	F	F	465.6	329.4	F	F	-	-	-	-	145.3	128.3	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	13.7	10.8	B	B	138.1	132.7	F	F	212.6	480.2	F	F	-	-	-	-	-	-	-	-	54.6	58.6	F	F
8	Bay to Bay Blvd/Bayshore Blvd	33.1	40.1	C	D	-	-	-	-	254.1	529.3	F	F	257.8	122.3	F	F	-	-	-	-	215.3	204.6	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	263.3	533.1	F	F	-	-	-	-	787.5	530.1	F	F	43.0	37.6	D	D	61.2	54.9	E	D	211.0	340.5	F	F
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	130.9	122.7	F	F	43.0	94.6	D	F	127.9	257.6	F	F	714.3	227.5	F	F	247.2	152.1	F	F
11	Willow Ave/Kennedy Blvd	112.0	1678.2	F	F	41.6	372.5	D	F	39.9	20.1	D	C	465.6	789.4	F	F	-	-	-	-	95.9	475.5	F	F
12	South Boulevard/Platt St	21.6	23.5	C	C	-	-	-	-	45.4	213.1	D	F	52.1	53.5	D	D	-	-	-	-	34.9	82.5	C	F
13	South Boulevard/Cleveland St	-	-	-	-	61.7	163.5	E	F	28.4	18.4	C	B	57.2	308.0	E	F	-	-	-	-	54.7	164.4	D	F
14	Hyde Park Ave/Cleveland St	-	-	-	-	7.9	14.8	A	B	-	-	-	-	382.4	196.2	F	F	-	-	-	-	114.7	67.2	F	E
15	Plant Ave/Platt St	111.2	469.4	F	F	-	-	-	-	183.3	628.0	F	F	-	-	-	-	-	-	-	-	149.1	537.0	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	23.9	170.8	C	F	-	-	-	-	13.2	55.9	B	F	-	-	-	-	-	-	-	-	13.3	60.3	B	F
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	39.5	98.1	D	F	61.9	110.4	E	F	-	-	-	-	166.4	197.4	F	F	73.4	122.2	E	F
18	Tampa St/Brorein St	-	-	-	-	9.0	12.7	A	B	-	-	-	-	20.0	15.9	C	B	33.5	30.0	C	C	14.1	16.2	B	B
19	Tampa St/Whiting St	41.3	37.9	D	D	53.2	59.8	D	E	-	-	-	-	293.8	153.9	F	F	-	-	-	-	225.1	127.7	F	F
20	Franklin St/Brorein St	-	-	-	-	7.5	13.3	A	B	233.6	170.6	F	F	41.7	30.1	D	C	-	-	-	-	77.6	55.3	E	E
21	Florida St/Channelside Dr	40.9	65.4	D	E	-	-	-	-	583.3	3379.5	F	F	-	-	-	-	-	-	-	-	71.0	151.1	E	F
22	Florida St/Brorein St	-	-	-	-	35.8	24.2	D	C	59.3	58.1	E	E	-	-	-	-	-	-	-	-	48.4	46.3	D	D
23	Morgan St/Channelside Dr	2.3	4.3	A	A	-	-	-	-	40.7	375.8	D	F	81.8	132.1	F	F	-	-	-	-	22.8	29.4	C	C
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	66.3	184.7	E	F	74.7	252.2	E	F	52.4	839.0	D	F	82.0	72.3	F	E	67.2	295.8	E	F
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	-	-	-	-	161.3	531.5	F	F	636.0	248.8	F	F	17.1	423.4	B	F	-	-	-	-	72.2	108.6	E	F

Table 5.14. Design Year (2046) Intersection AM Maximum Queue Length (ft) – Build 2

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	7250	7300	400	425	450	2600	6150	6175	150	600	625	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	350	0	0	500	0	0	0	0	625	0	1425	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	425	425	475	6175	6175	6100	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	6625	6625	6650	400	400	425	225	225	250	225	225	250	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	450	475	4500	4500	4475	125	0	125	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	550	600	100	450	500	375	3850	200	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	450	500	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	275	0	300	0	0	0	3800	3425	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	7725	7725	7725	0	0	0	0	4525	4525	200	275	0	775	775	775
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1075	1075	1075	375	250	0	0	550	575	17400	17400	17400
11	Willow Ave/Kennedy Blvd	1475	4025	4050	75	1250	1300	500	500	525	300	3300	3350	0	0	0
12	South Boulevard/Platt St	625	625	100	0	0	0	0	950	425	300	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	975	975	975	175	500	0	0	1100	325	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	3300	100	0	0	0
15	Plant Ave/Platt St	2925	2900	0	0	0	0	0	7300	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	100	0	0	0	0	0	325	325	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	750	775	350	350	0	0	0	0	0	525	525
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	300	325	0	375	0
19	Tampa St/Whiting St	0	300	350	250	300	0	0	0	0	5850	5850	5850	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	1725	1725	0	0	400	75	0	0	0
21	Florida St/Channelside Dr	1175	1175	1175	0	0	0	0	1550	100	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	575	600	700	700	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	175	175	100	0	0	0	0	200	50	300	300	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	650	650	12300	350	350	0	0	475	500	0	13525	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	2825	0	0	100	0	175	0	0	0

Table 5.15. Design Year (2046) Intersection PM Maximum Queue Length (ft) – Build 2

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	75	7275	7300	375	425	450	125	6175	6200	75	2950	3000	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	300	0	0	500	0	0	0	0	650	0	1350	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	375	375	425	8100	8100	8050	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	3575	3575	3625	350	350	375	150	150	150	175	175	175	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	475	525	1800	1800	1850	300	0	300	0	0	0
6	Bay to Bay Blvd/MacDill Ave	500	525	575	175	450	500	300	3850	250	7600	7625	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	375	325	350	575	575	675	200	0	200	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	225	0	0	0	3800	3800	0	0	7425	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	8900	8900	8900	0	0	0	0	3550	3550	175	250	0	575	575	575
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1350	1350	1350	475	475	0	0	600	625	7600	7600	7600
11	Willow Ave/Kennedy Blvd	50	9100	9125	6550	6525	6575	500	500	525	3475	5700	5725	0	0	0
12	South Boulevard/Platt St	500	500	75	0	0	0	0	4300	3925	475	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1600	1600	1600	225	425	0	0	4825	2475	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	425	425	0	0	0	0	0	2175	2200	0	0	0
15	Plant Ave/Platt St	7575	7550	0	0	0	0	0	7300	5150	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	625	0	0	0	0	0	500	500	0	0	0	0	0	0	0
17	Plant Ave/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	0	1550	1575	350	350	0	0	0	0	0	6975	6975
18	Tampa St/Brorean St	0	0	0	225	225	0	0	0	0	0	375	375	0	550	0
19	Tampa St/Whiting St	0	275	300	500	500	0	0	0	0	5725	5725	5725	0	0	0
20	Franklin St/Brorean St	0	0	0	250	250	75	1325	1275	0	0	350	375	0	0	0
21	Florida St/Channelside Dr	2150	2150	2150	0	0	0	0	1575	175	0	0	0	0	0	0
22	Florida St/Brorean St	0	0	0	0	400	425	575	575	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	300	300	25	0	0	0	0	1975	1050	250	250	0	0	0	0
24	Morgan St/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	650	650	75	550	550	0	0	4675	4700	0	600	0
25	Jefferson St/Brorean St/Selmon Expressway EB On Ramp	0	0	0	0	4600	0	1325	0	0	2850	0	2825	0	0	0

Table 5.16. Design Year (2046) Overall Intersection Delay (s/veh) and LOS Comparison

ID	Intersection	No Build				Build 6				Build 2			
		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	142.0	187.6	F	F	129.7	185.2	F	F	129.0	186.4	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	46.8	31.9	E	D	71.9	51.5	F	F	49.3	37.2	E	E
3	Euclid Ave/Selmon Expressway EB On Ramp	127.7	96.3	F	F	95.5	123.5	F	F	93.9	98.3	F	F
4	Bay to Bay Blvd/Concordia Ave	207.9	55.1	F	E	203.3	133.0	F	F	199.6	137.5	F	F
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	143.2	87.2	F	F	168.5	102.3	F	F	141.1	102.3	F	F
6	Bay to Bay Blvd/MacDill Ave	146.9	124.7	F	F	143.2	126.8	F	F	145.3	128.3	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	56.0	57.2	F	F	53.8	55.7	F	F	54.6	58.6	F	F
8	Bay to Bay Blvd/Bayshore Blvd	218.2	208.9	F	F	221.1	203.2	F	F	215.3	204.6	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	214.3	297.9	F	F	200.6	304.7	F	F	211.0	340.5	F	F
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	169.9	104.4	F	F	98.1	109.8	F	F	247.2	152.1	F	F
11	Willow Ave/Kennedy Blvd	80.2	454.0	F	F	90.5	449.4	F	F	95.9	475.5	F	F
12	South Boulevard/Platt St	34.0	79.6	C	E	34.8	80.9	C	F	34.9	82.5	C	F
13	South Boulevard/Cleveland St	54.2	145.0	D	F	54.5	159.6	D	F	54.7	164.4	D	F
14	Hyde Park Ave/Cleveland St	114.8	64.0	F	E	112.9	64.9	F	E	114.7	67.2	F	E
15	Plant Ave/Platt St	164.7	466.9	F	F	166.3	573.8	F	F	149.1	537.0	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	15.5	50.3	C	F	15.7	60.5	C	F	13.3	60.3	B	F
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	58.2	93.1	E	F	52.9	156.8	D	F	73.4	122.2	E	F
18	Tampa St/Brerein St	13.4	15.7	B	B	12.7	15.1	B	B	14.1	16.2	B	B
19	Tampa St/Whiting St	226.0	121.8	F	F	222.0	122.1	F	F	225.1	127.7	F	F
20	Franklin St/Brerein St	73.2	41.4	E	D	71.8	44.2	E	D	77.6	55.3	E	E
21	Florida St/Channelside Dr	20.1	117.9	C	F	65.9	154.3	E	F	71.0	151.1	E	F
22	Florida St/Brerein St	34.5	42.7	C	D	53.5	40.6	D	D	48.4	46.3	D	D
23	Morgan St/Channelside Dr	22.8	12.4	C	B	22.8	16.4	C	B	22.8	29.4	C	C
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	32.1	184.2	C	F	52.8	126.4	D	F	67.2	295.8	E	F
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	70.8	73.9	E	E	59.0	44.4	E	D	72.2	108.6	E	F

Table 5.17. Design Year (2046) Networkwide MOEs

Alt	Ave Speed (mph)	Total Distance (mi)	Total Travel Time (h)	Total Delay (h)	Total Number of Stops	Vehicles Remaining in System	Processed Vehicles	Latent Delay (s)	Latent Demand	*Adjusted Total Travel Time (h)
AM										
No Build	16	268875	20244	14268	2275769	23589	104754	66884272	26726	24459
Build 6	19	305544	18367	11771	1767857	21138	110867	46209354	18373	20923
Build 2	18	297158	19091	12668	2108186	21956	108192	53943589	21787	22287
PM										
No Build	12	283854	25235	18970	2660588	27132	107047	167311760	63695	37214
Build 6	14	316172	24403	17623	1919651	26864	112153	137240171	52214	33568
Build 2	12	290928	25453	19116	2987268	27864	106717	155307908	60076	36815

**Adjusted Total Travel Time is not output directly from VISSIM. It is a calculation to account for additional travel time that would be incurred by latent vehicles, calculated as Total Travel Time/(Vehicles Remaining in System+Processed Vehicles)*Latent Demand+Total Travel Time.*

6 Opening Year (2026) Traffic Operational Analysis

The No Build Alternative and Alternatives 2 and 6 were analyzed in VISSIM for the opening year (2026). Density, speed, total volume processed, and travel times were the MOEs extracted for the mainline. Delay and maximum queue output was extracted for the intersections within the study area. Networkwide MOEs were also extracted from each model. The results comparisons are shown in this section.

6.1 Mainline and Ramp Analysis

Density, speed, and three-hour total simulated volume were extracted from VISSIM for Selmon Expressway mainline and ramp segments within the project limits. **Table 6.1** shows the opening year (2026) peak-hour density results for the AM and PM peak hours. **Table 6.2** shows the opening year (2026) peak-hour speed results for the AM and PM peak hours. **Table 6.3** shows the opening year (2026) three-hour total simulated volume results for the AM and PM peak hours. **Table 6.4** shows the peak-hour demand compared to the simulated volume for each Alternative. Travel times were also measured along the Selmon Expressway mainline in both the AM and PM peak hours, as shown in **Table 6.5**.

Table 6.1. Opening Year (2026) Density (veh/mi/lane)

Link Segment	No Build		No Build		Build 6		Build 6		Build 2		Build 2	
	AM Density	AM LOS	PM Density	PM LOS	AM Density	AM LOS	PM Density	PM LOS	AM Density	AM LOS	PM Density	PM LOS
Eastbound Selmon Expressway Mainline												
From Start of Network to Euclid Ave On Ramp	21.1	C	18.2	C	13.5	B	11.8	B	10.0	A	8.7	A
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	29.4	D	23.8	C	18.5	C	15.1	B	13.7	B	11.2	B
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	34.2	D	28.4	D	21.1	C	17.6	B	15.8	B	13.2	B
From Willow Ave Off Ramp to Willow Ave On Ramp	28.0	D	24.3	C	17.7	B	15.5	B	13.7	B	12.5	B
From Willow Ave On Ramp to Plant Ave On Ramp	49.9	F	40.5	E	27.1	D	23.3	C	19.4	C	17.1	B
From Plant Ave On Ramp to Florida Ave Off Ramp	45.3	F	41.9	E	25.6	C	23.7	C	19.3	C	18.1	C
From Florida Ave Off Ramp to Whiting St Off Ramp	48.9	F	44.0	E	27.0	D	24.6	C	19.0	C	18.2	C
From Whiting St Off Ramp to Jefferson St On Ramp	31.5	D	32.1	D	20.0	C	20.0	C	19.7	C	19.6	C
From Jefferson St On Ramp to End of Network	23.9	C	25.0	C	23.5	C	24.6	C	23.5	C	24.3	C
Westbound Selmon Expressway Mainline												
From Start of Network to Brorein St Off Ramp	40.5	E	40.0	E	27.0	D	26.3	D	27.7	D	26.9	D
From Brorein St Off Ramp to Brorein St On Ramp	79.4	F	79.3	F	20.0	C	22.5	C	25.5	C	26.8	D
From Brorein St On Ramp to Tampa St On Ramp	74.9	F	66.6	F	25.5	C	31.6	D	26.2	D	24.6	C
From Tampa St On Ramp to Plant Ave Off Ramp	66.8	F	34.9	D	23.0	C	28.0	D	24.7	C	21.7	C
From Plant Ave Off Ramp to Willow Ave Off Ramp	92.9	F	30.7	D	18.6	C	23.0	C	37.1	E	18.2	C
From Willow Ave Off to Willow Ave On Ramp	20.4	C	26.8	D	14.7	B	19.3	C	10.7	A	14.4	B
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	24.0	C	32.0	D	18.1	C	23.4	C	13.3	B	18.3	C
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	21.1	C	28.0	D	14.6	B	19.1	C	10.5	A	13.8	B
From Euclid Ave Off Ramp to End of Network	15.2	B	19.5	C	10.8	A	13.4	B	10.5	A	13.2	B
Eastbound Selmon Expressway Ramps												
Euclid Ave On Ramp	19.7	C	13.1	B	19.8	C	13.1	B	19.6	C	12.9	B
Bay to Bay Blvd On Ramp	13.0	B	11.9	B	13.2	B	11.9	B	13.3	B	12.1	B
Willow Ave Off Ramp	19.9	C	10.4	A	6.2	A	4.0	A	6.3	A	3.9	A
Willow Ave On Ramp	21.5	C	18.6	C	21.4	C	18.8	C	21.7	C	18.6	C
Plant Ave On Ramp	13.9	B	12.5	B	13.6	B	12.5	B	14.2	B	12.5	B
Florida Ave Off Ramp	15.4	B	9.1	A	15.0	B	8.9	A	15.3	B	9.2	A
Whiting St Off Ramp	15.5	B	11.3	B	15.8	B	11.3	B	15.8	B	11.1	B
Jefferson St On Ramp	13.2	B	15.8	B	13.2	B	15.8	B	13.2	B	15.8	B
Westbound Selmon Expressway Ramps												
Brorein St Off Ramp	30.7	D	15.2	B	31.5	D	15.9	B	32.0	D	15.7	B
Brorein St On Ramp	16.1	B	17.5	B	12.0	B	16.3	B	11.4	B	14.3	B
Tampa St On Ramp	12.1	B	16.8	B	12.0	B	16.8	B	12.1	B	16.8	B
Plant Ave Off Ramp	73.2	F	26.9	D	18.5	C	13.7	B	17.6	B	14.1	B
Willow Ave Off Ramp	162.8	F	18.2	C	8.3	A	8.3	A	189.2	F	9.6	A
Willow Ave On Ramp	9.5	A	11.6	B	9.4	A	11.4	B	9.4	A	11.0	A
Bay to Bay Blvd Off Ramp	26.6	D	27.9	D	42.7	E	32.3	D	43.5	E	39.2	E
Euclid Ave Off Ramp	15.0	B	30.8	D	17.5	B	37.9	E	16.4	B	32.7	D

Table 6.2. Opening Year (2026) Average Speed (mph)

Link Segment	No Build		Build 6		Build 2	
	AM Average Speed	PM Average Speed	AM Average Speed	PM Average Speed	AM Average Speed	PM Average Speed
Eastbound Selmon Expressway Mainline						
From Start of Network to Euclid Ave On Ramp	57.4	58.1	59.9	60.3	60.8	61.0
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	54.6	56.1	58.6	59.4	60.0	60.5
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	55.2	56.6	59.9	60.8	61.6	62.2
From Willow Ave Off Ramp to Willow Ave On Ramp	56.9	58.1	60.8	61.3	62.0	62.3
From Willow Ave On Ramp to Plant Ave On Ramp	39.4	43.6	50.2	51.8	53.2	54.1
From Plant Ave On Ramp to Florida Ave Off Ramp	41.1	42.0	50.6	51.4	52.9	53.4
From Florida Ave Off Ramp to Whiting St Off Ramp	40.1	42.2	48.9	50.6	52.8	53.3
From Whiting St Off Ramp to Jefferson St On Ramp	49.0	48.5	53.2	53.1	53.5	53.4
From Jefferson St On Ramp to End of Network	51.4	50.9	51.7	51.4	52.1	51.7
Westbound Selmon Expressway Mainline						
From Start of Network to Brorein St Off Ramp	46.1	42.6	58.7	59.1	58.3	58.8
From Brorein St Off Ramp to Brorein St On Ramp	24.7	22.0	60.6	59.6	55.2	57.0
From Brorein St On Ramp to Tampa St On Ramp	24.5	30.3	55.4	50.7	50.6	56.3
From Tampa St On Ramp to Plant Ave Off Ramp	25.5	50.3	57.7	55.0	50.0	58.5
From Plant Ave Off Ramp to Willow Ave Off Ramp	20.9	58.0	60.8	59.9	44.7	61.0
From Willow Ave Off to Willow Ave On Ramp	59.3	58.7	61.5	60.5	62.3	61.7
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	60.9	58.3	62.9	61.6	63.8	62.4
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	53.3	52.0	55.8	54.7	57.0	56.2
From Euclid Ave Off Ramp to End of Network	55.1	53.8	57.6	56.8	57.9	57.0
Eastbound Selmon Expressway Ramps						
Euclid Ave On Ramp	42.5	43.0	42.5	43.0	43.0	43.5
Bay to Bay Blvd On Ramp	44.3	44.1	44.2	44.1	43.7	43.5
Willow Ave Off Ramp	36.1	41.6	51.9	54.9	51.6	55.4
Willow Ave On Ramp	44.3	44.9	44.6	45.1	43.9	44.5
Plant Ave On Ramp	46.3	46.5	46.3	46.5	45.3	45.6
Florida Ave Off Ramp	29.8	30.9	29.9	31.0	28.0	29.1
Whiting St Off Ramp	52.8	53.2	52.2	53.0	52.3	53.5
Jefferson St On Ramp	46.2	45.5	46.2	45.5	46.2	45.5
Westbound Selmon Expressway Ramps						
Brorein St Off Ramp	39.7	46.0	41.2	48.0	40.9	48.3
Brorein St On Ramp	34.6	37.7	41.5	40.6	45.1	46.8
Tampa St On Ramp	33.2	33.0	33.5	33.0	33.4	33.0
Plant Ave Off Ramp	12.3	30.5	33.1	37.1	33.7	36.9
Willow Ave Off Ramp	4.4	43.6	51.3	51.0	1.9	48.3
Willow Ave On Ramp	46.3	45.4	47.1	47.2	47.4	47.1
Bay to Bay Blvd Off Ramp	30.6	32.5	24.3	31.0	19.4	24.5
Euclid Ave Off Ramp	43.8	36.7	41.9	33.1	43.6	36.7

Table 6.3. Opening Year (2026) Three-Hour Total Simulated Volume

Link Segment	No Build		Build 6		Build 2	
	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline						
From Start of Network to Euclid Ave On Ramp	5681	6105	5682	6105	5682	6105
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	8272	8278	8209	8218	7953	8009
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	9628	9772	9536	9646	9473	9587
From Willow Ave Off Ramp to Willow Ave On Ramp	7637	8037	7640	8038	7643	8036
From Willow Ave On Ramp to Plant Ave On Ramp	10501	10682	10340	10661	10301	10524
From Plant Ave On Ramp to Florida Ave Off Ramp	11702	12156	11708	12253	11713	12160
From Florida Ave Off Ramp to Whiting St Off Ramp	9804	10760	9812	10842	9816	10759
From Whiting St Off Ramp to Jefferson St On Ramp	7782	9026	7787	9097	7792	9025
From Jefferson St On Ramp to End of Network	9336	10794	9734	11317	9741	11248
Westbound Selmon Expressway Mainline						
From Start of Network to Brorein St Off Ramp	13033	12207	13268	12209	13268	12209
From Brorein St Off Ramp to Brorein St On Ramp	9510	10281	9879	10281	9861	10279
From Brorein St On Ramp to Tampa St On Ramp	11283	12552	11516	12374	11143	11941
From Tampa St On Ramp to Plant Ave Off Ramp	11821	13365	12293	13445	12223	13444
From Plant Ave Off Ramp to Willow Ave Off Ramp	10339	12477	10313	11838	10159	11784
From Willow Ave Off to Willow Ave On Ramp	7194	9131	7542	9192	7437	9193
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	8800	11303	8880	10994	8770	10977
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	6456	8279	6751	8367	6684	8354
From Euclid Ave Off Ramp to End of Network	4831	6036	5061	6109	5046	6100
Eastbound Selmon Expressway Ramps						
Euclid Ave On Ramp	1929	1590	1928	1589	1931	1591
Bay to Bay Blvd On Ramp	1467	1469	1465	1469	1467	1466
Willow Ave Off Ramp	1455	1224	1456	1223	1457	1224
Willow Ave On Ramp	2458	2297	2460	2384	2460	2302
Plant Ave On Ramp	1638	1818	1638	1831	1639	1821
Florida Ave Off Ramp	1886	1394	1889	1407	1890	1399
Whiting St Off Ramp	2017	1732	2018	1742	2019	1732
Jefferson St On Ramp	1570	1774	1570	1774	1570	1774
Westbound Selmon Expressway Ramps						
Brorein St Off Ramp	3303	1914	3384	1915	3384	1915
Brorein St On Ramp	1309	1665	1309	1665	1308	1665
Tampa St On Ramp	1108	1506	1108	1506	1108	1506
Plant Ave Off Ramp	2318	2045	2419	2059	2398	2058
Willow Ave Off Ramp	2155	2168	2329	2183	2176	2183
Willow Ave On Ramp	1125	1483	1124	1499	1126	1482
Bay to Bay Blvd Off Ramp	1828	2277	1898	2303	1848	2298
Euclid Ave Off Ramp	1465	2086	1528	2109	1506	2125
Overall Total	192641	209684	195477	209644	193990	208277

Table 6.4. Opening Year (2026) Peak-Hour Demand vs. Simulated Volume

Link Segment	Peak-Hour Demand		No Build		Build 6		Build 2	
	AM Demand Volume	PM Demand Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline								
From Start of Network to Euclid Ave On Ramp	2435	2110	2422	2118	2423	2117	2423	2116
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	3295	2720	3532	2884	3500	2857	3387	2783
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	3915	3275	4007	3409	3982	3354	3956	3336
From Willow Ave Off Ramp to Willow Ave On Ramp	3285	2840	3168	2818	3176	2814	3180	2812
From Willow Ave On Ramp to Plant Ave On Ramp	4230	3840	4260	3759	4191	3722	4174	3685
From Plant Ave On Ramp to Florida Ave Off Ramp	4905	4560	4676	4194	4676	4197	4693	4171
From Florida Ave Off Ramp to Whiting St Off Ramp	4100	4045	3898	3699	3903	3701	3918	3679
From Whiting St Off Ramp to Jefferson St On Ramp	3245	3400	3077	3103	3083	3109	3093	3086
From Jefferson St On Ramp to End of Network	3830	4105	3656	3797	3813	3980	3825	3956
Westbound Selmon Expressway Mainline								
From Start of Network to Brorein St Off Ramp	4635	4650	4528	4453	4638	4625	4638	4625
From Brorein St Off Ramp to Brorein St On Ramp	3455	3925	3173	3474	3458	3878	3439	3876
From Brorein St On Ramp to Tampa St On Ramp	3955	4585	3831	4367	4068	4700	3900	4519
From Tampa St On Ramp to Plant Ave Off Ramp	4350	5135	4004	4620	4342	5064	4278	5061
From Plant Ave Off Ramp to Willow Ave Off Ramp	3500	4350	3425	4322	3648	4463	3537	4442
From Willow Ave Off to Willow Ave On Ramp	2685	3520	2407	3144	2663	3440	2590	3438
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	3120	4105	3040	3913	3177	4063	3104	4041
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	2430	3225	2226	2878	2411	3083	2367	3070
From Euclid Ave Off Ramp to End of Network	1820	2355	1670	2092	1803	2243	1789	2234
Eastbound Selmon Expressway Ramps								
Euclid Ave On Ramp	860	610	815	546	815	544	816	543
Bay to Bay Blvd On Ramp	620	555	554	505	559	504	561	506
Willow Ave Off Ramp	630	435	619	419	618	418	620	419
Willow Ave On Ramp	945	1000	919	810	923	823	922	806
Plant Ave On Ramp	675	720	618	558	608	559	620	547
Florida Ave Off Ramp	805	515	774	498	776	501	777	499
Whiting St Off Ramp	855	645	818	598	821	597	823	596
Jefferson St On Ramp	585	705	584	689	584	689	584	689
Westbound Selmon Expressway Ramps								
Brorein St Off Ramp	1180	725	1139	670	1188	718	1186	718
Brorein St On Ramp	500	660	487	648	487	651	487	648
Tampa St On Ramp	395	550	397	546	397	546	397	546
Plant Ave Off Ramp	850	785	794	703	856	776	839	774
Willow Ave Off Ramp	815	830	717	764	832	830	718	829
Willow Ave On Ramp	435	585	436	520	436	529	436	511
Bay to Bay Blvd Off Ramp	690	880	634	781	683	847	652	840
Euclid Ave Off Ramp	610	870	510	730	549	777	533	781

Table 6.5. Opening Year (2026) Mainline Travel Time (mins)

Movement	No Build AM	No Build PM	Build 6 AM	Build 6 PM	Build 2 AM	Build 2 PM
EB Selmon - Himes to Willow	3.41	3.34	3.17	3.13	3.08	3.07
EB Selmon - Willow to N 12th St	2.76	2.65	2.35	2.32	2.28	2.27
EB Selmon - Himes to N 12th St	6.18	5.99	5.51	5.45	5.36	5.34
WB Selmon - N 12th St to Willow	5.06	3.76	2.05	2.09	2.31	2.08
WB Selmon - Willow to Himes	3.21	3.33	3.05	3.10	3.00	3.04
WB Selmon - N 12th St to Himes	8.02	6.90	5.09	5.17	5.03	5.06

6.2 Intersection Analysis

The ramp terminal intersections, as well as adjacent signalized intersections within the project area, were included in the opening year (2026) VISSIM models to replicate the metering of traffic and platooning onto the ramps and arterials. Intersection delay and LOS and AM and PM maximum queue length, rounded to the nearest 25 feet, for the No Build Alternative and Alternatives 6 and 2 can be found in **Table 6.6** through **Table 6.14**. An overall intersection delay comparison of the No Build Alternative and Alternatives 6 and 2 can be found in **Table 6.15**.

6.3 Networkwide Analysis

Networkwide MOEs were extracted from VISSIM for the three-hour cumulative totals for the opening year (2026). **Table 6.16** shows the networkwide VISSIM results for the opening year (2026).

Table 6.6. Opening Year (2026) Intersection Delay (s/veh) and LOS – No Build

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	71.9	126.5	E	F	23.7	16.8	C	B	80.1	61.3	F	E	42.2	57.7	D	E	-	-	-	-	56.2	64.7	E	E
2	Euclid Ave/Selmon Expressway WB Off Ramp	5.4	3.9	A	A	22.6	43.7	C	E	-	-	-	-	23.3	39.8	C	E	-	-	-	-	14.5	26.4	B	D
3	Euclid Ave/Selmon Expressway EB On Ramp	7.8	5.2	A	A	31.0	32.6	D	D	47.6	52.4	E	F	-	-	-	-	-	-	-	-	17.8	17.5	C	C
4	Bay to Bay Blvd/Concordia Ave	30.9	3.9	C	A	11.0	4.0	B	A	44.0	27.4	D	C	49.9	45.3	D	D	-	-	-	-	22.8	5.2	C	A
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	126.5	34.4	F	C	14.9	18.8	B	B	46.1	27.2	D	C	48.3	19.0	D	B	-	-	-	-	74.5	27.4	E	C
6	Bay to Bay Blvd/MacDill Ave	54.9	45.6	D	D	53.9	51.7	D	D	94.7	40.5	F	D	326.3	168.4	F	F	-	-	-	-	111.3	74.1	F	E
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	13.7	8.5	B	A	112.8	75.2	F	F	105.9	100.0	F	F	-	-	-	-	-	-	-	-	46.1	34.9	E	D
8	Bay to Bay Blvd/Bayshore Blvd	33.0	34.1	C	C	-	-	-	-	166.0	285.5	F	F	104.1	37.0	F	D	-	-	-	-	119.5	124.1	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	40.7	37.0	D	D	-	-	-	-	127.4	58.5	F	E	44.0	41.9	D	D	59.5	60.1	E	E	56.1	44.0	E	D
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	55.6	76.5	E	E	30.7	31.5	C	C	54.6	210.6	D	F	419.1	56.4	F	E	149.6	77.8	F	E
11	Willow Ave/Kennedy Blvd	20.7	535.0	C	F	22.4	146.1	C	F	50.2	22.4	D	C	47.0	353.1	D	F	-	-	-	-	27.2	230.8	C	F
12	South Boulevard/Platt St	19.3	11.9	B	B	-	-	-	-	29.7	49.8	C	D	42.9	54.6	D	D	-	-	-	-	26.9	33.5	C	C
13	South Boulevard/Cleveland St	-	-	-	-	51.5	75.0	D	E	26.3	17.0	C	B	35.2	63.7	D	E	-	-	-	-	44.8	64.4	D	E
14	Hyde Park Ave/Cleveland St	-	-	-	-	6.6	8.0	A	A	-	-	-	-	55.2	49.4	E	D	-	-	-	-	20.3	18.1	C	B
15	Plant Ave/Platt St	46.2	43.7	D	D	-	-	-	-	100.1	397.1	F	F	-	-	-	-	-	-	-	-	78.5	202.2	E	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	16.9	39.9	C	E	-	-	-	-	14.6	21.0	B	C	-	-	-	-	-	-	-	-	14.7	21.5	B	C
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	-	-	-	-	37.9	41.3	D	D	56.4	67.4	E	E	-	-	-	-	91.7	51.9	F	D	59.3	52.7	E	D
18	Tampa St/Brerein St	-	-	-	-	8.7	10.7	A	B	-	-	-	-	14.2	15.8	B	B	26.1	25.7	C	C	11.6	13.7	B	B
19	Tampa St/Whiting St	45.1	44.3	D	D	52.7	53.2	D	D	-	-	-	-	16.9	14.8	B	B	-	-	-	-	23.9	21.8	C	C
20	Franklin St/Brerein St	-	-	-	-	6.4	6.9	A	A	48.1	50.4	D	D	39.9	25.6	D	C	-	-	-	-	18.4	16.6	B	B
21	Florida St/Channelside Dr	11.8	14.4	B	B	-	-	-	-	36.8	52.4	D	D	-	-	-	-	-	-	-	-	14.6	20.8	B	C
22	Florida St/Brerein St	-	-	-	-	24.7	19.1	C	B	34.7	34.6	C	C	-	-	-	-	-	-	-	-	28.9	27.0	C	C
23	Morgan St/Channelside Dr	2.4	0.8	A	A	-	-	-	-	40.5	42.1	D	D	75.4	94.6	E	F	-	-	-	-	22.9	8.8	C	A
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	-	-	-	-	9.0	8.5	A	A	52.0	31.5	D	C	45.6	119.5	D	F	20.1	17.5	C	B	16.9	31.9	B	C
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	-	-	-	-	15.3	16.3	B	B	64.5	49.4	E	D	1.1	2.7	A	A	-	-	-	-	14.0	12.9	B	B

Table 6.7. Opening Year (2026) Intersection AM Maximum Queue Length (ft) – No Build

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	25	1675	1700	300	425	450	325	1625	1650	100	450	475	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	350	0	0	450	0	0	0	0	225	0	375	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	400	400	450	1025	1025	975	225	225	225	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	575	575	625	325	325	350	225	225	250	150	150	175	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1100	1100	0	0	425	475	750	750	775	100	0	100	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	575	625	100	450	475	325	3150	200	6975	6775	6800	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	425	450	600	600	625	75	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	225	0	0	0	3800	3800	0	0	2075	2075	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	550	550	550	0	0	0	0	850	850	175	225	0	750	750	750
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	525	525	525	375	275	0	0	475	500	12900	12900	12900
11	Willow Ave/Kennedy Blvd	100	600	625	50	550	600	500	500	525	100	350	375	0	0	0
12	South Boulevard/Platt St	525	525	75	0	0	0	0	450	150	225	400	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	825	825	825	100	450	0	0	525	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	600	75	0	0	0
15	Plant Ave/Platt St	450	600	0	0	0	0	0	3300	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	75	0	0	0	0	0	350	350	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	500	525	350	350	0	0	0	0	0	6975	6975
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	200	225	0	375	0
19	Tampa St/Whiting St	0	225	275	175	225	0	0	0	0	1200	1200	1200	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	675	625	0	0	275	50	0	0	0
21	Florida St/Channelside Dr	350	350	350	0	0	0	0	175	75	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	525	550	475	475	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	125	125	100	0	0	0	0	125	50	275	275	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	375	375	200	200	200	0	0	325	350	0	975	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	1200	0	425	0	0	50	0	0	0	0	0

Table 6.8. Opening Year (2026) Intersection PM Maximum Queue Length (ft) – No Build

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	75	6825	6850	350	425	450	125	700	725	75	625	650	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	300	0	0	500	0	0	0	0	325	0	850	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	325	325	375	875	875	825	175	175	175	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	175	175	225	250	250	275	100	100	100	100	100	125	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	575	575	0	0	425	475	725	725	250	175	0	175	0	0	0
6	Bay to Bay Blvd/MacDill Ave	500	525	575	225	425	450	225	1150	150	4250	4250	4275	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	375	200	225	575	575	600	75	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	225	0	200	0	0	0	3800	3800	0	0	1850	1850	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	625	625	625	0	0	0	0	525	525	200	225	0	400	400	400
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1200	1200	1200	275	250	0	0	600	625	600	600	600
11	Willow Ave/Kennedy Blvd	75	9075	9100	4875	5075	5125	400	400	425	1100	2125	2150	0	0	0
12	South Boulevard/Platt St	400	400	75	0	0	0	0	800	200	450	525	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1175	1175	1175	125	375	0	0	1050	200	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	525	100	0	0	0
15	Plant Ave/Platt St	775	775	0	0	0	0	0	7300	2275	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	150	0	0	0	0	0	325	325	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	550	600	350	350	0	0	0	0	0	725	725
18	Tampa St/Brorein St	0	0	0	250	250	0	0	0	0	0	325	325	0	475	0
19	Tampa St/Whiting St	0	200	225	200	325	0	0	0	0	1050	1050	1050	0	0	0
20	Franklin St/Brorein St	0	0	0	300	300	75	475	350	0	0	200	200	0	0	0
21	Florida St/Channelside Dr	450	450	450	0	0	0	0	425	125	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	375	400	525	525	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	75	75	0	0	0	0	0	225	75	175	175	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	250	250	50	225	225	0	0	1275	1300	0	525	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	550	0	525	0	0	150	0	0	0	0	0

Table 6.9. Opening Year (2026) Intersection Delay (s/veh) and LOS – Build 6

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	78.7	123.4	E	F	24.1	16.5	C	B	81.3	61.2	F	E	42.5	58.5	D	E	-	-	-	-	58.4	63.4	E	E
2	Euclid Ave/Selmon Expressway WB Off Ramp	5.9	3.7	A	A	27.8	51.6	D	F	-	-	-	-	26.7	47.2	D	E	-	-	-	-	17.0	31.2	C	D
3	Euclid Ave/Selmon Expressway EB On Ramp	7.5	4.7	A	A	32.9	45.3	D	E	54.2	68.4	F	F	-	-	-	-	-	-	-	-	18.5	22.5	C	C
4	Bay to Bay Blvd/Concordia Ave	16.8	3.9	B	A	10.9	4.0	B	A	44.8	27.4	D	C	46.3	45.3	D	D	-	-	-	-	16.3	5.1	B	A
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	118.5	37.5	F	D	14.8	19.1	B	B	63.7	28.8	E	C	45.1	18.6	D	B	-	-	-	-	75.9	29.2	E	C
6	Bay to Bay Blvd/MacDill Ave	53.3	46.2	D	D	52.9	52.6	D	D	94.7	40.2	F	D	342.6	160.4	F	F	-	-	-	-	113.0	72.7	F	E
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	12.7	8.5	B	A	109.8	78.4	F	F	113.0	107.6	F	F	-	-	-	-	-	-	-	-	44.5	36.0	E	E
8	Bay to Bay Blvd/Bayshore Blvd	32.5	33.4	C	C	-	-	-	-	152.0	300.2	F	F	107.5	38.7	F	D	-	-	-	-	115.2	126.7	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	37.6	35.4	D	D	-	-	-	-	136.8	58.4	F	E	42.8	44.5	D	D	56.3	59.8	E	E	54.8	43.2	D	D
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	56.0	74.8	E	E	30.8	31.8	C	C	54.8	176.6	D	F	62.6	53.1	E	D	53.5	74.1	D	E
11	Willow Ave/Kennedy Blvd	21.1	462.7	C	F	22.8	73.3	C	E	49.4	26.5	D	C	44.9	135.1	D	F	-	-	-	-	27.3	161.9	C	F
12	South Boulevard/Platt St	20.9	11.6	C	B	-	-	-	-	29.6	49.8	C	D	41.8	55.5	D	E	-	-	-	-	27.5	33.6	C	C
13	South Boulevard/Cleveland St	-	-	-	-	51.3	63.8	D	E	26.6	17.0	C	B	35.1	63.6	D	E	-	-	-	-	44.8	57.0	D	E
14	Hyde Park Ave/Cleveland St	-	-	-	-	6.4	7.8	A	A	-	-	-	-	55.2	49.4	E	D	-	-	-	-	19.9	17.8	B	B
15	Plant Ave/Platt St	45.1	63.9	D	E	-	-	-	-	116.0	390.7	F	F	-	-	-	-	-	-	-	-	87.7	212.2	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	18.9	39.0	C	E	-	-	-	-	14.4	21.0	B	C	-	-	-	-	-	-	-	-	14.5	21.5	B	C
17	Plant Ave/Brorean St/Selmon Expressway WB Off Ramp	-	-	-	-	36.7	41.5	D	D	55.9	66.9	E	E	-	-	-	-	49.1	48.2	D	D	46.7	51.6	D	D
18	Tampa St/Brorean St	-	-	-	-	8.7	10.5	A	B	-	-	-	-	14.2	16.0	B	B	26.1	25.6	C	C	11.5	13.6	B	B
19	Tampa St/Whiting St	45.1	44.3	D	D	52.7	53.2	D	D	-	-	-	-	16.8	14.8	B	B	-	-	-	-	23.9	21.8	C	C
20	Franklin St/Brorean St	-	-	-	-	6.4	6.9	A	A	48.3	50.2	D	D	39.9	25.8	D	C	-	-	-	-	18.4	16.4	B	B
21	Florida St/Channelside Dr	11.8	14.1	B	B	-	-	-	-	36.6	43.4	D	D	-	-	-	-	-	-	-	-	14.6	19.0	B	B
22	Florida St/Brorean St	-	-	-	-	25.1	19.4	C	B	34.5	32.4	C	C	-	-	-	-	-	-	-	-	29.1	25.9	C	C
23	Morgan St/Channelside Dr	2.4	0.8	A	A	-	-	-	-	40.5	42.0	D	D	75.3	94.7	E	F	-	-	-	-	22.9	8.8	C	A
24	Morgan St/Brorean St/Selmon Expressway WB Off Ramp	-	-	-	-	8.4	8.1	A	A	52.0	32.7	D	C	45.2	86.4	D	F	17.0	13.9	B	B	15.9	25.0	B	C
25	Jefferson St/Brorean St/Selmon Expressway EB On Ramp	-	-	-	-	15.3	16.3	B	B	64.5	49.4	E	D	1.0	2.7	A	A	-	-	-	-	10.7	9.6	B	A

Table 6.10. Opening Year (2026) Intersection AM Maximum Queue Length (ft) – Build 6

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	25	1775	1800	325	425	450	375	1625	1650	100	450	500	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	375	0	0	450	0	0	0	0	275	0	475	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	400	400	450	1075	1075	1000	225	225	225	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	500	500	525	350	350	375	225	225	250	150	150	150	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1125	1125	0	0	425	475	1350	1350	1275	100	0	100	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	550	600	100	450	500	300	3050	200	7275	7275	7300	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	450	425	475	600	600	600	100	0	100	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	200	0	0	0	3700	3500	0	0	2150	2150	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	525	525	525	0	0	0	0	900	900	175	225	0	450	450	450
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	600	600	600	375	250	0	0	475	500	450	450	450
11	Willow Ave/Kennedy Blvd	100	600	625	50	525	575	500	500	525	100	325	350	0	0	0
12	South Boulevard/Platt St	550	550	75	0	0	0	0	450	150	225	400	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	775	775	775	100	450	0	0	525	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	600	75	0	0	0
15	Plant Ave/Platt St	425	600	0	0	0	0	0	3625	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	75	0	0	0	0	0	375	375	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	475	525	350	350	0	0	0	0	0	525	525
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	200	200	0	375	0
19	Tampa St/Whiting St	0	225	275	175	225	0	0	0	0	1200	1200	1200	0	0	0
20	Franklin St/Brorein St	0	0	0	300	300	100	675	625	0	0	275	75	0	0	0
21	Florida St/Channelside Dr	350	350	350	0	0	0	0	175	75	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	525	550	500	500	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	125	125	100	0	0	0	0	125	50	275	275	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	375	375	225	200	200	0	0	325	350	0	975	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	1200	0	425	0	0	50	0	0	0	0	0

Table 6.11. Opening Year (2026) Intersection PM Maximum Queue Length (ft) – Build 6

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	6950	6975	350	425	450	125	675	700	75	625	650	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	275	0	0	500	0	0	0	0	375	0	1000	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	325	325	375	1150	1150	1075	200	200	200	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	175	175	225	300	300	325	100	100	100	100	100	125	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	625	625	0	0	450	500	850	850	450	175	0	175	0	0	0
6	Bay to Bay Blvd/MacDill Ave	500	550	600	150	425	450	200	1150	150	4050	4050	4075	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	375	200	250	575	575	650	75	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	200	0	200	0	0	0	3800	3075	0	0	2050	2050	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	575	575	575	0	0	0	0	525	525	250	225	0	325	325	325
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	950	950	950	300	275	0	0	600	625	400	400	400
11	Willow Ave/Kennedy Blvd	75	9100	9125	1075	2225	2250	425	425	450	350	1125	1150	0	0	0
12	South Boulevard/Platt St	400	400	75	0	0	0	0	825	200	500	550	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	950	950	950	125	400	0	0	1050	125	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	525	125	0	0	0
15	Plant Ave/Platt St	1125	1075	0	0	0	0	0	7300	2975	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	150	0	0	0	0	0	325	325	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	550	600	350	350	0	0	0	0	0	500	500
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	325	325	0	475	0
19	Tampa St/Whiting St	0	200	225	200	325	0	0	0	0	1050	1050	1050	0	0	0
20	Franklin St/Brorein St	0	0	0	300	300	100	475	350	0	0	200	200	0	0	0
21	Florida St/Channelside Dr	450	450	450	0	0	0	0	300	125	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	400	425	525	525	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	75	75	0	0	0	0	0	225	75	175	175	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	275	275	50	225	225	0	0	975	1000	0	525	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	550	0	525	0	0	150	0	0	0	0	0

Table 6.12. Opening Year (2026) Intersection Delay (s/veh) and LOS – Build 2

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	69.7	127.3	E	F	25.0	16.4	C	B	84.0	61.0	F	E	42.6	58.0	D	E	-	-	-	-	57.0	64.5	E	E
2	Euclid Ave/Selmon Expressway WB Off Ramp	5.3	4.0	A	A	28.7	55.3	D	F	-	-	-	-	28.2	44.7	D	E	-	-	-	-	17.2	31.1	C	D
3	Euclid Ave/Selmon Expressway EB On Ramp	7.7	4.7	A	A	33.3	54.3	D	F	59.4	59.6	F	F	-	-	-	-	-	-	-	-	19.2	24.9	C	C
4	Bay to Bay Blvd/Concordia Ave	24.7	4.0	C	A	10.5	4.0	B	A	43.5	27.4	D	C	44.3	45.2	D	D	-	-	-	-	19.7	5.2	B	A
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	124.7	37.4	F	D	14.6	19.6	B	B	58.2	31.8	E	C	49.5	20.2	D	C	-	-	-	-	77.4	30.3	E	C
6	Bay to Bay Blvd/MacDill Ave	54.2	45.4	D	D	52.7	51.2	D	D	95.5	40.5	F	D	327.0	169.1	F	F	-	-	-	-	111.9	74.3	F	E
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	13.2	8.7	B	A	109.8	78.2	F	F	114.5	104.7	F	F	-	-	-	-	-	-	-	-	45.0	36.1	E	E
8	Bay to Bay Blvd/Bayshore Blvd	33.3	33.7	C	C	-	-	-	-	155.7	283.7	F	F	98.4	37.5	F	D	-	-	-	-	113.1	122.7	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	37.4	34.6	D	C	-	-	-	-	122.7	56.7	F	E	43.7	41.9	D	D	56.3	60.0	E	E	53.2	42.3	D	D
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	55.7	78.3	E	E	29.5	31.8	C	C	55.8	215.4	E	F	562.9	60.5	F	E	187.7	79.8	F	E
11	Willow Ave/Kennedy Blvd	20.8	543.0	C	F	22.8	132.2	C	F	49.3	23.6	D	C	47.2	360.0	D	F	-	-	-	-	27.3	227.1	C	F
12	South Boulevard/Platt St	21.2	11.6	C	B	-	-	-	-	29.7	50.0	C	D	42.4	55.7	D	E	-	-	-	-	27.8	33.8	C	C
13	South Boulevard/Cleveland St	-	-	-	-	52.7	79.0	D	E	26.5	17.9	C	B	35.0	65.0	D	E	-	-	-	-	45.7	67.5	D	E
14	Hyde Park Ave/Cleveland St	-	-	-	-	6.4	7.7	A	A	-	-	-	-	55.2	49.4	E	D	-	-	-	-	20.0	17.7	B	B
15	Plant Ave/Platt St	47.0	41.7	D	D	-	-	-	-	105.5	393.7	F	F	-	-	-	-	-	-	-	-	82.2	199.1	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	18.1	40.8	C	E	-	-	-	-	14.0	21.1	B	C	-	-	-	-	-	-	-	-	14.1	21.7	B	C
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	-	-	-	-	36.6	40.9	D	D	55.0	66.7	D	E	-	-	-	-	52.5	48.7	D	D	47.2	51.4	D	D
18	Tampa St/Brerein St	-	-	-	-	8.6	10.5	A	B	-	-	-	-	13.8	16.0	B	B	26.0	25.7	C	C	11.4	13.6	B	B
19	Tampa St/Whiting St	45.1	44.3	D	D	52.7	53.2	D	D	-	-	-	-	16.9	14.8	B	B	-	-	-	-	23.9	21.8	C	C
20	Franklin St/Brerein St	-	-	-	-	6.1	7.1	A	A	48.4	50.8	D	D	39.9	25.7	D	C	-	-	-	-	18.2	16.7	B	B
21	Florida St/Channelside Dr	11.8	14.3	B	B	-	-	-	-	36.9	56.4	D	E	-	-	-	-	-	-	-	-	14.6	21.4	B	C
22	Florida St/Brerein St	-	-	-	-	25.7	19.0	C	B	33.6	34.1	C	C	-	-	-	-	-	-	-	-	29.0	26.7	C	C
23	Morgan St/Channelside Dr	2.4	0.8	A	A	-	-	-	-	40.5	42.1	D	D	75.5	94.7	E	F	-	-	-	-	23.0	8.8	C	A
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	-	-	-	-	8.8	8.2	A	A	52.1	31.5	D	C	45.3	119.5	D	F	18.2	14.3	B	B	16.4	30.7	B	C
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	-	-	-	-	15.4	16.3	B	B	64.5	49.4	E	D	1.0	2.7	A	A	-	-	-	-	9.9	9.0	A	A

Table 6.13. Opening Year (2026) Intersection AM Maximum Queue Length (ft) – Build 2

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	1575	1600	350	425	450	275	1625	1650	100	450	500	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	325	0	0	425	0	0	0	0	250	0	500	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	400	400	450	975	975	925	225	225	225	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	600	600	625	325	325	350	225	225	250	150	150	150	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1100	1100	0	0	425	450	1200	1200	1275	100	0	100	0	0	0
6	Bay to Bay Blvd/MacDill Ave	550	550	600	100	450	475	325	3050	200	7300	7300	7325	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	400	425	600	600	675	75	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	200	0	0	0	3625	3050	0	0	2000	2000	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	525	525	525	0	0	0	0	800	800	175	225	0	450	450	450
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	525	525	525	375	225	0	0	475	500	4200	4200	4200
11	Willow Ave/Kennedy Blvd	100	575	600	50	550	600	500	500	525	100	325	375	0	0	0
12	South Boulevard/Platt St	575	575	75	0	0	0	0	450	150	225	400	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	825	825	825	100	450	0	0	525	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	600	75	0	0	0
15	Plant Ave/Platt St	425	600	0	0	0	0	0	3275	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	75	0	0	0	0	0	350	350	0	0	0	0	0	0	0
17	Plant Ave/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	0	500	525	350	350	0	0	0	0	0	525	525
18	Tampa St/Brorean St	0	0	0	250	250	0	0	0	0	0	200	225	0	375	0
19	Tampa St/Whiting St	0	225	275	175	225	0	0	0	0	1200	1200	1200	0	0	0
20	Franklin St/Brorean St	0	0	0	300	300	100	675	625	0	0	275	50	0	0	0
21	Florida St/Channelside Dr	350	350	350	0	0	0	0	175	75	0	0	0	0	0	0
22	Florida St/Brorean St	0	0	0	0	525	550	525	525	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	150	150	100	0	0	0	0	125	50	275	275	0	0	0	0
24	Morgan St/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	375	375	475	200	200	0	0	325	350	0	1025	0
25	Jefferson St/Brorean St/Selmon Expressway EB On Ramp	0	0	0	0	1200	0	425	0	0	50	0	0	0	0	0

Table 6.14. Opening Year (2026) Intersection PM Maximum Queue Length (ft) – Build 2

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	75	6875	6925	325	425	450	125	675	700	75	625	650	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	325	0	0	500	0	0	0	0	350	0	1050	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	325	325	400	1300	1300	1250	175	175	175	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	200	200	225	275	275	300	100	100	100	100	100	125	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	625	625	0	0	450	500	1425	1425	650	200	0	200	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	525	575	200	425	450	200	1175	150	4050	4050	4075	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	375	250	300	575	575	575	75	0	75	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	225	0	200	0	0	0	3800	3800	0	0	1975	1975	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	575	575	575	0	0	0	0	500	500	200	225	0	325	325	325
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1250	1250	1250	300	250	0	0	600	625	600	600	600
11	Willow Ave/Kennedy Blvd	75	9100	9125	4750	4750	4800	400	400	425	825	2150	2200	0	0	0
12	South Boulevard/Platt St	400	400	75	0	0	0	0	775	200	500	550	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1400	1400	1400	150	425	0	0	1075	150	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	525	100	0	0	0
15	Plant Ave/Platt St	775	750	0	0	0	0	0	7300	825	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	150	0	0	0	0	0	325	325	0	0	0	0	0	0	0
17	Plant Ave/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	0	550	600	350	350	0	0	0	0	0	475	475
18	Tampa St/Brorean St	0	0	0	250	250	0	0	0	0	0	325	325	0	450	0
19	Tampa St/Whiting St	0	200	225	200	325	0	0	0	0	1050	1050	1050	0	0	0
20	Franklin St/Brorean St	0	0	0	275	275	100	475	350	0	0	200	200	0	0	0
21	Florida St/Channelside Dr	450	450	450	0	0	0	0	400	125	0	0	0	0	0	0
22	Florida St/Brorean St	0	0	0	0	400	425	525	525	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	75	75	0	0	0	0	0	225	75	175	175	0	0	0	0
24	Morgan St/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	250	250	50	225	225	0	0	1275	1300	0	525	0
25	Jefferson St/Brorean St/Selmon Expressway EB On Ramp	0	0	0	0	550	0	525	0	0	150	0	0	0	0	0

Table 6.15. Opening Year (2026) Overall Intersection Delay (s/veh) and LOS Comparison

ID	Intersection	No Build				Build 6				Build 2			
		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	56.2	64.7	E	E	58.4	63.4	E	E	57.0	64.5	E	E
2	Euclid Ave/Selmon Expressway WB Off Ramp	14.5	26.4	B	D	17.0	31.2	C	D	17.2	31.1	C	D
3	Euclid Ave/Selmon Expressway EB On Ramp	17.8	17.5	C	C	18.5	22.5	C	C	19.2	24.9	C	C
4	Bay to Bay Blvd/Concordia Ave	22.8	5.2	C	A	16.3	5.1	B	A	19.7	5.2	B	A
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	74.5	27.4	E	C	75.9	29.2	E	C	77.4	30.3	E	C
6	Bay to Bay Blvd/MacDill Ave	111.3	74.1	F	E	113.0	72.7	F	E	111.9	74.3	F	E
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	46.1	34.9	E	D	44.5	36.0	E	E	45.0	36.1	E	E
8	Bay to Bay Blvd/Bayshore Blvd	119.5	124.1	F	F	115.2	126.7	F	F	113.1	122.7	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	56.1	44.0	E	D	54.8	43.2	D	D	53.2	42.3	D	D
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	149.6	77.8	F	E	53.5	74.1	D	E	187.7	79.8	F	E
11	Willow Ave/Kennedy Blvd	27.2	230.8	C	F	27.3	161.9	C	F	27.3	227.1	C	F
12	South Boulevard/Platt St	26.9	33.5	C	C	27.5	33.6	C	C	27.8	33.8	C	C
13	South Boulevard/Cleveland St	44.8	64.4	D	E	44.8	57.0	D	E	45.7	67.5	D	E
14	Hyde Park Ave/Cleveland St	20.3	18.1	C	B	19.9	17.8	B	B	20.0	17.7	B	B
15	Plant Ave/Platt St	78.5	202.2	E	F	87.7	212.2	F	F	82.2	199.1	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	14.7	21.5	B	C	14.5	21.5	B	C	14.1	21.7	B	C
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	59.3	52.7	E	D	46.7	51.6	D	D	47.2	51.4	D	D
18	Tampa St/Brerein St	11.6	13.7	B	B	11.5	13.6	B	B	11.4	13.6	B	B
19	Tampa St/Whiting St	23.9	21.8	C	C	23.9	21.8	C	C	23.9	21.8	C	C
20	Franklin St/Brerein St	18.4	16.6	B	B	18.4	16.4	B	B	18.2	16.7	B	B
21	Florida St/Channelside Dr	14.6	20.8	B	C	14.6	19.0	B	B	14.6	21.4	B	C
22	Florida St/Brerein St	28.9	27.0	C	C	29.1	25.9	C	C	29.0	26.7	C	C
23	Morgan St/Channelside Dr	22.9	8.8	C	A	22.9	8.8	C	A	23.0	8.8	C	A
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	16.9	31.9	B	C	15.9	25.0	B	C	16.4	30.7	B	C
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	14.0	12.9	B	B	10.7	9.6	B	A	9.9	9.0	A	A

Table 6.16. Opening Year (2026) Networkwide MOEs

Alt	Ave Speed (mph)	Total Distance (mi)	Total Travel Time (h)	Total Delay (h)	Total Number of Stops	Vehicles Remaining in System	Processed Vehicles	Latent Delay (s)	Latent Demand	*Adjusted Total Travel Time (h)
AM										
No Build	29	223704	8095	3174	542894	8605	86624	686791	245	8116
Build 6	33	226361	6977	2013	172662	7139	87397	356199	131	6987
Build 2	31	225829	7445	2490	411818	7749	87099	345723	110	7453
PM										
No Build	23	246027	11382	5938	686005	11824	94564	11849804	4578	11872
Build 6	25	247831	10165	4681	502547	10543	95444	9875057	3768	10526
Build 2	24	246509	10650	5198	532148	11133	94754	12034969	4605	11113

**Adjusted Total Travel Time is not output directly from VISSIM. It is a calculation to account for additional travel time that would be incurred by latent vehicles, calculated as Total Travel Time/(Vehicles Remaining in System+Processed Vehicles)*Latent Demand+Total Travel Time.*

7 Interim Year (2036) Traffic Operational Analysis

The No Build Alternative and Alternatives 2 and 6 were analyzed in VISSIM for the interim year (2036). Density, speed, total volume processed, and travel times were the MOEs extracted for the mainline. Delay and maximum queue output was extracted for the intersections within the study area. Networkwide MOEs were also extracted from each model. The results comparisons are shown in this section.

7.1 Mainline and Ramp Analysis

Density, speed, and three-hour total simulated volume were extracted from VISSIM for Selmon Expressway mainline and ramp segments within the project limits. **Table 7.1** shows the interim year (2036) peak-hour density results for the AM and PM peak hours. **Table 7.2** shows the interim year (2036) peak-hour speed results for the AM and PM peak hours. **Table 7.3** shows the interim year (2036) three-hour total simulated volume results for the AM and PM peak hours. **Table 7.4** shows the peak-hour demand compared to the simulated volume for each Alternative. Travel times were also measured along the Selmon Expressway mainline in both the AM and PM peak hours, as shown in **Table 7.5**.

Table 7.1. Interim Year (2036) Density (veh/mi/lane)

Link Segment	No Build		No Build		Build 6		Build 6		Build 2		Build 2	
	AM Density	AM LOS	PM Density	PM LOS	AM Density	AM LOS	PM Density	PM LOS	AM Density	AM LOS	PM Density	PM LOS
Eastbound Selmon Expressway Mainline												
From Start of Network to Euclid Ave On Ramp	74.2	F	24.9	C	20.6	C	15.8	B	15.1	B	11.7	B
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	77.8	F	31.9	D	26.2	D	19.4	C	19.1	C	14.2	B
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	69.8	F	36.5	E	28.8	D	21.7	C	21.1	C	16.1	B
From Willow Ave Off Ramp to Willow Ave On Ramp	84.7	F	31.1	D	23.8	C	18.5	C	18.4	C	14.7	B
From Willow Ave On Ramp to Plant Ave On Ramp	71.1	F	54.7	F	38.3	E	27.4	D	26.3	D	19.7	C
From Plant Ave On Ramp to Florida Ave Off Ramp	61.2	F	55.2	F	36.8	E	26.7	D	26.3	D	20.0	C
From Florida Ave Off Ramp to Whiting St Off Ramp	58.4	F	54.1	F	42.0	E	28.4	D	26.6	D	19.9	C
From Whiting St Off Ramp to Jefferson St On Ramp	36.9	E	35.6	E	27.4	D	21.4	C	27.3	D	20.9	C
From Jefferson St On Ramp to End of Network	29.0	D	27.7	D	34.0	D	26.4	D	33.4	D	26.0	C
Westbound Selmon Expressway Mainline												
From Start of Network to Brorein St Off Ramp	114.3	F	128.0	F	46.8	F	45.7	F	65.5	F	39.5	E
From Brorein St Off Ramp to Brorein St On Ramp	118.4	F	111.6	F	21.4	C	63.4	F	81.0	F	45.3	F
From Brorein St On Ramp to Tampa St On Ramp	93.7	F	78.3	F	30.5	D	62.9	F	91.7	F	40.4	E
From Tampa St On Ramp to Plant Ave Off Ramp	81.3	F	35.2	E	26.6	D	38.2	E	85.9	F	37.9	E
From Plant Ave Off Ramp to Willow Ave Off Ramp	103.7	F	30.4	D	21.4	C	29.8	D	63.9	F	34.6	D
From Willow Ave Off to Willow Ave On Ramp	20.9	C	26.8	D	17.3	B	25.2	C	10.7	A	18.8	C
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	26.3	D	33.0	D	25.0	C	30.3	D	16.5	B	23.0	C
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	22.4	C	29.8	D	19.2	C	26.1	D	11.2	B	20.2	C
From Euclid Ave Off Ramp to End of Network	15.8	B	22.5	C	12.8	B	19.5	C	11.1	B	19.7	C
Eastbound Selmon Expressway Ramps												
Euclid Ave On Ramp	49.3	F	15.0	B	21.1	C	13.4	B	21.3	C	13.2	B
Bay to Bay Blvd On Ramp	13.4	B	11.3	B	13.1	B	11.0	B	13.3	B	11.2	B
Willow Ave Off Ramp	23.5	C	18.0	C	9.0	A	6.0	A	9.0	A	6.0	A
Willow Ave On Ramp	28.7	D	18.8	C	27.6	D	18.7	C	28.0	D	18.8	C
Plant Ave On Ramp	16.2	B	11.7	B	16.3	B	9.9	A	16.8	B	10.0	A
Florida Ave Off Ramp	14.7	B	11.8	B	20.5	C	11.1	B	20.0	C	11.5	B
Whiting St Off Ramp	16.5	B	15.0	B	20.0	C	14.5	B	20.4	C	14.3	B
Jefferson St On Ramp	18.3	C	16.7	B	19.3	C	16.7	B	17.5	B	16.7	B
Westbound Selmon Expressway Ramps												
Brorein St Off Ramp	42.5	E	13.3	B	121.0	F	25.8	C	78.6	F	25.6	C
Brorein St On Ramp	100.2	F	93.5	F	19.8	C	45.6	F	99.8	F	30.6	D
Tampa St On Ramp	17.2	B	22.7	C	17.0	B	22.7	C	23.9	C	22.9	C
Plant Ave Off Ramp	49.1	F	30.5	D	23.2	C	29.0	D	17.1	B	33.8	D
Willow Ave Off Ramp	164.1	F	18.5	C	9.4	A	10.9	A	198.2	F	153.6	F
Willow Ave On Ramp	13.2	B	15.4	B	12.7	B	14.1	B	12.6	B	13.5	B
Bay to Bay Blvd Off Ramp	53.4	F	24.9	C	113.6	F	60.7	F	82.1	F	63.7	F
Euclid Ave Off Ramp	32.7	D	30.8	D	73.7	F	62.5	F	32.2	D	63.6	F

Table 7.2. Interim Year (2036) Average Speed (mph)

Link Segment	No Build		Build 6		Build 2	
	AM Average Speed	PM Average Speed	AM Average Speed	PM Average Speed	AM Average Speed	PM Average Speed
Eastbound Selmon Expressway Mainline						
From Start of Network to Euclid Ave On Ramp	21.8	56.6	58.4	59.5	60.0	60.6
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	23.7	54.0	56.6	58.3	58.9	59.9
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	29.5	54.6	57.8	59.7	60.2	61.5
From Willow Ave Off Ramp to Willow Ave On Ramp	20.0	55.4	59.3	60.5	60.7	61.8
From Willow Ave On Ramp to Plant Ave On Ramp	30.1	37.6	45.9	50.1	50.8	53.2
From Plant Ave On Ramp to Florida Ave Off Ramp	33.1	35.8	45.5	49.8	50.3	52.5
From Florida Ave Off Ramp to Whiting St Off Ramp	37.9	39.0	41.4	47.9	49.6	52.1
From Whiting St Off Ramp to Jefferson St On Ramp	48.1	48.1	50.8	52.4	50.7	52.7
From Jefferson St On Ramp to End of Network	50.1	50.3	47.7	50.4	48.1	51.0
Westbound Selmon Expressway Mainline						
From Start of Network to Brorein St Off Ramp	12.3	10.0	44.6	45.1	28.8	53.5
From Brorein St Off Ramp to Brorein St On Ramp	11.2	12.6	60.6	27.8	15.3	42.3
From Brorein St On Ramp to Tampa St On Ramp	18.0	26.4	50.4	33.3	11.9	44.5
From Tampa St On Ramp to Plant Ave Off Ramp	19.2	49.1	55.4	48.8	12.9	44.8
From Plant Ave Off Ramp to Willow Ave Off Ramp	18.2	58.0	60.2	58.3	31.9	47.6
From Willow Ave Off to Willow Ave On Ramp	58.8	58.4	61.0	59.7	61.7	60.5
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	59.6	58.1	59.3	59.4	60.4	61.1
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	53.1	51.8	53.9	53.0	56.6	54.0
From Euclid Ave Off Ramp to End of Network	55.0	53.1	57.2	55.2	57.5	55.0
Eastbound Selmon Expressway Ramps						
Euclid Ave On Ramp	19.9	43.0	42.3	43.1	42.8	43.5
Bay to Bay Blvd On Ramp	43.3	44.2	44.2	44.2	43.6	43.7
Willow Ave Off Ramp	31.3	37.8	49.1	52.7	49.0	53.1
Willow Ave On Ramp	42.5	44.8	43.6	44.9	42.7	44.3
Plant Ave On Ramp	46.0	46.4	46.2	46.3	45.2	45.5
Florida Ave Off Ramp	29.4	29.8	28.2	30.0	26.9	28.0
Whiting St Off Ramp	52.7	52.7	51.5	52.5	51.1	52.8
Jefferson St On Ramp	45.7	45.6	45.6	45.6	45.6	45.6
Westbound Selmon Expressway Ramps						
Brorein St Off Ramp	29.1	44.2	9.9	40.9	14.0	43.0
Brorein St On Ramp	8.1	10.7	39.4	23.7	6.7	37.7
Tampa St On Ramp	32.8	32.8	33.4	32.8	27.1	32.3
Plant Ave Off Ramp	16.0	27.9	29.9	27.2	28.2	23.3
Willow Ave Off Ramp	4.4	42.6	50.5	49.9	1.8	3.3
Willow Ave On Ramp	45.1	43.8	46.7	46.6	47.1	46.9
Bay to Bay Blvd Off Ramp	21.2	33.2	9.4	21.3	9.6	18.3
Euclid Ave Off Ramp	32.5	37.1	18.7	21.1	32.9	23.8

Table 7.3. Interim Year (2036) Three-Hour Total Simulated Volume

Link Segment	No Build		Build 6		Build 2	
	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline						
From Start of Network to Euclid Ave On Ramp	7368	8119	8453	8120	8453	8120
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	10590	10682	11438	10458	11129	10271
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	11712	12058	12846	11849	12759	11830
From Willow Ave Off Ramp to Willow Ave On Ramp	8797	9729	10271	9613	10291	9672
From Willow Ave On Ramp to Plant Ave On Ramp	13172	12512	13876	12173	13751	12138
From Plant Ave On Ramp to Florida Ave Off Ramp	13985	13655	15547	13390	15551	13460
From Florida Ave Off Ramp to Whiting St Off Ramp	12056	12008	13302	11762	13300	11827
From Whiting St Off Ramp to Jefferson St On Ramp	9681	9743	10648	9543	10645	9597
From Jefferson St On Ramp to End of Network	11932	11614	13548	11899	13386	11944
Westbound Selmon Expressway Mainline						
From Start of Network to Brorein St Off Ramp	12517	11314	14493	16760	13276	15305
From Brorein St Off Ramp to Brorein St On Ramp	8731	9259	10451	14005	9427	12516
From Brorein St On Ramp to Tampa St On Ramp	11634	12931	13155	17784	11253	14860
From Tampa St On Ramp to Plant Ave Off Ramp	12231	13753	14135	18715	12734	16810
From Plant Ave Off Ramp to Willow Ave Off Ramp	10808	12791	11987	16372	10726	14606
From Willow Ave Off to Willow Ave On Ramp	7659	9374	8922	12725	7982	11414
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	9953	12274	10823	15024	9884	13684
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	7170	9114	8169	11647	7487	10681
From Euclid Ave Off Ramp to End of Network	5323	7093	6094	9062	5624	8373
Eastbound Selmon Expressway Ramps						
Euclid Ave On Ramp	2154	1819	2241	1726	2254	1776
Bay to Bay Blvd On Ramp	1576	1441	1572	1417	1579	1431
Willow Ave Off Ramp	1703	1775	1995	1757	1998	1766
Willow Ave On Ramp	3227	2293	3207	2297	3182	2272
Plant Ave On Ramp	2103	1630	2109	1481	2111	1520
Florida Ave Off Ramp	1904	1647	2235	1629	2237	1632
Whiting St Off Ramp	2361	2264	2641	2221	2645	2231
Jefferson St On Ramp	2268	1868	2283	1868	2162	1863
Westbound Selmon Expressway Ramps						
Brorein St Off Ramp	3470	1828	3898	2710	3474	2302
Brorein St On Ramp	2109	2664	2140	2715	1943	2459
Tampa St On Ramp	1552	2024	1553	2024	1552	2024
Plant Ave Off Ramp	2259	2147	2648	3010	2356	2684
Willow Ave Off Ramp	2167	2216	2556	2959	2173	2659
Willow Ave On Ramp	1581	1941	1581	1878	1581	1868
Bay to Bay Blvd Off Ramp	2040	2174	2287	2895	2053	2591
Euclid Ave Off Ramp	1668	1890	1870	2384	1703	2182
Overall Total	219462	229646	244973	265870	232663	250369

Table 7.4. Interim Year (2036) Peak-Hour Demand vs. Simulated Volume

Link Segment	Peak-Hour Demand		No Build		Build 6		Build 2	
	AM Demand Volume	PM Demand Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume	AM Simulated Volume	PM Simulated Volume
Eastbound Selmon Expressway Mainline								
From Start of Network to Euclid Ave On Ramp	3620	2805	3124	2816	3603	2815	3604	2814
From Euclid Ave On Ramp to Bay to Bay Blvd On Ramp	4650	3570	4271	3715	4770	3589	4659	3506
From Bay to Bay Blvd On Ramp to Willow Ave Off Ramp	5415	4170	4534	4193	5245	4070	5223	4044
From Willow Ave Off Ramp to Willow Ave On Ramp	4540	3525	3336	3400	4194	3323	4214	3325
From Willow Ave On Ramp to Plant Ave On Ramp	5845	4590	4950	4426	5504	4241	5457	4206
From Plant Ave On Ramp to Florida Ave Off Ramp	6870	5420	5144	4775	6048	4590	6061	4566
From Florida Ave Off Ramp to Whiting St Off Ramp	5895	4795	4406	4200	5123	4034	5146	4003
From Whiting St Off Ramp to Jefferson St On Ramp	4710	3900	3540	3413	4096	3284	4110	3258
From Jefferson St On Ramp to End of Network	5585	4640	4335	4144	5167	4205	5076	4181
Westbound Selmon Expressway Mainline								
From Start of Network to Brorein St Off Ramp	5140	6385	3899	3487	4950	6062	4574	6185
From Brorein St Off Ramp to Brorein St On Ramp	3705	5355	2684	2960	3630	4865	3097	5034
From Brorein St On Ramp to Tampa St On Ramp	4525	6440	3639	4294	4615	6274	3613	5977
From Tampa St On Ramp to Plant Ave Off Ramp	5080	7185	3879	4591	4973	6571	4105	6678
From Plant Ave Off Ramp to Willow Ave Off Ramp	4135	6030	3410	4277	4225	5765	3431	5795
From Willow Ave Off to Willow Ave On Ramp	3225	4895	2438	3126	3128	4475	2558	4515
From Willow Ave On Ramp to Bay to Bay Blvd Off Ramp	3870	5755	3282	4132	3831	5276	3262	5274
From Bay to Bay Blvd Off Ramp to Euclid Ave Off Ramp	3010	4625	2348	3070	2898	4104	2505	4131
From Euclid Ave Off Ramp to End of Network	2245	3595	1733	2388	2159	3201	1897	3243
Eastbound Selmon Expressway Ramps								
Euclid Ave On Ramp	1030	765	851	621	867	559	883	557
Bay to Bay Blvd On Ramp	765	600	562	481	556	469	559	472
Willow Ave Off Ramp	875	645	653	617	812	599	817	602
Willow Ave On Ramp	1305	1065	1173	819	1153	820	1146	811
Plant Ave On Ramp	1025	830	720	523	726	442	729	435
Florida Ave Off Ramp	975	625	732	585	918	565	919	567
Whiting St Off Ramp	1185	895	866	788	1026	758	1038	755
Jefferson St On Ramp	875	740	802	728	841	728	763	727
Westbound Selmon Expressway Ramps								
Brorein St Off Ramp	1435	1030	1092	571	1188	946	1055	972
Brorein St On Ramp	820	1085	697	970	769	1023	627	990
Tampa St On Ramp	555	745	558	732	560	732	558	730
Plant Ave Off Ramp	945	1155	712	715	934	1046	751	1062
Willow Ave Off Ramp	910	1135	714	750	909	1047	700	964
Willow Ave On Ramp	645	860	587	670	586	650	584	624
Bay to Bay Blvd Off Ramp	860	1130	676	717	802	1009	666	1005
Euclid Ave Off Ramp	765	1030	557	635	651	833	554	830

Table 7.5. Interim Year (2036) Mainline Travel Time (mins)

Movement	No Build AM	No Build PM	Build 6 AM	Build 6 PM	Build 2 AM	Build 2 PM
EB Selmon - Himes to Willow	7.13	3.46	3.27	3.19	3.15	3.10
EB Selmon - Willow to N 12th St	3.68	2.94	2.55	2.39	2.41	2.31
EB Selmon - Himes to N 12th St	10.29	6.41	5.83	5.58	5.56	5.41
WB Selmon - N 12th St to Willow	9.05	7.50	2.13	3.03	5.67	2.46
WB Selmon - Willow to Himes	3.25	3.37	3.10	3.21	3.02	3.11
WB Selmon - N 12th St to Himes	12.10	10.83	5.21	6.05	6.79	5.29

7.2 Intersection Analysis

The ramp terminal intersections, as well as adjacent signalized intersections within the project area, were included in the interim year (2036) VISSIM models to replicate the metering of traffic and platooning onto the ramps and arterials. Intersection delay and LOS and AM and PM maximum queue length, rounded to the nearest 25 feet, for the No Build Alternative and Alternatives 6 and 2 can be found in **Table 7.6** through **Table 7.14**. An overall intersection delay comparison of the No Build Alternative and Alternatives 6 and 2 can be found in **Table 7.15**.

7.3 Networkwide Analysis

Networkwide MOEs were extracted from VISSIM for the three-hour cumulative totals for the interim year (2036). **Table 7.16** shows the networkwide VISSIM results for the interim year (2036).

Table 7.6. Interim Year (2036) Intersection Delay (s/veh) and LOS – No Build

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	174.8	159.9	F	F	30.1	18.1	C	B	198.5	341.0	F	F	42.0	175.7	D	F	-	-	-	-	118.0	147.3	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	8.0	2.9	A	A	54.1	53.9	F	F	-	-	-	-	60.7	50.6	F	F	-	-	-	-	34.9	32.0	D	D
3	Euclid Ave/Selmon Expressway EB On Ramp	15.8	6.8	C	A	135.1	125.6	F	F	123.8	136.0	F	F	-	-	-	-	-	-	-	-	64.4	62.4	F	F
4	Bay to Bay Blvd/Concordia Ave	313.3	8.0	F	A	18.3	4.8	B	A	69.3	32.5	E	C	85.2	48.0	F	D	-	-	-	-	158.4	7.9	F	A
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	216.1	78.8	F	E	14.9	19.4	B	B	80.1	29.6	F	C	53.3	25.5	D	C	-	-	-	-	124.8	46.7	F	D
6	Bay to Bay Blvd/MacDill Ave	57.4	51.9	E	D	55.9	54.8	E	D	141.0	105.5	F	F	457.8	293.2	F	F	-	-	-	-	140.0	115.0	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	14.5	10.3	B	B	133.6	110.9	F	F	212.4	221.3	F	F	-	-	-	-	-	-	-	-	54.3	48.5	F	E
8	Bay to Bay Blvd/Bayshore Blvd	33.3	38.4	C	D	-	-	-	-	240.4	458.4	F	F	240.0	104.8	F	F	-	-	-	-	203.7	188.6	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	95.8	83.8	F	F	-	-	-	-	598.4	61.6	F	E	44.9	38.4	D	D	69.6	53.7	E	D	129.1	70.1	F	E
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	60.3	88.9	E	F	33.8	52.0	C	D	83.4	243.3	F	F	436.5	56.7	F	E	153.2	87.5	F	F
11	Willow Ave/Kennedy Blvd	29.5	1283.0	C	F	29.5	374.7	C	F	47.8	20.4	D	C	106.4	710.2	F	F	-	-	-	-	37.4	458.6	D	F
12	South Boulevard/Platt St	18.4	19.5	B	B	-	-	-	-	35.9	98.6	D	F	48.2	56.3	D	E	-	-	-	-	29.8	48.7	C	D
13	South Boulevard/Cleveland St	-	-	-	-	50.9	97.2	D	F	27.5	18.3	C	B	42.5	278.2	D	F	-	-	-	-	45.4	116.8	D	F
14	Hyde Park Ave/Cleveland St	-	-	-	-	7.2	9.0	A	A	-	-	-	-	349.3	68.2	F	E	-	-	-	-	110.2	25.1	F	C
15	Plant Ave/Platt St	71.1	309.0	E	F	-	-	-	-	197.3	439.9	F	F	-	-	-	-	-	-	-	-	140.9	365.8	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	18.9	88.6	C	F	-	-	-	-	15.0	30.6	C	D	-	-	-	-	-	-	-	-	15.0	32.5	C	D
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	-	-	-	-	37.6	51.4	D	D	59.1	80.5	E	F	-	-	-	-	90.8	55.0	F	D	56.9	60.8	E	E
18	Tampa St/Brerein St	-	-	-	-	8.5	10.5	A	B	-	-	-	-	14.9	16.7	B	B	33.5	29.5	C	C	12.7	14.6	B	B
19	Tampa St/Whiting St	44.4	42.9	D	D	53.3	52.1	D	D	-	-	-	-	77.6	33.0	E	C	-	-	-	-	70.8	36.1	E	D
20	Franklin St/Brerein St	-	-	-	-	7.1	8.6	A	A	72.9	55.5	E	E	41.7	28.7	D	C	-	-	-	-	27.8	20.4	C	C
21	Florida St/Channelside Dr	13.6	21.2	B	C	-	-	-	-	41.2	913.7	D	F	-	-	-	-	-	-	-	-	16.7	117.4	B	F
22	Florida St/Brerein St	-	-	-	-	35.1	23.2	D	C	34.3	46.2	C	D	-	-	-	-	-	-	-	-	34.8	35.7	C	D
23	Morgan St/Channelside Dr	2.2	0.6	A	A	-	-	-	-	37.5	46.8	D	D	77.8	134.9	E	F	-	-	-	-	22.4	10.8	C	B
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	-	-	-	-	26.9	24.7	C	C	55.2	33.5	E	C	49.0	328.1	D	F	41.9	27.1	D	C	33.6	75.2	C	E
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	-	-	-	-	79.2	37.2	E	D	187.4	53.2	F	D	1.9	3.3	A	A	-	-	-	-	44.1	19.3	D	B

Table 7.7. Interim Year (2036) Intersection AM Maximum Queue Length (ft) – No Build

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	7100	7125	375	425	450	3100	5800	5825	125	500	525	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	375	0	0	500	0	0	0	0	325	0	1000	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	450	450	500	2675	2675	2625	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	3600	3600	3625	375	375	400	225	225	250	225	225	250	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	400	425	1575	1575	1600	125	0	125	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	575	625	100	450	500	350	3850	250	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	450	475	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	275	0	200	0	0	0	3800	3150	0	0	6875	6875	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1475	1475	1475	0	0	0	0	4100	4100	200	275	0	750	750	750
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	575	575	575	375	225	0	0	575	600	19825	19825	19825
11	Willow Ave/Kennedy Blvd	125	925	950	50	775	825	500	500	525	150	700	725	0	0	0
12	South Boulevard/Platt St	500	500	100	0	0	0	0	675	200	250	475	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	800	800	800	125	475	0	0	725	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	2650	75	0	0	0
15	Plant Ave/Platt St	1175	1200	0	0	0	0	0	7300	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	100	0	0	0	0	0	350	350	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	625	650	350	350	0	0	0	0	0	6525	6525
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	225	225	0	425	0
19	Tampa St/Whiting St	0	275	300	175	250	0	0	0	0	2125	2125	2125	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	1200	1200	0	0	300	75	0	0	0
21	Florida St/Channelside Dr	475	475	475	0	0	0	0	225	100	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	575	575	525	525	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	125	125	100	0	0	0	0	125	50	300	300	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	625	625	525	225	225	0	0	375	400	0	8575	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	1075	0	0	100	0	0	0	0	0

Table 7.8. Interim Year (2036) Intersection PM Maximum Queue Length (ft) – No Build

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	7275	7300	350	400	425	125	3700	3725	75	1475	1500	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	325	0	0	525	0	0	0	0	300	0	825	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	350	350	375	2950	2950	2900	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	350	350	375	275	275	300	100	100	125	150	150	150	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1050	1050	0	0	450	500	700	700	450	250	0	250	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	525	575	225	450	500	300	3475	250	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	375	300	350	575	575	675	150	0	150	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	300	0	250	0	0	0	3800	3450	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1225	1225	1225	0	0	0	0	650	650	175	250	0	625	625	625
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1300	1300	1300	400	400	0	0	600	625	675	675	675
11	Willow Ave/Kennedy Blvd	50	9075	9100	6525	6525	6575	450	450	475	2950	5700	5725	0	0	0
12	South Boulevard/Platt St	750	750	75	0	0	0	0	1800	725	475	550	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1600	1600	1600	250	475	0	0	4350	525	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	375	375	0	0	0	0	0	850	600	0	0	0
15	Plant Ave/Platt St	7325	7300	0	0	0	0	0	7300	3400	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	275	0	0	0	0	0	325	325	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	750	775	350	350	0	0	0	0	0	2350	2350
18	Tampa St/Brorein St	0	0	0	225	225	0	0	0	0	0	425	425	0	600	0
19	Tampa St/Whiting St	0	275	300	300	400	0	0	0	0	1575	1575	1575	0	0	0
20	Franklin St/Brorein St	0	0	0	250	250	100	600	500	0	0	275	275	0	0	0
21	Florida St/Channelside Dr	750	750	750	0	0	0	0	1575	725	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	425	450	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	125	125	0	0	0	0	0	325	125	300	300	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	625	625	50	250	250	0	0	4025	4050	0	475	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	1475	0	600	0	0	175	0	25	0	0	0

Table 7.9. Interim Year (2036) Intersection Delay (s/veh) and LOS – Build 6

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	174.4	169.2	F	F	30.5	17.7	C	B	197.4	332.5	F	F	42.4	187.9	D	F	-	-	-	-	116.6	147.6	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	5.9	4.3	A	A	76.0	93.7	F	F	-	-	-	-	120.4	76.8	F	F	-	-	-	-	59.9	52.2	F	F
3	Euclid Ave/Selmon Expressway EB On Ramp	10.9	5.6	B	A	182.3	343.0	F	F	156.0	257.7	F	F	-	-	-	-	-	-	-	-	77.7	135.8	F	F
4	Bay to Bay Blvd/Concordia Ave	320.9	47.2	F	D	20.0	6.0	B	A	76.4	36.2	E	D	88.6	51.1	F	D	-	-	-	-	158.6	24.2	F	C
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	223.8	137.9	F	F	16.5	24.4	B	C	137.1	50.9	F	D	48.3	27.0	D	C	-	-	-	-	143.9	74.3	F	E
6	Bay to Bay Blvd/MacDill Ave	55.1	54.5	E	D	55.9	56.7	E	E	139.9	106.8	F	F	443.7	309.3	F	F	-	-	-	-	136.7	117.7	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	13.0	10.7	B	B	133.7	117.3	F	F	185.2	317.3	F	F	-	-	-	-	-	-	-	-	52.5	51.7	F	F
8	Bay to Bay Blvd/Bayshore Blvd	32.8	38.8	C	D	-	-	-	-	234.2	465.0	F	F	240.0	107.6	F	F	-	-	-	-	199.8	189.8	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	110.4	64.6	F	E	-	-	-	-	552.5	59.7	F	E	43.3	37.4	D	D	54.9	54.9	D	D	127.3	59.2	F	E
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	63.3	98.6	E	F	37.8	53.7	D	D	92.8	246.3	F	F	69.9	52.7	E	D	64.4	89.7	E	F
11	Willow Ave/Kennedy Blvd	31.6	1061.1	C	F	29.9	368.6	C	F	47.8	22.9	D	C	104.0	720.8	F	F	-	-	-	-	38.5	441.0	D	F
12	South Boulevard/Platt St	20.8	18.0	C	B	-	-	-	-	35.9	93.9	D	F	47.4	54.9	D	D	-	-	-	-	30.6	46.6	C	D
13	South Boulevard/Cleveland St	-	-	-	-	51.3	101.6	D	F	27.9	18.4	C	B	41.9	276.3	D	F	-	-	-	-	45.8	118.7	D	F
14	Hyde Park Ave/Cleveland St	-	-	-	-	6.8	9.7	A	A	-	-	-	-	383.4	68.8	F	E	-	-	-	-	112.9	24.8	F	C
15	Plant Ave/Platt St	70.5	363.7	E	F	-	-	-	-	187.7	500.2	F	F	-	-	-	-	-	-	-	-	136.0	421.3	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	29.4	139.6	D	F	-	-	-	-	16.0	42.8	C	E	-	-	-	-	-	-	-	-	16.1	46.1	C	E
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	40.5	108.5	D	F	59.4	94.7	E	F	-	-	-	-	50.9	52.0	D	D	49.0	86.7	D	F
18	Tampa St/Brorein St	-	-	-	-	8.1	9.7	A	A	-	-	-	-	14.7	18.7	B	B	32.4	29.5	C	C	12.2	14.1	B	B
19	Tampa St/Whiting St	45.0	42.9	D	D	54.5	52.2	D	D	-	-	-	-	91.5	31.9	F	C	-	-	-	-	81.8	35.3	F	D
20	Franklin St/Brorein St	-	-	-	-	7.0	7.8	A	A	79.9	58.8	E	E	41.4	30.6	D	C	-	-	-	-	28.7	19.5	C	B
21	Florida St/Channelside Dr	15.5	18.9	B	B	-	-	-	-	93.4	884.0	F	F	-	-	-	-	-	-	-	-	23.7	117.9	C	F
22	Florida St/Brorein St	-	-	-	-	51.2	23.2	D	C	42.8	45.5	D	D	-	-	-	-	-	-	-	-	47.4	34.3	D	C
23	Morgan St/Channelside Dr	2.2	0.6	A	A	-	-	-	-	37.5	46.9	D	D	75.6	141.0	E	F	-	-	-	-	22.2	11.3	C	B
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	34.3	12.1	C	B	54.5	31.8	D	C	49.4	253.7	D	F	127.8	23.3	F	C	52.4	53.9	D	D
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	-	-	-	-	57.2	19.7	E	B	181.9	50.1	F	D	1.7	3.2	A	A	-	-	-	-	32.8	11.4	C	B

Table 7.10. Interim Year (2036) Intersection AM Maximum Queue Length (ft) – Build 6

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	7025	7050	400	425	450	2000	5875	5900	100	500	550	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	375	0	0	500	0	0	0	0	1075	0	1925	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	450	450	500	3375	3375	3300	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	3900	3900	3925	450	450	475	225	225	250	225	225	250	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	450	475	3875	3875	3875	100	0	100	0	0	0
6	Bay to Bay Blvd/MacDill Ave	550	550	600	100	450	475	350	3850	200	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	425	450	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	300	0	225	0	0	0	3800	3800	0	0	6700	6700	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1900	1900	1900	0	0	0	0	3850	3850	200	250	0	525	525	525
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	750	750	750	375	300	0	0	550	575	525	525	525
11	Willow Ave/Kennedy Blvd	125	950	975	50	775	825	500	500	550	225	850	875	0	0	0
12	South Boulevard/Platt St	575	575	100	0	0	0	0	675	200	225	475	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	850	850	850	150	500	0	0	700	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	350	350	0	0	0	0	0	3150	75	0	0	0
15	Plant Ave/Platt St	1275	1275	0	0	0	0	0	7300	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	100	0	0	0	0	0	350	350	0	0	0	0	0	0	0
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	0	0	0	0	650	675	350	350	0	0	0	0	0	575	575
18	Tampa St/Brerein St	0	0	0	200	200	0	0	0	0	0	225	250	0	425	0
19	Tampa St/Whiting St	0	275	300	175	250	0	0	0	0	2275	2275	2275	0	0	0
20	Franklin St/Brerein St	0	0	0	275	275	100	1175	1175	0	0	300	75	0	0	0
21	Florida St/Channelside Dr	500	500	500	0	0	0	0	575	100	0	0	0	0	0	0
22	Florida St/Brerein St	0	0	0	0	625	650	600	600	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	125	125	100	0	0	0	0	125	50	300	300	0	0	0	0
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	0	0	0	625	625	8200	225	225	0	0	375	400	0	12425	0
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	1075	0	0	75	0	0	0	0	0

Table 7.11. Interim Year (2036) Intersection PM Maximum Queue Length (ft) – Build 6

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	75	7275	7300	400	425	450	425	3475	3500	75	1500	1525	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	350	0	0	525	0	0	0	0	625	0	1800	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	375	375	425	8100	8100	8050	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	1075	1075	1125	350	350	375	125	125	125	150	150	150	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	500	550	2550	2550	2225	250	0	250	0	0	0
6	Bay to Bay Blvd/MacDill Ave	500	525	575	175	450	500	325	3575	275	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	400	300	325	575	575	675	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	275	0	0	0	3800	3075	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1000	1000	1000	0	0	0	0	600	600	150	225	0	425	425	425
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1350	1350	1350	400	400	0	0	600	625	500	500	500
11	Willow Ave/Kennedy Blvd	50	9100	9125	6550	6550	6575	425	425	450	4575	5700	5725	0	0	0
12	South Boulevard/Platt St	675	675	75	0	0	0	0	1750	1025	525	550	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1600	1600	1600	275	425	0	0	4275	875	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	875	575	0	0	0
15	Plant Ave/Platt St	7525	7500	0	0	0	0	0	7300	2250	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	400	0	0	0	0	0	400	400	0	0	0	0	0	0	0
17	Plant Ave/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	0	1175	1200	350	350	0	0	0	0	0	600	600
18	Tampa St/Brorean St	0	0	0	225	225	0	0	0	0	0	475	475	0	575	0
19	Tampa St/Whiting St	0	275	300	300	400	0	0	0	0	1575	1575	1575	0	0	0
20	Franklin St/Brorean St	0	0	0	300	300	100	625	500	0	0	275	300	0	0	0
21	Florida St/Channelside Dr	650	650	650	0	0	0	0	1575	750	0	0	0	0	0	0
22	Florida St/Brorean St	0	0	0	0	450	475	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	100	100	0	0	0	0	0	325	100	325	325	0	0	0	0
24	Morgan St/Brorean St/Selmon Expressway WB Off Ramp	0	0	0	475	475	75	250	250	0	0	3950	3975	0	925	0
25	Jefferson St/Brorean St/Selmon Expressway EB On Ramp	0	0	0	0	800	0	575	0	0	150	0	0	0	0	0

Table 7.12. Interim Year (2036) Intersection Delay (s/veh) and LOS – Build 2

ID	Intersection	Eastbound				Westbound				Northbound				Southbound				Diagonal				Overall Intersection			
		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	172.2	170.3	F	F	30.5	18.0	C	B	195.9	319.0	F	F	42.3	188.7	D	F	-	-	-	-	116.8	146.4	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	5.9	4.4	A	A	55.4	95.1	F	F	-	-	-	-	68.2	92.5	F	F	-	-	-	-	36.4	58.3	E	F
3	Euclid Ave/Selmon Expressway EB On Ramp	12.0	5.9	B	A	124.3	339.8	F	F	120.5	249.9	F	F	-	-	-	-	-	-	-	-	58.6	132.5	F	F
4	Bay to Bay Blvd/Concordia Ave	330.6	38.7	F	D	20.5	6.7	C	A	73.1	36.4	E	D	87.3	51.0	F	D	-	-	-	-	167.1	21.2	F	C
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	224.9	139.2	F	F	14.9	23.4	B	C	108.2	46.6	F	D	52.8	27.2	D	C	-	-	-	-	136.6	73.3	F	E
6	Bay to Bay Blvd/MacDill Ave	58.1	54.2	E	D	54.8	56.9	D	E	139.9	103.6	F	F	440.2	303.5	F	F	-	-	-	-	138.9	115.9	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	14.2	10.1	B	B	133.6	110.7	F	F	239.7	233.8	F	F	-	-	-	-	-	-	-	-	54.1	47.6	F	E
8	Bay to Bay Blvd/Bayshore Blvd	33.2	36.8	C	D	-	-	-	-	240.5	491.3	F	F	239.8	99.9	F	F	-	-	-	-	202.9	190.7	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	116.6	84.6	F	F	-	-	-	-	576.9	61.6	F	E	43.8	37.3	D	D	54.6	54.2	D	D	131.5	70.8	F	E
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	-	-	-	-	60.9	93.0	E	F	37.9	58.4	D	E	91.3	266.2	F	F	720.8	304.7	F	F	218.9	154.6	F	F
11	Willow Ave/Kennedy Blvd	31.7	1358.4	C	F	30.1	369.2	C	F	46.6	22.2	D	C	110.9	791.7	F	F	-	-	-	-	38.9	460.6	D	F
12	South Boulevard/Platt St	20.5	18.7	C	B	-	-	-	-	36.2	92.3	D	F	48.5	54.8	D	D	-	-	-	-	30.7	46.6	C	D
13	South Boulevard/Cleveland St	-	-	-	-	52.7	116.6	D	F	27.3	17.8	C	B	42.6	280.5	D	F	-	-	-	-	46.6	129.6	D	F
14	Hyde Park Ave/Cleveland St	-	-	-	-	7.0	10.4	A	B	-	-	-	-	346.5	69.8	F	E	-	-	-	-	108.2	25.6	F	C
15	Plant Ave/Platt St	71.3	365.1	E	F	-	-	-	-	195.2	502.7	F	F	-	-	-	-	-	-	-	-	140.3	422.5	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	20.9	151.5	C	F	-	-	-	-	15.5	43.2	C	E	-	-	-	-	-	-	-	-	15.6	46.8	C	E
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	37.0	131.9	D	F	58.7	95.0	E	F	-	-	-	-	135.0	57.2	F	E	68.0	98.0	E	F
18	Tampa St/Brorein St	-	-	-	-	8.8	9.7	A	A	-	-	-	-	14.6	19.0	B	B	32.6	29.7	C	C	12.8	14.2	B	B
19	Tampa St/Whiting St	44.5	41.9	D	D	53.1	50.7	D	D	-	-	-	-	88.2	33.0	F	C	-	-	-	-	79.0	35.8	E	D
20	Franklin St/Brorein St	-	-	-	-	7.1	7.8	A	A	72.6	54.4	E	D	41.6	30.6	D	C	-	-	-	-	28.4	18.7	C	B
21	Florida St/Channelside Dr	14.3	19.7	B	B	-	-	-	-	66.3	888.9	E	F	-	-	-	-	-	-	-	-	20.0	117.7	C	F
22	Florida St/Brorein St	-	-	-	-	41.0	23.2	D	C	38.9	45.7	D	D	-	-	-	-	-	-	-	-	40.1	34.4	D	C
23	Morgan St/Channelside Dr	2.2	0.6	A	A	-	-	-	-	37.5	47.2	D	D	78.8	138.6	E	F	-	-	-	-	22.3	11.1	C	B
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	-	-	-	-	46.2	12.1	D	B	62.5	30.7	E	C	48.9	318.2	D	F	92.4	20.5	F	C	55.3	60.9	E	E
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	-	-	-	-	102.4	20.1	F	C	205.0	50.0	F	D	5.2	3.2	A	A	-	-	-	-	41.9	10.5	D	B

Table 7.13. Interim Year (2036) Intersection AM Maximum Queue Length (ft) – Build 2

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	50	6875	6900	400	425	450	3650	5800	5825	125	500	525	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	325	0	0	475	0	0	0	0	375	0	1225	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	450	450	500	2975	2975	2925	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	3950	3950	3975	375	375	400	225	225	250	225	225	250	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	425	450	3900	3900	3900	100	0	100	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	550	600	100	450	475	375	3850	200	7625	7625	7650	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	425	475	500	600	600	700	175	0	175	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	275	0	275	0	0	0	3800	3450	0	0	6650	6650	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1975	1975	1975	0	0	0	0	3975	3975	200	275	0	525	525	525
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	575	575	575	400	225	0	0	550	575	19150	19150	19150
11	Willow Ave/Kennedy Blvd	125	950	975	50	775	825	500	500	525	200	875	900	0	0	0
12	South Boulevard/Platt St	575	575	125	0	0	0	0	700	175	250	450	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	900	900	900	125	500	0	0	725	100	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	325	325	0	0	0	0	0	2625	75	0	0	0
15	Plant Ave/Platt St	1200	1250	0	0	0	0	0	7300	75	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	100	0	0	0	0	0	350	350	0	0	0	0	0	0	0
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	0	0	0	0	625	650	350	350	0	0	0	0	0	525	525
18	Tampa St/Brerein St	0	0	0	225	225	0	0	0	0	0	225	225	0	450	0
19	Tampa St/Whiting St	0	275	300	175	250	0	0	0	0	2225	2225	2225	0	0	0
20	Franklin St/Brerein St	0	0	0	275	275	100	1200	1200	0	0	300	75	0	0	0
21	Florida St/Channelside Dr	450	450	450	0	0	0	0	350	100	0	0	0	0	0	0
22	Florida St/Brerein St	0	0	0	0	600	625	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	125	125	100	0	0	0	0	125	50	275	275	0	0	0	0
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	0	0	0	625	625	9475	225	225	0	0	375	400	0	13100	0
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	0	0	0	0	4575	0	1125	0	0	75	0	50	0	0	0

Table 7.14. Interim Year (2036) Intersection PM Maximum Queue Length (ft) – Build 2

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	DIAGL	DIAGT	DIAGR
1	Euclid Ave/Himes Ave	75	7275	7300	375	425	450	475	3250	3275	75	1525	1550	0	0	0
2	Euclid Ave/Selmon Expressway WB Off Ramp	0	350	0	0	525	0	0	0	0	550	0	2000	0	0	0
3	Euclid Ave/Selmon Expressway EB On Ramp	350	350	425	8100	8100	8025	300	300	300	0	0	0	0	0	0
4	Bay to Bay Blvd/Concordia Ave	925	925	975	375	375	400	100	100	125	125	125	150	0	0	0
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	1150	1150	0	0	475	525	2375	2375	2350	250	0	250	0	0	0
6	Bay to Bay Blvd/MacDill Ave	525	525	575	175	425	475	300	3525	250	7600	7600	7625	0	0	0
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	400	275	325	575	575	675	150	0	150	0	0	0	0	0	0
8	Bay to Bay Blvd/Bayshore Blvd	250	0	225	0	0	0	3800	3675	0	0	7400	7400	0	0	0
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	1275	1275	1275	0	0	0	0	600	600	150	225	0	425	425	425
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	0	0	0	1350	1350	1350	400	400	0	0	600	625	5175	5175	5175
11	Willow Ave/Kennedy Blvd	50	9075	9100	6550	6550	6575	450	450	475	3475	5700	5725	0	0	0
12	South Boulevard/Platt St	600	600	75	0	0	0	0	1725	550	475	550	0	0	0	0
13	South Boulevard/Cleveland St	0	0	0	1600	1600	1600	250	400	0	0	4375	1375	0	0	0
14	Hyde Park Ave/Cleveland St	0	0	0	400	400	0	0	0	0	0	875	525	0	0	0
15	Plant Ave/Platt St	7500	7475	0	0	0	0	0	7300	3000	0	0	0	0	0	0
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	450	0	0	0	0	0	400	400	0	0	0	0	0	0	0
17	Plant Ave/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	0	1475	1500	350	350	0	0	0	0	0	825	825
18	Tampa St/Brorein St	0	0	0	250	250	0	0	0	0	0	475	500	0	625	0
19	Tampa St/Whiting St	0	250	275	275	400	0	0	0	0	1550	1550	1550	0	0	0
20	Franklin St/Brorein St	0	0	0	275	275	100	600	475	0	0	275	300	0	0	0
21	Florida St/Channelside Dr	725	725	725	0	0	0	0	1575	650	0	0	0	0	0	0
22	Florida St/Brorein St	0	0	0	0	450	475	550	550	0	0	0	0	0	0	0
23	Morgan St/Channelside Dr	75	75	0	0	0	0	0	325	125	325	325	0	0	0	0
24	Morgan St/Brorein St/Selmon Expressway WB Off Ramp	0	0	0	475	475	75	250	250	0	0	4025	4050	0	850	0
25	Jefferson St/Brorein St/Selmon Expressway EB On Ramp	0	0	0	0	975	0	575	0	0	150	0	0	0	0	0

Table 7.15. Interim Year (2036) Overall Intersection Delay (s/veh) and LOS Comparison

ID	Intersection	No Build				Build 6				Build 2			
		Delay		LOS		Delay		LOS		Delay		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Euclid Ave/Himes Ave	118.0	147.3	F	F	116.6	147.6	F	F	116.8	146.4	F	F
2	Euclid Ave/Selmon Expressway WB Off Ramp	34.9	32.0	D	D	59.9	52.2	F	F	36.4	58.3	E	F
3	Euclid Ave/Selmon Expressway EB On Ramp	64.4	62.4	F	F	77.7	135.8	F	F	58.6	132.5	F	F
4	Bay to Bay Blvd/Concordia Ave	158.4	7.9	F	A	158.6	24.2	F	C	167.1	21.2	F	C
5	Bay to Bay Blvd/Selmon Expressway WB Off Ramp	124.8	46.7	F	D	143.9	74.3	F	E	136.6	73.3	F	E
6	Bay to Bay Blvd/MacDill Ave	140.0	115.0	F	F	136.7	117.7	F	F	138.9	115.9	F	F
7	Bay to Bay Blvd/Selmon Expressway EB On Ramp	54.3	48.5	F	E	52.5	51.7	F	F	54.1	47.6	F	E
8	Bay to Bay Blvd/Bayshore Blvd	203.7	188.6	F	F	199.8	189.8	F	F	202.9	190.7	F	F
9	Willow Ave/Platt St/Selmon Expressway EB Off Ramp	129.1	70.1	F	E	127.3	59.2	F	E	131.5	70.8	F	E
10	Willow Ave/Cleveland St/Selmon Expressway WB Off Ramp	153.2	87.5	F	F	64.4	89.7	E	F	218.9	154.6	F	F
11	Willow Ave/Kennedy Blvd	37.4	458.6	D	F	38.5	441.0	D	F	38.9	460.6	D	F
12	South Boulevard/Platt St	29.8	48.7	C	D	30.6	46.6	C	D	30.7	46.6	C	D
13	South Boulevard/Cleveland St	45.4	116.8	D	F	45.8	118.7	D	F	46.6	129.6	D	F
14	Hyde Park Ave/Cleveland St	110.2	25.1	F	C	112.9	24.8	F	C	108.2	25.6	F	C
15	Plant Ave/Platt St	140.9	365.8	F	F	136.0	421.3	F	F	140.3	422.5	F	F
16	Plant Ave/Walgreens Drwy/Cardy St/Selmon Expressway EB On Ramp	15.0	32.5	C	D	16.1	46.1	C	E	15.6	46.8	C	E
17	Plant Ave/Brerein St/Selmon Expressway WB Off Ramp	56.9	60.8	E	E	49.0	86.7	D	F	68.0	98.0	E	F
18	Tampa St/Brerein St	12.7	14.6	B	B	12.2	14.1	B	B	12.8	14.2	B	B
19	Tampa St/Whiting St	70.8	36.1	E	D	81.8	35.3	F	D	79.0	35.8	E	D
20	Franklin St/Brerein St	27.8	20.4	C	C	28.7	19.5	C	B	28.4	18.7	C	B
21	Florida St/Channelside Dr	16.7	117.4	B	F	23.7	117.9	C	F	20.0	117.7	C	F
22	Florida St/Brerein St	34.8	35.7	C	D	47.4	34.3	D	C	40.1	34.4	D	C
23	Morgan St/Channelside Dr	22.4	10.8	C	B	22.2	11.3	C	B	22.3	11.1	C	B
24	Morgan St/Brerein St/Selmon Expressway WB Off Ramp	33.6	75.2	C	E	52.4	53.9	D	D	55.3	60.9	E	E
25	Jefferson St/Brerein St/Selmon Expressway EB On Ramp	44.1	19.3	D	B	32.8	11.4	C	B	41.9	10.5	D	B

Table 7.16. Interim Year (2036) Networkwide MOEs

Alt	Ave Speed (mph)	Total Distance (mi)	Total Travel Time (h)	Total Delay (h)	Total Number of Stops	Vehicles Remaining in System	Processed Vehicles	Latent Delay (s)	Latent Demand	*Adjusted Total Travel Time (h)
AM										
No Build	29	223704	8095	3174	542894	8605	86624	686791	245	8116
Build 6	33	226361	6977	2013	172662	7139	87397	356199	131	6987
Build 2	31	225829	7445	2490	411818	7749	87099	345723	110	7453
PM										
No Build	23	246027	11382	5938	686005	11824	94564	11849804	4578	11872
Build 6	25	247831	10165	4681	502547	10543	95444	9875057	3768	10526
Build 2	24	246509	10650	5198	532148	11133	94754	12034969	4605	11113

**Adjusted Total Travel Time is not output directly from VISSIM. It is a calculation to account for additional travel time that would be incurred by latent vehicles, calculated as Total Travel Time/(Vehicles Remaining in System+Processed Vehicles)*Latent Demand+Total Travel Time.*

8 Traffic Operations Summary

The results of the operational analysis show that Alternative 6 and Alternative 2 are expected to reduce the combined AM and PM peak-period total delay by 2418 and 1424 hours, respectively. Additional operational benefit is expected if improvements were to be made at the intersection terminals and along the interchange arterials that would allow the arterials to absorb and deliver traffic to the Selmon Expressway in a more efficient manner.

9 Highway Safety Manual Predictive Crash Analysis

A Highway Safety Manual (HSM) Predictive Crash Analysis was conducted to compare the anticipated number of crashes between the No Build Alternative and Alternative 6 within the study period. This analysis was completed using ISATe worksheets, which are Microsoft Office Excel-based worksheets that helps analyze the safety performance of freeways, ramps, and ramp terminals based on facility type, traffic volumes, and roadway geometric conditions. The HSM freeway crash-predictive models have not been calibrated with Florida jurisdiction-specific data. However, since the objective is to compare the difference between the two alternatives, calibration rates are not necessary.

9.1 Predictive Crash Analysis Study Limits

The Predictive Crash Analysis study area spans the Selmon Expressway from south of Himes Avenue to south of Kennedy Boulevard. Predicted crashes were calculated for the freeway within the study area for both the No Build Alternative and Alternative 6 to compare their safety performances. The roadways were segmented based on the number of lanes, shoulder width changes, on and off ramp locations, and other geometric factors. This information was then coded into ISATe worksheets. The study period for this analysis is between the opening year (2026) and the design year (2046).

9.2 Predicted Crashes for the No Build Alternative

The ISATe worksheet was utilized to analyze the predicted crashes for the No Build Alternative using design year (2046) traffic projections. The summary results for the Selmon Expressway under the No Build Alternative by severity are shown in **Table 9.1**, while the results by crash type are shown in **Table 9.2**. The predicted number of total crashes on the Selmon Expressway over the study period is 3,457.6. Approximately 68 percent of crashes are expected to result in no injuries. The top three collision types are predicted to be rear-end crashes (49 percent), fixed object crashes (22 percent), and sideswipe crashes (17 percent). Sixty-nine percent of crashes are expected to involve multiple vehicles.

Table 9.1. No Build Alternative Predicted Crashes for the Selmon Expressway by Severity

Crash Severity Category	Predicted Crashes	Percent of Crashes
K (fatal)	11.5	0.3%
A (incapacitating injury)	32.3	0.9%
B (non-incapacitating injury)	222.7	6.4%
C (possible injury)	855.1	24.7%
O (no injury/property damage only)	2336.1	67.6%
Total	3457.6	100.0%

Table 9.2. No Build Alternative Predicted Crashes for the Selmon Expressway by Type

Crash Type Category	Predicted Crashes	Percent of Crashes
Multiple vehicle		
Head-on	8.8	0.3%
Right-angle	52.0	1.5%
Rear-end	1697.1	49.1%
Sideswipe	580.4	16.8%
Other	61.8	1.8%
Single vehicle		
Animal-related	15.4	0.4%
Fixed object	759.5	22.0%
Other object	110.0	3.2%
Parked vehicle	16.3	0.5%
Other	156.3	4.5%
Total		
Multiple-vehicle	2400.2	69.4%
Single-vehicle	1057.4	30.6%
Combined	3457.6	100.0%

9.3 Predicted Crashes for Alternative 6

The ISATe worksheet was utilized to analyze the predicted crashes for Alternative 6 using design year (2046) traffic projections. The summary results for the Selmon Expressway under Alternative 6 by severity are shown in **Table 9.3**, while the results by crash type are shown in **Table 9.4**. The predicted number of total crashes on the Selmon Expressway over the study period is 2,878.6. Approximately 67 percent of crashes are expected to result in no injuries. The top three collision types are predicted to be rear-end crashes (42 percent), fixed object crashes (30 percent), and sideswipe crashes (14 percent). Fifty-nine percent of crashes are expected to involve multiple vehicles.

Table 9.3. Alternative 6 Predicted Crashes for the Selmon Expressway by Severity

Crash Severity Category	Predicted Crashes	Percent of Crashes
K (fatal)	13.7	0.5%
A (incapacitating injury)	34.5	1.2%
B (non-incapacitating injury)	242.7	8.4%
C (possible injury)	667.7	23.2%
O (no injury/property damage only)	1920	66.7%
Total	2878.6	100.0%

Table 9.4. Alternative 6 Predicted Crashes for the Selmon Expressway by Type

Crash Type Category	Predicted Crashes	Percent of Crashes
Multiple vehicle		
Head-on	6.4	0.2%
Right-angle	36.8	1.3%
Rear-end	1199.9	41.7%
Sideswipe	405.7	14.1%
Other	43.4	1.5%
Single vehicle		
Animal-related	18.0	0.6%
Fixed object	852.3	29.6%
Other object	127.0	4.4%
Parked vehicle	18.2	0.6%
Other	170.7	5.9%
Total		
Multiple-vehicle	1692.3	58.8%
Single-vehicle	1186.3	41.2%
Combined	2878.6	100.0%

9.4 Summary of HSM Results

The results of the predictive analysis show that there is an anticipated reduction in crashes of approximately 17 percent over the length of the study period by implementing Alternative 6. This reduction is most likely due to the increased capacity, wider inside and outside shoulder widths, and other safety improvements along the corridor under Alternative 6.

Under Alternative 6, the Selmon Expressway corridor is expected to experience reductions in possible injury and property damage only type crashes of approximately 22 and 18 percent, respectively. Alternative 6 is also expected to reduce the number of total multiple vehicle crashes along the Selmon Expressway by over 29 percent. This is most likely due to the additional lane in each direction of travel and larger shoulders. These features may allow vehicles more opportunities to avoid crashes that would result in sideswipes or rear-end collisions.

9.5 Critical Crash Rates and Severity Rates

The No Build Alternative and Alternative 6 crash rates were compared to the critical crash rates for each year and the average of all years in the project’s design life, as shown in **Table 9.5**. The critical crash rate is similar between the No Build Alternative and Alternative 6 for all years. The crash rate for the No Build Alternative is expected to be less than the critical crash rate until 2035, at which point it becomes greater than the critical crash rate. The overall crash rate for the average of all years in the project’s design life for the No Build Alternative also shows the crash rate exceeding the critical crash

rate. Alternative 6 shows crash rates less than the critical crash rate for each year and the average of all years in the project’s design life. The severity rate, based on a scale from the Minnesota Department of Transportation Traffic Safety Fundamentals Handbook, is also predicted to be lower for Alternative 6 than for the No Build Alternative for each year and the average of all years in the project’s design life, as shown in **Table 9.6**.

Table 9.5. Critical Crash Rate Comparison

Year	No Build Alternative		Alternative 6	
	Critical Crash Rate	Crash Rate	Critical Crash Rate	Crash Rate
2026	0.9305	0.8323	0.9302	0.6767
2027	0.9283	0.8418	0.9280	0.6847
2028	0.9263	0.8515	0.9260	0.6930
2029	0.9243	0.8612	0.9240	0.7017
2030	0.9225	0.8721	0.9221	0.7107
2031	0.9207	0.8821	0.9204	0.7199
2032	0.9190	0.8921	0.9187	0.7294
2033	0.9173	0.9022	0.9170	0.7391
2034	0.9158	0.9123	0.9155	0.7490
2035	0.9143	0.9225	0.9140	0.7591
2036	0.9128	0.9328	0.9125	0.7693
2037	0.9115	0.9441	0.9112	0.7804
2038	0.9101	0.9544	0.9099	0.7908
2039	0.9088	0.9648	0.9086	0.8013
2040	0.9076	0.9753	0.9074	0.8120
2041	0.9064	0.9857	0.9062	0.8227
2042	0.9052	0.9962	0.9050	0.8335
2043	0.9041	1.0076	0.9039	0.8444
2044	0.9031	1.0181	0.9028	0.8553
2045	0.9020	1.0287	0.9018	0.8663
2046	0.9010	1.0392	0.9008	0.8773
Average	0.9128	0.9438	0.9125	0.7817

**Red indicates years when the crash rate exceeds the critical crash rate*

Table 9.6. Severity Rate Comparison

Year	Severity Rate	
	No Build Alternative	Alternative 6
2026	1.2140	1.0096
2027	1.2242	1.0194
2028	1.2347	1.0297
2029	1.2454	1.0403
2030	1.2578	1.0513
2031	1.2687	1.0627
2032	1.2798	1.0743
2033	1.2910	1.0861
2034	1.3022	1.0982
2035	1.3136	1.1105
2036	1.3251	1.1229
2037	1.3380	1.1366
2038	1.3496	1.1493
2039	1.3613	1.1621
2040	1.3730	1.1750
2041	1.3847	1.1880
2042	1.3965	1.2011
2043	1.4096	1.2142
2044	1.4215	1.2274
2045	1.4334	1.2406
2046	1.4453	1.2539
Average	1.3378	1.1378

10 Conclusions and Recommendations

It is recommended to construct Alternative 6, which widens the Selmon Expressway to three continuous through lanes at grade in each direction within the project limits. Congestion levels should then be monitored and, when the traffic demand warrants the need for more lanes, Alternative 2 may be constructed. Alternative 2 consists of four continuous through lanes at grade in each direction within the project limits and can be phased with Alternative 6. All work to go from Alternative 6 to Alternative 2 would be conducted on the inside of the Selmon Expressway. Widening the Selmon Expressway provides drivers with additional capacity along a facility with a high functional class and, therefore, provides them with a viable route alternative to other parallel facilities in the area, including Bayshore Boulevard, Platt Street, Cleveland Street, and Kennedy Boulevard.

In the future, ramp terminal intersections and arterials with interchanges along the Selmon Expressway may need additional improvements to accommodate the future traffic loadings expected by the design year (2046). The MacDill Avenue/Bay to Bay Boulevard intersection and Selmon Expressway/Willow Avenue interchange may require more substantial improvements than other intersections within the project limits.

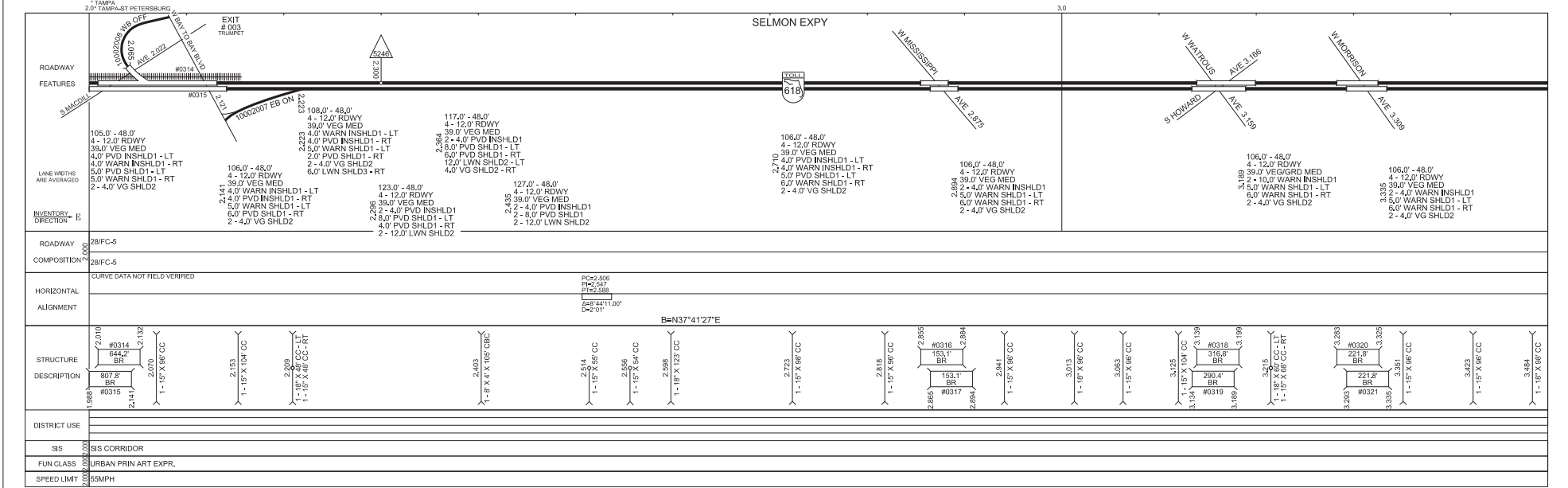
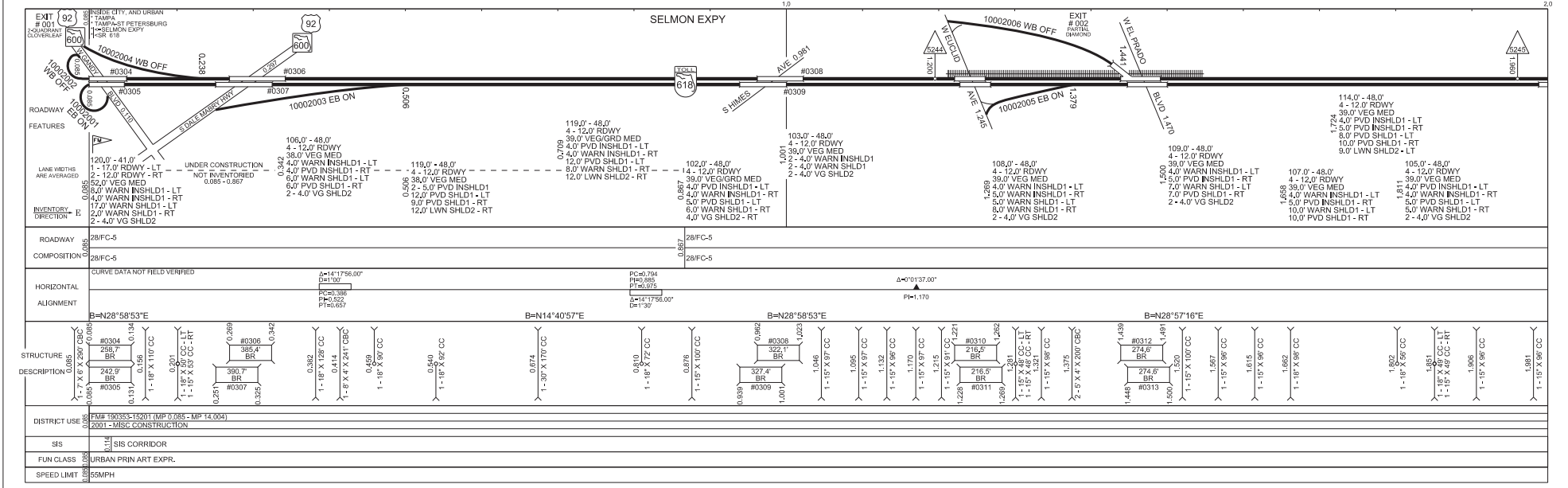
Appendices

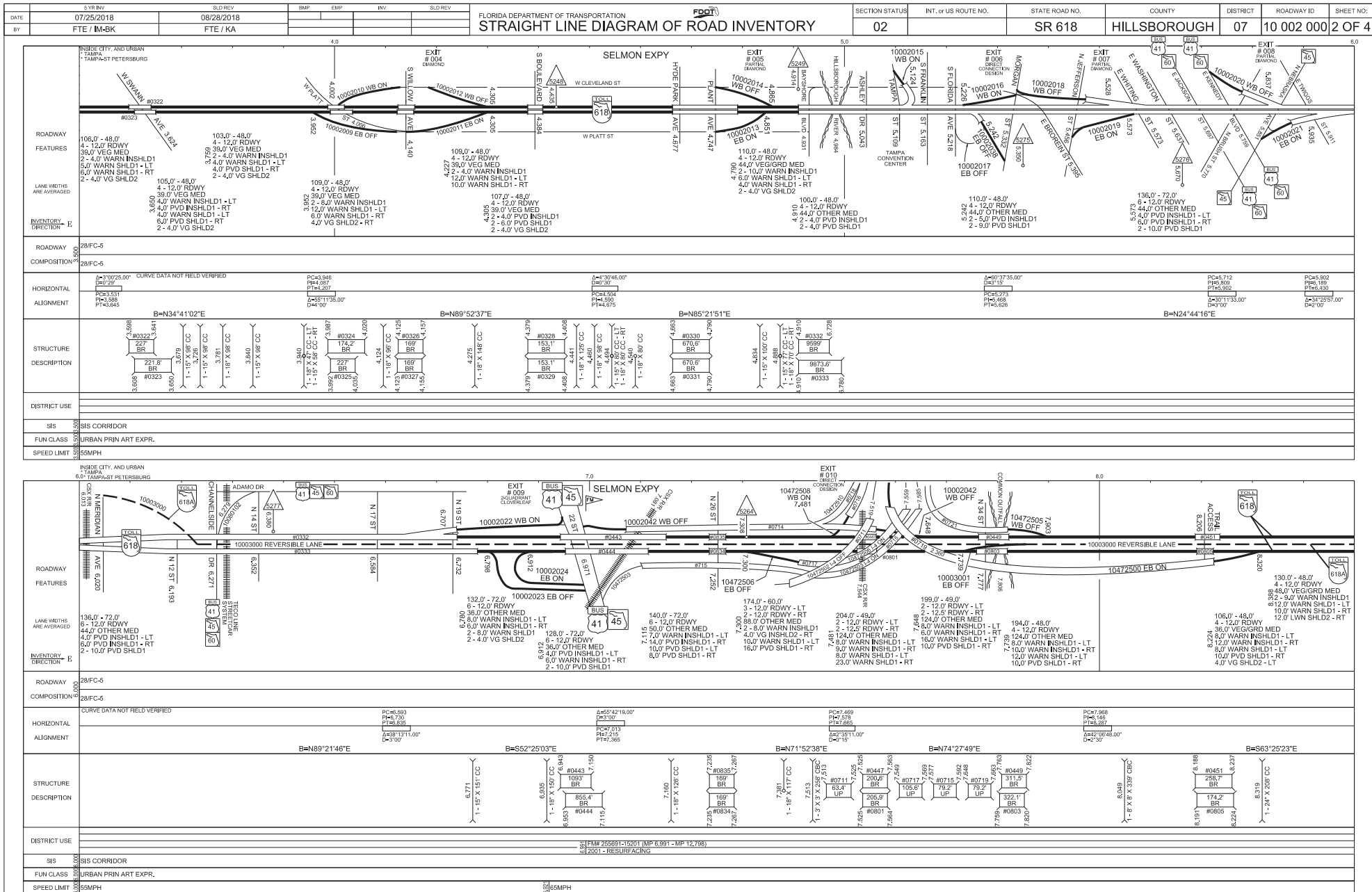


Appendix A

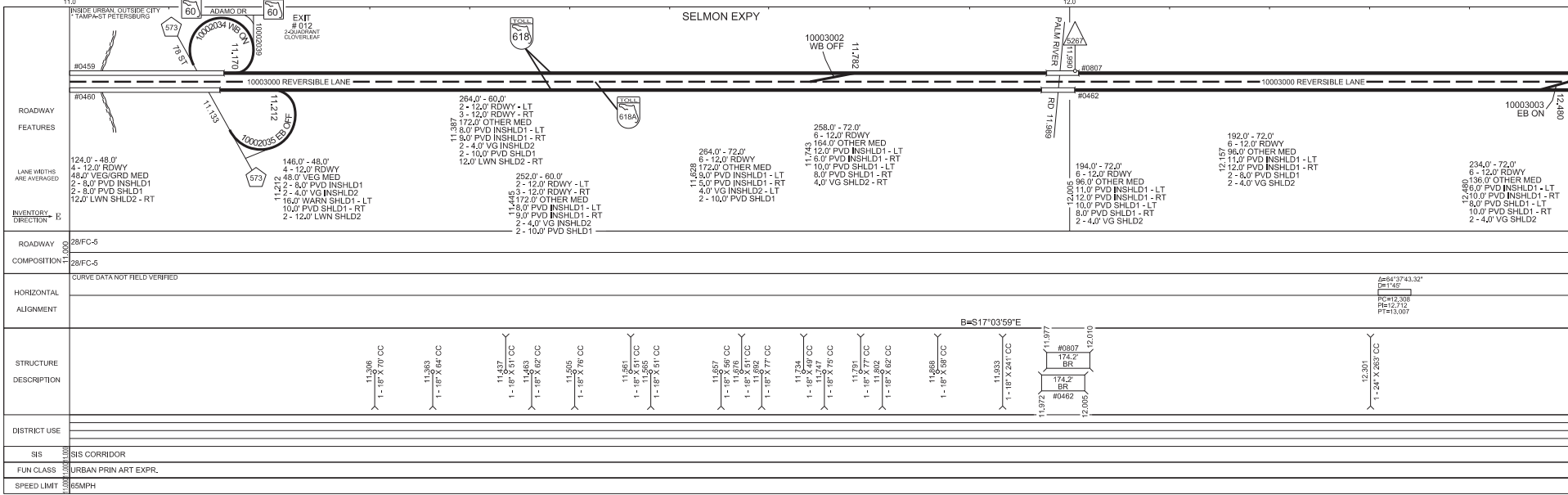
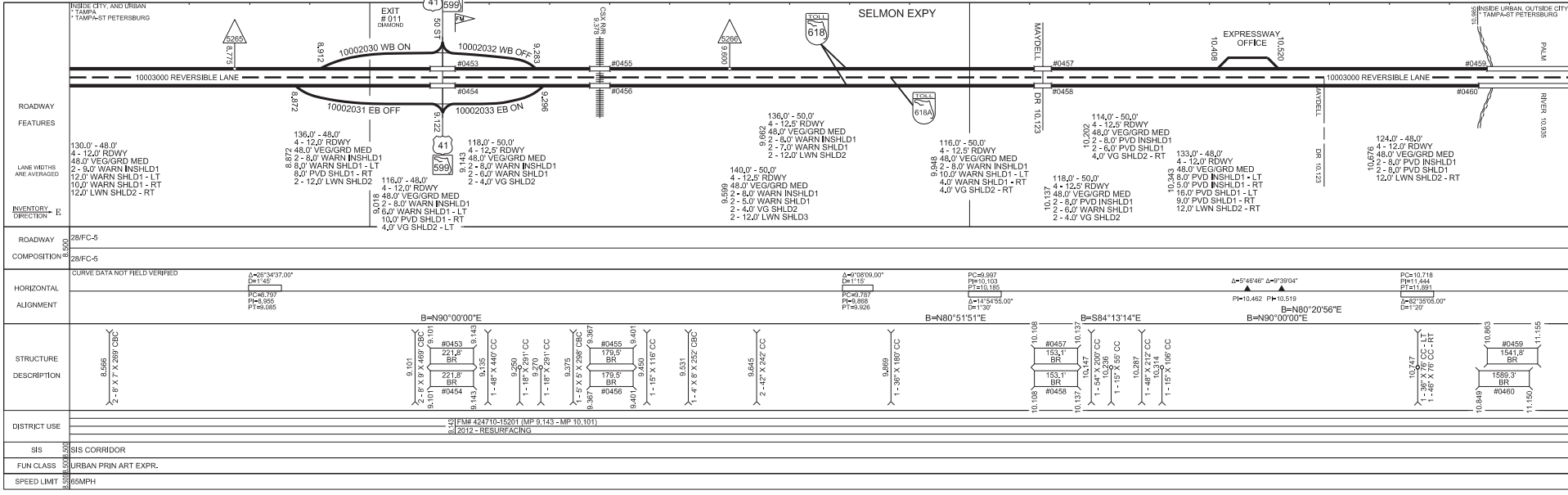
Straight-Line Diagram





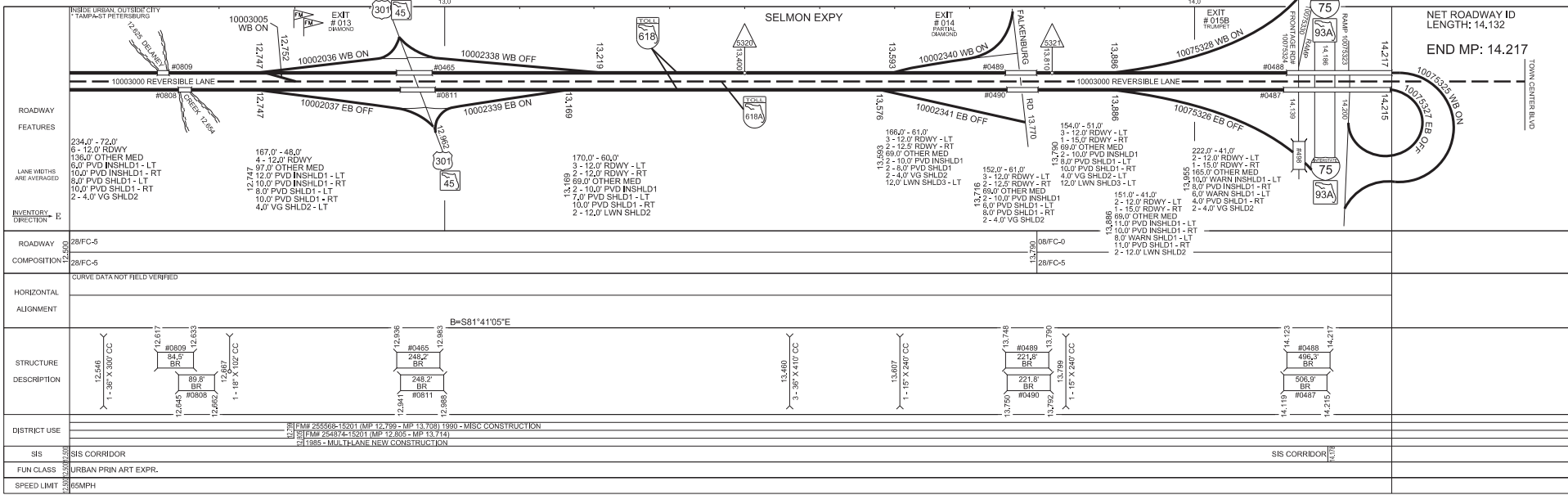


Version: 1.4,2.27 08/27/2018



DATE	S.YR REV	S.D REV	BMP	EMP	INV	S.D REV	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
07/25/2018	07/25/2018	08/28/2018					02		SR 618	HILLSBOROUGH	07	10 002 000	4 OF 4

FLORIDA DEPARTMENT OF TRANSPORTATION
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY



Appendix B

Traffic Count Data



72-Hour Vehicle Classification Counts

845	2	373	92	0	11	8	2	3	5	0	0	0	0	0	5	501
900	3	282	95	2	15	16	0	4	12	0	0	0	0	0	4	433
Hourly Total	7	1441	388	9	41	45	3	11	30	0	0	0	0	0	9	1984
915	0	269	82	4	20	15	1	5	6	0	0	0	0	0	2	404
930	3	219	76	0	12	21	0	2	5	0	0	0	0	0	1	339
945	2	207	75	0	11	6	1	2	7	0	0	0	0	0	1	312
1000	1	190	79	0	12	16	0	5	5	1	0	0	0	0	0	309
Hourly Total	6	885	312	4	55	58	2	14	23	1	0	0	0	0	4	1364
1015	2	119	63	1	9	22	3	5	4	0	0	0	0	0	0	228
1030	2	139	72	1	9	14	0	2	9	0	0	0	0	0	1	249
1045	2	146	57	0	12	9	1	2	5	0	0	0	0	0	1	235
1100	0	113	57	2	13	15	1	2	7	0	0	0	0	0	0	210
Hourly Total	6	517	249	4	43	60	5	11	25	0	0	0	0	0	2	922
1115	0	124	60	3	12	22	0	3	5	0	0	0	0	0	1	230
1130	0	125	70	2	12	16	0	3	3	0	0	0	0	0	1	232
1145	1	187	82	0	20	12	0	1	12	0	0	0	0	0	0	315
1200	2	143	63	3	14	12	2	2	10	0	0	0	0	0	1	252
Hourly Total	3	579	275	8	58	62	2	9	30	0	0	0	0	0	3	1029
1215	2	171	84	1	9	10	1	1	6	1	0	0	0	0	0	286
1230	0	132	72	1	11	11	1	4	9	0	0	0	0	0	2	243
1245	1	149	78	2	13	9	0	3	4	0	0	0	0	0	0	259
1300	1	134	71	2	26	9	1	3	7	0	0	0	0	0	1	255
Hourly Total	4	586	305	6	59	39	3	11	26	1	0	0	0	0	3	1043
1315	1	125	68	1	12	3	0	1	3	0	0	0	0	0	0	214
1330	3	136	75	1	11	12	0	2	5	0	0	0	0	0	0	245
1345	3	149	63	1	13	8	0	4	5	0	0	0	0	0	0	246
1400	2	154	69	2	13	5	2	0	4	0	0	0	0	0	0	251
Hourly Total	9	564	275	5	49	28	2	7	17	0	0	0	0	0	0	956
1415	2	173	89	1	10	8	0	4	8	0	1	0	0	0	0	296
1430	3	231	98	4	10	8	0	5	6	0	0	0	0	0	0	365
1445	0	187	91	1	22	3	0	4	5	0	0	0	0	0	1	314
1500	2	243	94	0	22	7	1	9	4	0	0	0	0	0	3	385
Hourly Total	7	834	372	6	64	26	1	22	23	0	1	0	0	0	4	1360
1515	4	290	126	1	25	4	2	9	9	0	0	0	0	0	2	472
1530	1	325	125	1	11	5	4	3	9	0	0	0	0	0	2	486
1545	2	329	174	2	18	5	0	3	2	0	0	0	0	0	0	535
1600	2	358	170	3	18	2	0	7	0	0	0	0	0	0	1	561
Hourly Total	9	1302	595	7	72	16	6	22	20	0	0	0	0	0	5	2054
1615	0	406	167	3	19	5	0	3	7	0	0	0	0	0	3	613
1630	1	402	164	5	21	1	1	9	6	0	0	0	0	0	1	611
1645	2	417	157	3	22	6	0	6	7	0	0	0	0	0	2	622
1700	3	402	131	4	16	3	0	8	1	0	0	0	0	0	2	570
Hourly Total	6	1627	619	15	78	15	1	26	21	0	0	0	0	0	8	2416
1715	2	368	128	7	22	2	0	5	2	0	0	0	0	0	1	537
1730	2	344	99	2	14	2	0	3	6	0	0	0	0	0	0	472
1745	2	343	122	2	15	1	0	2	2	1	0	0	0	0	1	491
1800	2	355	118	0	12	2	0	3	3	1	0	0	0	0	4	500
Hourly Total	8	1410	467	11	63	7	0	13	13	2	0	0	0	0	6	2000
1815	4	267	96	1	13	3	0	1	7	0	0	0	0	0	0	392
1830	1	267	68	1	7	0	0	2	3	0	0	0	0	0	2	351
1845	1	214	57	0	6	0	0	4	3	0	0	0	0	0	0	285

1900	0	159	53	0	10	0	0	1	0	0	0	0	0	0	1	224
Hourly Total	6	907	274	2	36	3	0	8	13	0	0	0	0	0	3	1252
1915	0	151	57	1	5	0	0	3	2	0	0	0	0	0	0	219
1930	0	137	32	0	11	0	0	0	3	0	0	0	0	0	0	183
1945	0	124	39	0	4	1	0	3	1	0	0	0	0	0	1	173
2000	1	103	35	0	4	0	0	1	2	0	0	0	0	0	0	146
Hourly Total	1	515	163	1	24	1	0	7	8	0	0	0	0	0	1	721
2015	0	86	26	0	2	0	0	2	1	0	0	0	0	0	0	117
2030	0	80	23	0	3	0	0	0	2	0	0	0	0	0	0	108
2045	0	77	27	0	1	0	0	0	4	0	0	0	0	0	0	109
2100	0	62	12	0	0	0	0	0	2	0	0	0	0	0	0	76
Hourly Total	0	305	88	0	6	0	0	2	9	0	0	0	0	0	0	410
2115	0	75	25	0	3	0	0	1	2	0	1	0	0	0	0	107
2130	0	65	16	0	0	0	0	0	0	0	1	0	0	0	0	82
2145	2	56	12	0	2	0	0	0	2	0	0	0	0	0	0	74
2200	0	37	9	2	1	0	0	0	1	0	0	0	0	0	0	50
Hourly Total	2	233	62	2	6	0	0	1	5	0	2	0	0	0	0	313
2215	1	70	10	2	0	0	0	0	0	0	0	0	0	0	0	83
2230	0	43	4	1	1	0	0	0	2	0	0	0	0	0	3	54
2245	0	21	6	0	3	0	0	1	1	0	0	0	0	0	0	32
2300	0	29	8	0	3	0	0	1	0	0	1	0	0	0	0	42
Hourly Total	1	163	28	3	7	0	0	2	3	0	1	0	0	0	3	211
2315	0	35	13	1	1	0	0	0	1	0	1	0	0	0	1	53
2330	3	20	9	1	1	1	0	0	0	0	0	0	0	0	0	35
2345	1	27	3	0	0	1	0	0	0	0	0	0	0	0	0	32
2400	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	4	103	31	2	3	2	0	0	1	0	1	0	0	0	1	148
DAILY TOTAL	93	14589	5313	104	782	411	34	188	340	5	7	0	0	0	57	21923
Percentages	0.4%	66.5%	24.2%	0.5%	3.6%	1.9%	0.2%	0.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy north of Euclid Ave
 Direction: Southbound
 Start Date: 5/14/2019
 Stop Date: 5/14/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	19	3	0	1	0	0	1	3	0	0	0	0	0	0	27
30	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
45	0	11	5	0	0	0	0	0	1	0	0	0	0	0	0	17
100	0	15	2	0	0	0	0	0	3	0	0	0	0	0	0	20
Hourly Total	0	62	18	0	1	0	0	1	7	0	0	0	0	0	0	89
115	0	6	1	0	0	1	0	0	1	0	0	0	0	0	1	10
130	0	19	4	0	0	0	0	2	3	0	0	0	0	0	0	28
145	0	11	2	0	1	0	0	0	0	0	0	0	0	0	1	15
200	1	15	3	0	0	0	0	1	2	0	0	0	0	0	0	22
Hourly Total	1	51	10	0	1	1	0	3	6	0	0	0	0	0	2	75
215	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
230	1	7	3	0	0	1	0	2	0	0	0	0	0	0	0	14
245	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
300	0	9	4	0	1	0	0	1	2	0	0	0	0	0	0	17
Hourly Total	1	39	9	0	2	1	0	3	3	0	0	0	0	0	0	58
315	0	10	4	0	1	0	0	0	3	0	0	0	0	0	0	18
330	0	10	3	0	1	0	0	0	2	0	0	0	0	0	0	16
345	0	14	3	0	1	0	0	0	2	0	2	0	0	0	0	22
400	0	12	5	0	1	0	0	0	2	0	0	0	0	0	0	20
Hourly Total	0	46	15	0	4	0	0	0	9	0	2	0	0	0	0	76
415	0	18	5	0	0	0	0	0	4	0	0	0	0	0	0	27
430	2	20	8	0	0	1	0	1	3	0	0	0	0	0	0	35
445	1	33	13	1	2	1	0	0	1	0	0	0	0	0	0	52
500	0	42	18	0	4	3	0	0	2	0	0	0	0	0	1	70
Hourly Total	3	113	44	1	6	5	0	1	10	0	0	0	0	0	1	184
515	0	60	19	1	1	1	0	2	3	0	0	0	0	0	0	87
530	2	95	39	0	6	2	0	4	6	0	0	0	0	0	0	154
545	1	132	61	0	2	3	0	1	3	0	0	0	0	0	0	203
600	2	208	83	1	6	6	0	1	6	0	0	0	0	0	0	313
Hourly Total	5	495	202	2	15	12	0	8	18	0	0	0	0	0	0	757
615	1	264	128	1	7	4	3	2	7	0	0	0	0	0	0	417
630	3	338	131	2	13	4	1	2	7	1	0	0	0	0	0	502
645	0	395	149	0	10	3	1	4	6	1	0	0	0	0	0	569
700	3	416	120	2	17	5	0	5	6	0	0	0	0	0	3	577
Hourly Total	7	1413	528	5	47	16	5	13	26	2	0	0	0	0	3	2065
715	1	367	124	1	17	5	1	3	6	0	0	0	0	0	0	525
730	1	383	123	2	17	6	3	7	4	0	1	0	0	0	0	547
745	1	345	111	2	9	9	5	4	8	0	0	0	0	0	0	494
800	2	340	123	1	18	3	7	8	5	1	0	0	0	0	0	508
Hourly Total	5	1435	481	6	61	23	16	22	23	1	1	0	0	0	0	2074
815	2	323	117	1	19	6	7	3	6	0	0	0	0	0	1	485
830	1	293	114	1	19	4	7	9	6	0	0	0	0	0	0	454

845	1	337	126	3	15	7	10	6	10	1	0	0	0	0	1	517
900	4	298	128	3	15	2	4	6	11	0	0	0	0	0	1	472
Hourly Total	8	1251	485	8	68	19	28	24	33	1	0	0	0	0	3	1928
915	5	201	88	0	16	5	6	5	11	0	1	0	0	0	0	338
930	3	201	73	0	17	7	12	5	11	1	0	0	0	0	0	330
945	1	151	76	0	12	4	11	5	6	0	0	0	0	0	1	267
1000	2	162	67	0	16	5	10	5	9	0	0	0	0	0	0	276
Hourly Total	11	715	304	0	61	21	39	20	37	1	1	0	0	0	1	1211
1015	0	137	58	0	9	1	6	3	1	0	1	0	0	0	0	216
1030	3	120	51	0	13	10	13	2	6	0	0	0	0	0	0	218
1045	0	128	56	0	8	6	11	1	7	1	0	0	0	0	1	219
1100	0	143	57	1	6	6	15	4	8	0	0	0	0	0	0	240
Hourly Total	3	528	222	1	36	23	45	10	22	1	1	0	0	0	1	893
1115	0	155	63	1	9	8	13	4	6	0	0	0	0	0	1	260
1130	2	170	58	3	9	7	5	1	11	2	0	0	0	0	0	268
1145	0	150	57	0	6	2	5	0	5	0	1	0	0	0	0	226
1200	1	153	67	0	13	4	11	2	8	0	0	0	0	0	1	260
Hourly Total	3	628	245	4	37	21	34	7	30	2	1	0	0	0	2	1014
1215	3	152	65	0	7	6	10	5	5	1	0	1	0	0	0	255
1230	1	143	57	0	12	10	8	3	6	0	0	0	0	0	3	243
1245	1	182	54	1	4	6	5	1	3	0	1	0	0	0	0	258
1300	1	125	62	0	7	6	2	2	5	0	0	0	0	0	0	210
Hourly Total	6	602	238	1	30	28	25	11	19	1	1	1	0	0	3	966
1315	1	166	46	0	8	3	2	4	3	0	0	0	0	0	0	233
1330	0	160	55	1	9	4	1	2	5	3	0	0	0	0	0	240
1345	4	152	62	0	7	7	3	2	8	0	0	0	0	0	0	245
1400	1	158	59	0	6	7	1	2	6	0	0	0	0	0	0	240
Hourly Total	6	636	222	1	30	21	7	10	22	3	0	0	0	0	0	958
1415	1	161	63	0	8	3	2	1	4	0	1	0	0	0	0	244
1430	0	142	53	0	4	3	2	3	6	0	0	0	0	0	0	213
1445	0	152	60	0	6	3	2	1	6	0	0	0	0	0	0	230
1500	1	189	62	0	10	4	1	5	1	0	0	0	0	0	4	277
Hourly Total	2	644	238	0	28	13	7	10	17	0	1	0	0	0	4	964
1515	1	171	86	4	11	2	1	0	2	0	0	0	0	0	0	278
1530	2	229	79	2	12	4	0	3	2	0	0	0	0	0	0	333
1545	0	252	71	3	5	1	1	3	4	0	0	0	0	0	1	341
1600	0	261	84	1	12	0	2	0	4	0	0	0	0	0	0	364
Hourly Total	3	913	320	10	40	7	4	6	12	0	0	0	0	0	1	1316
1615	0	334	105	2	14	3	1	4	5	0	0	0	0	0	2	470
1630	1	380	106	3	8	1	0	2	7	0	0	0	0	0	0	508
1645	1	350	99	0	12	2	0	4	6	0	0	0	0	0	0	474
1700	0	379	91	0	1	1	0	2	9	0	0	0	0	0	0	483
Hourly Total	2	1443	401	5	35	7	1	12	27	0	0	0	0	0	2	1935
1715	1	423	100	0	5	1	0	0	2	0	1	0	0	0	0	533
1730	1	556	126	0	4	1	0	2	1	0	0	0	0	0	3	694
1745	0	418	86	0	7	1	0	2	5	0	0	0	0	0	1	520
1800	0	402	76	0	5	1	0	2	3	0	0	0	0	0	0	489
Hourly Total	2	1799	388	0	21	4	0	6	11	0	1	0	0	0	4	2236
1815	1	324	75	0	5	0	0	0	1	0	0	0	0	0	1	407
1830	1	285	42	0	4	0	0	2	4	0	0	0	0	0	0	338
1845	0	207	44	1	4	2	0	1	3	1	0	0	0	0	0	263

1900	0	198	34	0	1	1	0	2	2	0	0	0	0	0	0	238
Hourly Total	2	1014	195	1	14	3	0	5	10	1	0	0	0	0	1	1246
1915	0	157	43	0	2	1	0	1	3	0	0	0	0	0	0	207
1930	0	138	37	0	8	0	0	2	0	0	0	0	0	0	1	186
1945	1	129	33	0	1	1	0	2	2	0	0	0	0	0	1	170
2000	1	116	20	0	1	0	0	0	2	0	0	0	0	0	0	140
Hourly Total	2	540	133	0	12	2	0	5	7	0	0	0	0	0	2	703
2015	0	126	22	0	0	0	0	0	1	0	0	0	0	0	0	149
2030	1	93	15	0	1	0	0	1	0	0	0	0	0	0	0	111
2045	0	110	18	0	2	1	0	1	1	0	0	0	0	0	0	133
2100	0	105	17	0	1	0	0	1	0	0	0	0	0	0	0	124
Hourly Total	1	434	72	0	4	1	0	3	2	0	0	0	0	0	0	517
2115	0	107	21	0	3	1	0	0	1	0	0	0	0	0	0	133
2130	0	91	15	0	0	0	0	0	0	0	0	0	0	0	0	106
2145	0	86	15	0	1	2	0	1	2	0	0	0	0	0	1	108
2200	0	67	12	0	2	0	0	0	1	0	0	0	0	0	0	82
Hourly Total	0	351	63	0	6	3	0	1	4	0	0	0	0	0	1	429
2215	0	71	14	0	0	0	0	0	1	0	0	0	0	0	0	86
2230	0	50	12	0	1	0	0	0	0	0	0	0	0	0	1	64
2245	1	50	11	0	0	0	0	0	2	0	0	0	0	0	0	64
2300	0	51	8	0	1	1	0	0	1	0	0	0	0	0	0	62
Hourly Total	1	222	45	0	2	1	0	0	4	0	0	0	0	0	1	276
2315	1	28	9	0	0	0	0	0	1	0	0	0	0	0	0	39
2330	1	43	2	0	0	0	0	0	1	0	0	0	0	0	0	47
2345	0	25	8	0	1	0	0	0	0	0	0	0	0	0	0	34
2400	0	34	7	0	1	0	0	0	1	0	0	0	0	0	0	43
Hourly Total	2	130	26	0	2	0	0	0	3	0	0	0	0	0	0	163
DAILY TOTAL	76	15504	4904	45	563	232	211	181	362	13	9	1	0	0	32	22133
Percentages	0.3%	70.0%	22.2%	0.2%	2.5%	1.0%	1.0%	0.8%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

845	3	710	218	3	26	15	12	9	15	1	0	0	0	0	6	1018
900	7	580	223	5	30	18	4	10	23	0	0	0	0	0	5	905
Hourly Total	15	2692	873	17	109	64	31	35	63	1	0	0	0	0	12	3912
915	5	470	170	4	36	20	7	10	17	0	1	0	0	0	2	742
930	6	420	149	0	29	28	12	7	16	1	0	0	0	0	1	669
945	3	358	151	0	23	10	12	7	13	0	0	0	0	0	2	579
1000	3	352	146	0	28	21	10	10	14	1	0	0	0	0	0	585
Hourly Total	17	1600	616	4	116	79	41	34	60	2	1	0	0	0	5	2575
1015	2	256	121	1	18	23	9	8	5	0	1	0	0	0	0	444
1030	5	259	123	1	22	24	13	4	15	0	0	0	0	0	1	467
1045	2	274	113	0	20	15	12	3	12	1	0	0	0	0	2	454
1100	0	256	114	3	19	21	16	6	15	0	0	0	0	0	0	450
Hourly Total	9	1045	471	5	79	83	50	21	47	1	1	0	0	0	3	1815
1115	0	279	123	4	21	30	13	7	11	0	0	0	0	0	2	490
1130	2	295	128	5	21	23	5	4	14	2	0	0	0	0	1	500
1145	1	337	139	0	26	14	5	1	17	0	1	0	0	0	0	541
1200	3	296	130	3	27	16	13	4	18	0	0	0	0	0	2	512
Hourly Total	6	1207	520	12	95	83	36	16	60	2	1	0	0	0	5	2043
1215	5	323	149	1	16	16	11	6	11	2	0	1	0	0	0	541
1230	1	275	129	1	23	21	9	7	15	0	0	0	0	0	5	486
1245	2	331	132	3	17	15	5	4	7	0	1	0	0	0	0	517
1300	2	259	133	2	33	15	3	5	12	0	0	0	0	0	1	465
Hourly Total	10	1188	543	7	89	67	28	22	45	2	1	1	0	0	6	2009
1315	2	291	114	1	20	6	2	5	6	0	0	0	0	0	0	447
1330	3	296	130	2	20	16	1	4	10	3	0	0	0	0	0	485
1345	7	301	125	1	20	15	3	6	13	0	0	0	0	0	0	491
1400	3	312	128	2	19	12	3	2	10	0	0	0	0	0	0	491
Hourly Total	15	1200	497	6	79	49	9	17	39	3	0	0	0	0	0	1914
1415	3	334	152	1	18	11	2	5	12	0	2	0	0	0	0	540
1430	3	373	151	4	14	11	2	8	12	0	0	0	0	0	0	578
1445	0	339	151	1	28	6	2	5	11	0	0	0	0	0	1	544
1500	3	432	156	0	32	11	2	14	5	0	0	0	0	0	7	662
Hourly Total	9	1478	610	6	92	39	8	32	40	0	2	0	0	0	8	2324
1515	5	461	212	5	36	6	3	9	11	0	0	0	0	0	2	750
1530	3	554	204	3	23	9	4	6	11	0	0	0	0	0	2	819
1545	2	581	245	5	23	6	1	6	6	0	0	0	0	0	1	876
1600	2	619	254	4	30	2	2	7	4	0	0	0	0	0	1	925
Hourly Total	12	2215	915	17	112	23	10	28	32	0	0	0	0	0	6	3370
1615	0	740	272	5	33	8	1	7	12	0	0	0	0	0	5	1083
1630	2	782	270	8	29	2	1	11	13	0	0	0	0	0	1	1119
1645	3	767	256	3	34	8	0	10	13	0	0	0	0	0	2	1096
1700	3	781	222	4	17	4	0	10	10	0	0	0	0	0	2	1053
Hourly Total	8	3070	1020	20	113	22	2	38	48	0	0	0	0	0	10	4351
1715	3	791	228	7	27	3	0	5	4	0	1	0	0	0	1	1070
1730	3	900	225	2	18	3	0	5	7	0	0	0	0	0	3	1166
1745	2	761	208	2	22	2	0	4	7	1	0	0	0	0	2	1011
1800	2	757	194	0	17	3	0	5	6	1	0	0	0	0	4	989
Hourly Total	10	3209	855	11	84	11	0	19	24	2	1	0	0	0	10	4236
1815	5	591	171	1	18	3	0	1	8	0	0	0	0	0	1	799
1830	2	552	110	1	11	0	0	4	7	0	0	0	0	0	2	689
1845	1	421	101	1	10	2	0	5	6	1	0	0	0	0	0	548

1900	0	357	87	0	11	1	0	3	2	0	0	0	0	0	1	462
Hourly Total	8	1921	469	3	50	6	0	13	23	1	0	0	0	0	4	2498
1915	0	308	100	1	7	1	0	4	5	0	0	0	0	0	0	426
1930	0	275	69	0	19	0	0	2	3	0	0	0	0	0	1	369
1945	1	253	72	0	5	2	0	5	3	0	0	0	0	0	2	343
2000	2	219	55	0	5	0	0	1	4	0	0	0	0	0	0	286
Hourly Total	3	1055	296	1	36	3	0	12	15	0	0	0	0	0	3	1424
2015	0	212	48	0	2	0	0	2	2	0	0	0	0	0	0	266
2030	1	173	38	0	4	0	0	1	2	0	0	0	0	0	0	219
2045	0	187	45	0	3	1	0	1	5	0	0	0	0	0	0	242
2100	0	167	29	0	1	0	0	1	2	0	0	0	0	0	0	200
Hourly Total	1	739	160	0	10	1	0	5	11	0	0	0	0	0	0	927
2115	0	182	46	0	6	1	0	1	3	0	1	0	0	0	0	240
2130	0	156	31	0	0	0	0	0	0	0	1	0	0	0	0	188
2145	2	142	27	0	3	2	0	1	4	0	0	0	0	0	1	182
2200	0	104	21	2	3	0	0	0	2	0	0	0	0	0	0	132
Hourly Total	2	584	125	2	12	3	0	2	9	0	2	0	0	0	1	742
2215	1	141	24	2	0	0	0	0	1	0	0	0	0	0	0	169
2230	0	93	16	1	2	0	0	0	2	0	0	0	0	0	4	118
2245	1	71	17	0	3	0	0	1	3	0	0	0	0	0	0	96
2300	0	80	16	0	4	1	0	1	1	0	1	0	0	0	0	104
Hourly Total	2	385	73	3	9	1	0	2	7	0	1	0	0	0	4	487
2315	1	63	22	1	1	0	0	0	2	0	1	0	0	0	1	92
2330	4	63	11	1	1	1	0	0	1	0	0	0	0	0	0	82
2345	1	52	11	0	1	1	0	0	0	0	0	0	0	0	0	66
2400	0	55	13	0	2	0	0	0	1	0	0	0	0	0	0	71
Hourly Total	6	233	57	2	5	2	0	0	4	0	1	0	0	0	1	311
DAILY TOTAL	169	30093	10217	149	1345	643	245	369	702	18	16	1	0	0	89	44056
Percentages	0.4%	68.3%	23.2%	0.3%	3.1%	1.5%	0.6%	0.8%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

845	2	335	114	3	16	3	1	2	7	0	0	0	0	0	1	484
900	0	295	86	1	13	1	2	1	10	0	0	0	0	0	0	409
Hourly Total	4	1440	430	8	55	14	3	10	27	0	0	0	0	0	2	1993
915	0	235	93	2	10	3	0	2	6	0	0	0	0	0	1	352
930	3	208	76	2	14	11	1	3	5	0	0	0	0	0	1	324
945	1	179	82	2	12	4	0	4	8	1	0	0	0	0	0	293
1000	1	166	65	0	12	4	2	3	5	0	0	0	0	0	1	259
Hourly Total	5	788	316	6	48	22	3	12	24	1	0	0	0	0	3	1228
1015	2	123	57	1	11	3	0	4	8	0	0	0	0	0	2	211
1030	1	130	55	1	13	8	1	2	6	0	0	0	0	0	0	217
1045	2	134	70	1	10	6	0	5	3	0	0	0	0	0	0	231
1100	4	123	53	1	12	12	0	4	4	0	0	0	0	0	1	214
Hourly Total	9	510	235	4	46	29	1	15	21	0	0	0	0	0	3	873
1115	2	136	58	0	15	4	0	1	4	0	0	0	0	0	0	220
1130	3	127	53	2	12	4	0	4	9	0	0	0	0	0	0	214
1145	0	120	56	0	12	1	0	3	4	0	0	0	0	0	0	196
1200	0	122	72	0	10	5	0	2	4	0	0	0	0	0	1	216
Hourly Total	5	505	239	2	49	14	0	10	21	0	0	0	0	0	1	846
1215	2	131	64	2	8	4	1	2	4	0	0	0	0	0	0	218
1230	2	150	59	1	9	6	1	1	7	0	0	0	0	0	3	239
1245	2	145	76	1	8	3	0	5	8	0	0	0	0	0	0	248
1300	1	152	73	3	12	3	0	2	6	0	0	0	0	0	1	253
Hourly Total	7	578	272	7	37	16	2	10	25	0	0	0	0	0	4	958
1315	2	149	74	3	13	4	0	2	7	0	0	0	0	0	0	254
1330	2	149	86	3	13	6	3	6	6	0	0	0	0	0	2	276
1345	3	152	65	2	13	3	2	3	5	0	0	0	0	0	1	249
1400	1	172	76	1	14	4	0	7	7	0	0	0	0	0	2	284
Hourly Total	8	622	301	9	53	17	5	18	25	0	0	0	0	0	5	1063
1415	2	183	86	4	15	6	1	3	7	0	0	0	0	0	0	307
1430	1	221	98	2	14	7	0	3	3	0	0	0	0	0	0	349
1445	2	227	90	2	16	4	0	5	8	0	0	0	0	0	2	356
1500	4	224	105	1	25	4	0	8	5	0	0	0	0	0	3	379
Hourly Total	9	855	379	9	70	21	1	19	23	0	0	0	0	0	5	1391
1515	2	253	127	4	24	2	0	9	3	0	0	0	0	0	2	426
1530	5	339	140	2	22	6	1	4	8	0	0	0	0	0	0	527
1545	3	339	173	5	29	4	0	8	7	0	0	0	0	0	0	568
1600	2	388	164	3	22	8	0	5	5	0	0	0	0	0	4	601
Hourly Total	12	1319	604	14	97	20	1	26	23	0	0	0	0	0	6	2122
1615	1	426	174	1	28	1	0	5	6	0	0	0	0	0	1	643
1630	1	429	165	6	19	4	0	5	6	1	0	0	0	0	0	636
1645	3	392	153	7	30	1	0	4	1	0	0	0	0	0	0	591
1700	3	408	147	1	12	5	0	5	2	0	0	0	0	0	0	583
Hourly Total	8	1655	639	15	89	11	0	19	15	1	0	0	0	0	1	2453
1715	3	415	146	5	21	6	0	8	6	0	0	0	0	0	0	610
1730	2	336	127	2	14	1	0	5	3	0	0	0	0	0	1	491
1745	0	293	119	2	12	0	0	10	6	0	0	0	0	0	0	442
1800	3	306	130	0	13	1	0	3	2	0	0	0	0	0	0	458
Hourly Total	8	1350	522	9	60	8	0	26	17	0	0	0	0	0	1	2001
1815	3	337	103	0	20	0	1	1	7	0	0	0	0	0	0	472
1830	2	323	91	0	12	2	0	6	3	1	0	0	1	0	1	442
1845	0	247	98	3	10	0	0	7	2	0	0	0	0	0	0	367

1900	0	215	71	1	10	0	0	1	5	0	0	0	0	0	0	303
Hourly Total	5	1122	363	4	52	2	1	15	17	1	0	0	1	0	1	1584
1915	4	190	54	2	6	2	0	0	2	0	0	0	0	0	1	261
1930	1	147	42	0	11	1	0	2	5	0	0	0	0	0	0	209
1945	1	103	36	0	6	0	0	1	0	0	0	0	0	0	0	147
2000	0	89	30	0	7	0	0	0	1	0	0	0	0	0	0	127
Hourly Total	6	529	162	2	30	3	0	3	8	0	0	0	0	0	1	744
2015	0	100	24	0	4	0	0	0	2	0	0	0	0	0	0	130
2030	0	99	36	0	1	0	0	0	0	0	0	0	0	0	0	136
2045	1	94	23	0	1	0	0	0	2	0	0	0	0	0	0	121
2100	3	68	29	1	4	0	0	2	1	0	0	0	0	0	0	108
Hourly Total	4	361	112	1	10	0	0	2	5	0	0	0	0	0	0	495
2115	1	78	27	0	3	0	0	0	0	0	1	0	0	0	0	110
2130	0	71	18	0	2	0	0	2	2	0	0	0	0	0	0	95
2145	2	63	22	0	4	0	0	0	2	0	0	0	0	0	1	94
2200	0	59	20	0	2	0	0	0	2	0	0	0	0	0	0	83
Hourly Total	3	271	87	0	11	0	0	2	6	0	1	0	0	0	1	382
2215	0	74	14	1	2	0	0	0	1	0	0	0	0	0	0	92
2230	0	51	9	6	1	1	0	0	1	0	0	0	0	0	0	69
2245	1	52	19	0	3	0	0	0	0	0	0	0	0	0	0	75
2300	1	23	9	0	2	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	2	200	51	7	8	1	0	0	2	0	0	0	0	0	0	271
2315	1	31	10	1	1	0	0	0	0	0	0	0	0	0	0	44
2330	1	27	16	0	3	1	0	0	2	0	0	0	0	0	0	50
2345	1	28	7	1	0	0	0	0	0	0	1	0	0	0	2	40
2400	1	19	7	0	1	0	0	0	2	0	0	0	0	0	0	30
Hourly Total	4	105	40	2	5	1	0	0	4	0	1	0	0	0	2	164
DAILY TOTAL	117	14744	5632	116	836	215	32	209	336	3	3	0	1	0	43	22287
Percentages	0.5%	66.2%	25.3%	0.5%	3.8%	1.0%	0.1%	0.9%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

845	3	306	122	2	20	7	2	3	3	0	0	0	0	0	2	470
900	1	270	120	5	17	7	3	8	10	0	0	0	0	0	0	441
Hourly Total	6	1207	479	8	72	21	9	22	29	2	0	0	0	0	2	1857
915	2	198	94	0	14	7	0	2	6	0	0	0	0	0	1	324
930	4	206	90	0	21	6	0	5	8	0	0	0	0	0	0	340
945	3	175	67	0	16	6	0	7	5	0	0	0	0	0	0	279
1000	0	185	71	0	14	7	1	1	6	0	0	0	0	0	2	287
Hourly Total	9	764	322	0	65	26	1	15	25	0	0	0	0	0	3	1230
1015	2	155	63	0	7	3	2	7	4	0	0	0	0	0	1	244
1030	1	140	61	0	7	3	2	6	5	0	1	0	0	0	0	226
1045	2	144	56	0	8	1	0	6	5	0	1	0	0	0	0	223
1100	4	145	61	1	6	2	0	4	5	0	0	0	0	0	0	228
Hourly Total	9	584	241	1	28	9	4	23	19	0	2	0	0	0	1	921
1115	0	140	70	0	7	3	1	3	7	0	0	0	0	0	1	232
1130	0	148	56	0	6	2	1	3	7	1	0	0	0	0	0	224
1145	1	174	64	0	7	5	1	5	6	1	1	0	0	0	0	265
1200	0	177	60	1	9	3	0	3	9	0	0	0	0	0	1	263
Hourly Total	1	639	250	1	29	13	3	14	29	2	1	0	0	0	2	984
1215	0	153	70	0	8	6	3	5	2	1	1	0	0	0	2	251
1230	2	159	60	0	14	7	1	3	5	0	0	0	0	0	0	251
1245	2	170	59	0	8	5	0	3	4	0	0	0	0	0	0	251
1300	4	182	50	0	7	5	1	2	7	0	0	0	0	0	0	258
Hourly Total	8	664	239	0	37	23	5	13	18	1	1	0	0	0	2	1011
1315	2	152	62	0	10	8	1	3	6	1	0	0	0	0	0	245
1330	6	157	61	0	10	9	1	4	3	0	0	0	0	0	0	251
1345	1	147	50	1	8	3	1	4	5	0	0	0	0	0	1	221
1400	1	171	58	0	9	3	0	1	7	0	0	0	0	0	0	250
Hourly Total	10	627	231	1	37	23	3	12	21	1	0	0	0	0	1	967
1415	2	191	56	0	8	5	1	1	6	0	0	0	0	0	0	270
1430	3	167	60	0	14	0	1	1	3	0	0	0	0	0	0	249
1445	0	193	67	0	12	4	0	5	3	1	0	0	0	0	0	285
1500	0	192	59	4	13	7	1	3	8	0	0	0	0	0	1	288
Hourly Total	5	743	242	4	47	16	3	10	20	1	0	0	0	0	1	1092
1515	1	194	60	0	16	2	1	5	6	0	0	0	0	0	0	285
1530	3	247	81	2	14	3	0	2	3	0	0	0	0	0	0	355
1545	0	242	89	2	9	2	0	6	4	0	0	0	0	0	0	354
1600	1	325	88	0	8	1	1	4	2	0	0	0	0	0	1	431
Hourly Total	5	1008	318	4	47	8	2	17	15	0	0	0	0	0	1	1425
1615	2	333	94	4	13	2	0	5	3	0	0	0	0	0	0	456
1630	2	397	101	5	16	1	1	3	5	0	0	0	0	0	0	531
1645	0	374	102	1	12	0	0	4	3	0	1	0	0	0	1	498
1700	0	382	91	0	6	2	0	2	4	0	0	0	0	0	0	487
Hourly Total	4	1486	388	10	47	5	1	14	15	0	1	0	0	0	1	1972
1715	0	400	94	0	7	0	0	2	2	0	0	0	0	0	0	505
1730	2	501	113	0	10	0	0	3	1	0	0	0	0	0	2	632
1745	2	437	90	0	8	1	0	2	1	0	0	0	0	0	0	541
1800	3	379	74	0	8	0	0	3	2	0	0	0	0	0	2	471
Hourly Total	7	1717	371	0	33	1	0	10	6	0	0	0	0	0	4	2149
1815	2	364	61	1	5	2	0	0	6	0	0	0	0	0	0	441
1830	0	285	72	0	6	1	0	2	1	0	0	0	0	0	0	367
1845	0	332	80	1	5	1	0	0	1	0	0	0	0	0	1	421

1900	0	228	54	3	2	0	0	0	4	0	0	0	0	0	1	292
Hourly Total	2	1209	267	5	18	4	0	2	12	0	0	0	0	0	2	1521
1915	1	191	37	0	3	0	0	1	0	0	0	0	0	0	1	234
1930	0	140	34	0	4	0	0	2	1	0	0	0	0	0	2	183
1945	1	136	30	0	5	1	0	0	1	0	0	0	0	0	1	175
2000	0	138	31	0	3	0	0	2	2	0	0	0	0	0	0	176
Hourly Total	2	605	132	0	15	1	0	5	4	0	0	0	0	0	4	768
2015	1	99	23	0	2	0	0	2	1	0	0	0	0	0	0	128
2030	0	118	17	0	1	0	0	2	0	0	0	0	0	0	0	138
2045	0	108	29	0	3	0	0	0	1	0	0	0	0	0	0	141
2100	0	110	32	0	0	0	0	1	0	0	0	0	0	0	1	144
Hourly Total	1	435	101	0	6	0	0	5	2	0	0	0	0	0	1	551
2115	1	83	19	0	5	0	0	0	1	0	0	0	0	0	0	109
2130	1	99	21	0	1	1	0	1	0	0	0	0	0	0	0	124
2145	1	97	15	0	1	0	0	0	1	0	0	0	0	0	0	115
2200	1	85	15	0	2	1	0	0	1	0	0	0	0	0	0	105
Hourly Total	4	364	70	0	9	2	0	1	3	0	0	0	0	0	0	453
2215	0	70	9	0	1	0	0	0	5	0	0	0	0	0	0	85
2230	0	60	11	0	1	0	0	1	2	0	0	0	0	0	0	75
2245	2	43	9	0	1	1	0	0	0	0	0	0	0	0	0	56
2300	0	54	12	0	0	0	0	1	1	0	0	0	0	0	0	68
Hourly Total	2	227	41	0	3	1	0	2	8	0	0	0	0	0	0	284
2315	1	42	8	0	2	0	0	0	3	0	0	0	0	0	0	56
2330	0	27	2	0	0	0	0	0	0	0	0	0	0	0	2	31
2345	0	26	4	0	0	1	0	0	0	0	0	0	0	0	1	32
2400	0	33	7	0	1	0	0	0	2	0	0	0	0	0	0	43
Hourly Total	1	128	21	0	3	1	0	0	5	0	0	0	0	0	3	162
DAILY TOTAL	96	16215	5057	50	636	206	41	222	333	7	7	0	0	0	44	22914
Percentages	0.4%	70.8%	22.1%	0.2%	2.8%	0.9%	0.2%	1.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy north of Euclid Ave
 Direction: Combined
 Start Date: 5/15/2019
 Stop Date: 5/15/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	2	39	8	0	2	1	0	0	1	0	0	0	0	0	0	53
30	0	41	10	0	1	1	0	1	0	0	0	0	0	0	0	54
45	1	33	5	0	2	1	0	1	2	0	0	0	0	0	0	45
100	0	30	4	0	0	1	0	0	0	0	1	0	0	0	1	37
Hourly Total	3	143	27	0	5	4	0	2	3	0	1	0	0	0	1	189
115	0	27	4	0	0	0	0	0	2	0	0	0	0	0	0	33
130	0	25	7	0	0	0	0	0	2	0	0	0	0	0	0	34
145	0	19	9	0	1	0	0	0	2	0	0	0	0	0	0	31
200	0	25	2	0	2	0	0	0	4	0	0	0	0	0	0	33
Hourly Total	0	96	22	0	3	0	0	0	10	0	0	0	0	0	0	131
215	0	15	2	0	0	0	0	2	2	0	0	0	0	0	1	22
230	0	14	3	0	0	0	0	0	3	0	0	0	0	0	0	20
245	1	17	6	0	0	0	0	1	3	0	0	0	0	0	0	28
300	0	16	5	0	0	0	0	0	6	0	0	0	0	0	0	27
Hourly Total	1	62	16	0	0	0	0	3	14	0	0	0	0	0	1	97
315	0	13	4	0	2	1	0	1	1	0	0	0	0	0	1	23
330	2	12	6	0	1	3	0	0	8	0	0	0	0	0	0	32
345	0	22	15	2	1	0	0	3	6	0	0	0	0	0	0	49
400	0	23	9	0	1	0	0	4	2	0	0	0	0	0	0	39
Hourly Total	2	70	34	2	5	4	0	8	17	0	0	0	0	0	1	143
415	0	28	10	0	5	1	0	1	5	0	0	0	0	0	0	50
430	0	45	16	0	3	1	2	0	4	0	0	0	0	0	0	71
445	1	48	15	1	5	4	1	2	4	0	0	0	0	0	2	83
500	0	60	30	1	2	4	1	3	2	0	0	0	0	0	0	103
Hourly Total	1	181	71	2	15	10	4	6	15	0	0	0	0	0	2	307
515	0	99	38	2	4	4	0	2	3	0	0	0	0	0	1	153
530	3	147	59	0	7	2	2	3	3	0	0	0	0	0	0	226
545	1	188	69	0	6	1	1	3	5	0	0	0	0	0	1	275
600	1	286	144	0	12	4	3	2	13	0	0	0	0	0	2	467
Hourly Total	5	720	310	2	29	11	6	10	24	0	0	0	0	0	4	1121
615	3	312	157	1	12	3	2	3	9	0	1	0	0	0	1	504
630	6	487	192	3	27	3	1	5	9	0	0	0	0	0	3	736
645	1	586	218	2	30	8	1	4	9	0	1	0	0	0	0	860
700	4	649	219	2	24	13	1	3	15	0	0	0	0	0	1	931
Hourly Total	14	2034	786	8	93	27	5	15	42	0	2	0	0	0	5	3031
715	3	687	200	5	26	7	1	7	10	0	0	0	0	0	2	948
730	2	739	240	8	27	11	0	10	15	0	0	0	0	0	1	1053
745	2	809	264	3	22	9	1	10	16	0	0	0	0	0	3	1139
800	5	801	254	3	31	5	8	8	9	0	0	0	0	0	3	1127
Hourly Total	12	3036	958	19	106	32	10	35	50	0	0	0	0	0	9	4267
815	1	733	233	2	38	8	2	7	8	2	0	0	0	0	1	1035
830	3	708	234	3	23	9	2	11	18	0	0	0	0	0	0	1011

845	5	641	236	5	36	10	3	5	10	0	0	0	0	0	3	954
900	1	565	206	6	30	8	5	9	20	0	0	0	0	0	0	850
Hourly Total	10	2647	909	16	127	35	12	32	56	2	0	0	0	0	4	3850
915	2	433	187	2	24	10	0	4	12	0	0	0	0	0	2	676
930	7	414	166	2	35	17	1	8	13	0	0	0	0	0	1	664
945	4	354	149	2	28	10	0	11	13	1	0	0	0	0	0	572
1000	1	351	136	0	26	11	3	4	11	0	0	0	0	0	3	546
Hourly Total	14	1552	638	6	113	48	4	27	49	1	0	0	0	0	6	2458
1015	4	278	120	1	18	6	2	11	12	0	0	0	0	0	3	455
1030	2	270	116	1	20	11	3	8	11	0	1	0	0	0	0	443
1045	4	278	126	1	18	7	0	11	8	0	1	0	0	0	0	454
1100	8	268	114	2	18	14	0	8	9	0	0	0	0	0	1	442
Hourly Total	18	1094	476	5	74	38	5	38	40	0	2	0	0	0	4	1794
1115	2	276	128	0	22	7	1	4	11	0	0	0	0	0	1	452
1130	3	275	109	2	18	6	1	7	16	1	0	0	0	0	0	438
1145	1	294	120	0	19	6	1	8	10	1	1	0	0	0	0	461
1200	0	299	132	1	19	8	0	5	13	0	0	0	0	0	2	479
Hourly Total	6	1144	489	3	78	27	3	24	50	2	1	0	0	0	3	1830
1215	2	284	134	2	16	10	4	7	6	1	1	0	0	0	2	469
1230	4	309	119	1	23	13	2	4	12	0	0	0	0	0	3	490
1245	4	315	135	1	16	8	0	8	12	0	0	0	0	0	0	499
1300	5	334	123	3	19	8	1	4	13	0	0	0	0	0	1	511
Hourly Total	15	1242	511	7	74	39	7	23	43	1	1	0	0	0	6	1969
1315	4	301	136	3	23	12	1	5	13	1	0	0	0	0	0	499
1330	8	306	147	3	23	15	4	10	9	0	0	0	0	0	2	527
1345	4	299	115	3	21	6	3	7	10	0	0	0	0	0	2	470
1400	2	343	134	1	23	7	0	8	14	0	0	0	0	0	2	534
Hourly Total	18	1249	532	10	90	40	8	30	46	1	0	0	0	0	6	2030
1415	4	374	142	4	23	11	2	4	13	0	0	0	0	0	0	577
1430	4	388	158	2	28	7	1	4	6	0	0	0	0	0	0	598
1445	2	420	157	2	28	8	0	10	11	1	0	0	0	0	2	641
1500	4	416	164	5	38	11	1	11	13	0	0	0	0	0	4	667
Hourly Total	14	1598	621	13	117	37	4	29	43	1	0	0	0	0	6	2483
1515	3	447	187	4	40	4	1	14	9	0	0	0	0	0	2	711
1530	8	586	221	4	36	9	1	6	11	0	0	0	0	0	0	882
1545	3	581	262	7	38	6	0	14	11	0	0	0	0	0	0	922
1600	3	713	252	3	30	9	1	9	7	0	0	0	0	0	5	1032
Hourly Total	17	2327	922	18	144	28	3	43	38	0	0	0	0	0	7	3547
1615	3	759	268	5	41	3	0	10	9	0	0	0	0	0	1	1099
1630	3	826	266	11	35	5	1	8	11	1	0	0	0	0	0	1167
1645	3	766	255	8	42	1	0	8	4	0	1	0	0	0	1	1089
1700	3	790	238	1	18	7	0	7	6	0	0	0	0	0	0	1070
Hourly Total	12	3141	1027	25	136	16	1	33	30	1	1	0	0	0	2	4425
1715	3	815	240	5	28	6	0	10	8	0	0	0	0	0	0	1115
1730	4	837	240	2	24	1	0	8	4	0	0	0	0	0	3	1123
1745	2	730	209	2	20	1	0	12	7	0	0	0	0	0	0	983
1800	6	685	204	0	21	1	0	6	4	0	0	0	0	0	2	929
Hourly Total	15	3067	893	9	93	9	0	36	23	0	0	0	0	0	5	4150
1815	5	701	164	1	25	2	1	1	13	0	0	0	0	0	0	913
1830	2	608	163	0	18	3	0	8	4	1	0	0	1	0	1	809
1845	0	579	178	4	15	1	0	7	3	0	0	0	0	0	1	788

1900	0	443	125	4	12	0	0	1	9	0	0	0	0	0	1	595
Hourly Total	7	2331	630	9	70	6	1	17	29	1	0	0	1	0	3	3105
1915	5	381	91	2	9	2	0	1	2	0	0	0	0	0	2	495
1930	1	287	76	0	15	1	0	4	6	0	0	0	0	0	2	392
1945	2	239	66	0	11	1	0	1	1	0	0	0	0	0	1	322
2000	0	227	61	0	10	0	0	2	3	0	0	0	0	0	0	303
Hourly Total	8	1134	294	2	45	4	0	8	12	0	0	0	0	0	5	1512
2015	1	199	47	0	6	0	0	2	3	0	0	0	0	0	0	258
2030	0	217	53	0	2	0	0	2	0	0	0	0	0	0	0	274
2045	1	202	52	0	4	0	0	0	3	0	0	0	0	0	0	262
2100	3	178	61	1	4	0	0	3	1	0	0	0	0	0	1	252
Hourly Total	5	796	213	1	16	0	0	7	7	0	0	0	0	0	1	1046
2115	2	161	46	0	8	0	0	0	1	0	1	0	0	0	0	219
2130	1	170	39	0	3	1	0	3	2	0	0	0	0	0	0	219
2145	3	160	37	0	5	0	0	0	3	0	0	0	0	0	1	209
2200	1	144	35	0	4	1	0	0	3	0	0	0	0	0	0	188
Hourly Total	7	635	157	0	20	2	0	3	9	0	1	0	0	0	1	835
2215	0	144	23	1	3	0	0	0	6	0	0	0	0	0	0	177
2230	0	111	20	6	2	1	0	1	3	0	0	0	0	0	0	144
2245	3	95	28	0	4	1	0	0	0	0	0	0	0	0	0	131
2300	1	77	21	0	2	0	0	1	1	0	0	0	0	0	0	103
Hourly Total	4	427	92	7	11	2	0	2	10	0	0	0	0	0	0	555
2315	2	73	18	1	3	0	0	0	3	0	0	0	0	0	0	100
2330	1	54	18	0	3	1	0	0	2	0	0	0	0	0	2	81
2345	1	54	11	1	0	1	0	0	0	0	1	0	0	0	3	72
2400	1	52	14	0	2	0	0	0	4	0	0	0	0	0	0	73
Hourly Total	5	233	61	2	8	2	0	0	9	0	1	0	0	0	5	326
DAILY TOTAL	213	30959	10689	166	1472	421	73	431	669	10	10	0	1	0	87	45201
Percentages	0.5%	68.5%	23.6%	0.4%	3.3%	0.9%	0.2%	1.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

845	1	336	112	0	8	2	1	3	3	1	0	0	0	0	2	469
900	2	294	122	1	16	10	3	3	6	0	0	0	0	0	2	459
Hourly Total	8	1371	457	8	59	26	6	10	22	1	0	0	0	0	5	1973
915	3	249	73	4	10	7	1	4	3	0	0	0	0	0	0	354
930	0	245	84	1	17	4	0	6	6	0	0	0	0	0	1	364
945	1	213	85	1	9	9	0	4	11	0	0	0	1	0	0	334
1000	2	199	76	2	9	6	0	2	8	0	0	0	0	0	0	304
Hourly Total	6	906	318	8	45	26	1	16	28	0	0	0	1	0	1	1356
1015	1	123	73	1	11	15	0	6	8	0	0	0	0	0	0	238
1030	0	150	64	2	15	6	0	5	17	0	0	0	0	0	0	259
1045	0	146	68	2	13	7	0	4	6	0	0	0	0	0	0	246
1100	5	108	68	0	16	11	1	4	7	1	0	0	0	0	0	221
Hourly Total	6	527	273	5	55	39	1	19	38	1	0	0	0	0	0	964
1115	0	132	71	2	15	9	0	7	6	0	0	0	0	0	1	243
1130	0	125	62	1	18	14	0	4	4	0	0	0	0	0	2	230
1145	0	144	79	1	12	2	1	2	8	0	0	0	0	0	0	249
1200	1	133	68	1	9	12	0	1	5	0	0	0	0	0	2	232
Hourly Total	1	534	280	5	54	37	1	14	23	0	0	0	0	0	5	954
1215	1	140	65	0	15	6	0	6	7	0	0	0	0	0	1	241
1230	1	148	68	4	11	10	0	2	6	0	0	0	0	0	0	250
1245	3	156	75	1	19	9	0	3	5	0	0	0	0	0	2	273
1300	1	141	75	2	13	14	0	1	4	0	0	0	0	0	0	251
Hourly Total	6	585	283	7	58	39	0	12	22	0	0	0	0	0	3	1015
1315	0	160	85	1	13	3	0	3	11	0	0	0	0	0	0	276
1330	2	145	72	1	19	9	2	1	2	0	0	0	0	0	1	254
1345	1	162	68	2	17	13	1	6	5	0	0	0	0	0	0	275
1400	3	176	64	1	16	7	0	1	5	0	0	0	0	0	1	274
Hourly Total	6	643	289	5	65	32	3	11	23	0	0	0	0	0	2	1079
1415	2	177	88	1	19	5	0	12	6	0	0	0	0	0	1	311
1430	3	207	98	1	15	9	1	1	4	0	0	0	0	0	1	340
1445	0	204	91	2	11	6	1	3	4	0	0	0	0	0	0	322
1500	2	254	110	4	16	11	2	6	5	0	0	0	0	0	2	412
Hourly Total	7	842	387	8	61	31	4	22	19	0	0	0	0	0	4	1385
1515	3	276	133	1	27	6	1	7	6	0	0	0	0	0	3	463
1530	3	338	135	1	22	2	0	10	6	0	0	0	0	0	0	517
1545	3	332	159	2	28	5	2	10	3	0	0	0	0	0	0	544
1600	3	375	185	1	20	4	4	9	4	0	0	0	0	0	1	606
Hourly Total	12	1321	612	5	97	17	7	36	19	0	0	0	0	0	4	2130
1615	4	441	157	3	24	7	0	5	7	0	0	0	0	0	2	650
1630	3	465	160	4	31	7	1	5	5	0	0	0	0	0	0	681
1645	4	417	157	4	22	7	1	6	7	0	0	0	0	0	1	626
1700	2	351	127	2	26	4	0	6	1	0	0	0	0	0	3	522
Hourly Total	13	1674	601	13	103	25	2	22	20	0	0	0	0	0	6	2479
1715	3	340	137	8	23	0	0	9	3	0	0	0	0	0	2	525
1730	2	345	120	0	19	1	0	5	0	0	0	0	0	0	1	493
1745	2	331	126	4	17	5	0	4	6	0	0	0	0	0	0	495
1800	2	288	101	0	10	1	0	4	4	0	0	0	0	0	1	411
Hourly Total	9	1304	484	12	69	7	0	22	13	0	0	0	0	0	4	1924
1815	4	335	94	2	13	0	0	2	3	0	0	0	0	0	2	455
1830	5	306	100	3	14	4	0	2	5	0	0	0	0	0	1	440
1845	6	280	81	1	13	2	0	5	4	0	0	0	0	0	0	392

1900	0	205	72	1	13	0	0	0	4	0	0	0	0	0	0	295
Hourly Total	15	1126	347	7	53	6	0	9	16	0	0	0	0	0	3	1582
1915	1	151	55	0	9	2	0	2	1	0	0	0	0	0	0	221
1930	0	156	45	0	7	0	0	2	2	0	0	0	0	0	1	213
1945	0	133	37	0	2	0	0	1	1	0	0	0	0	0	0	174
2000	1	105	42	0	3	1	0	2	1	0	0	0	0	0	0	155
Hourly Total	2	545	179	0	21	3	0	7	5	0	0	0	0	0	1	763
2015	3	117	31	0	5	0	0	1	2	0	0	0	0	0	0	159
2030	0	83	28	0	1	0	0	2	1	0	0	0	0	0	0	115
2045	0	73	25	0	3	0	0	0	2	0	0	0	0	0	0	103
2100	0	82	25	0	3	0	0	3	1	0	0	0	0	0	0	114
Hourly Total	3	355	109	0	12	0	0	6	6	0	0	0	0	0	0	491
2115	3	80	22	0	1	1	0	1	0	0	0	0	0	0	0	108
2130	0	66	19	0	2	0	0	0	2	0	0	0	0	0	0	89
2145	0	81	21	0	2	0	0	0	0	0	1	0	0	0	0	105
2200	0	53	12	0	2	0	0	1	1	0	0	0	0	0	0	69
Hourly Total	3	280	74	0	7	1	0	2	3	0	1	0	0	0	0	371
2215	0	61	11	1	2	1	0	0	0	0	0	0	0	0	0	76
2230	1	56	10	2	1	0	0	1	0	0	0	0	0	0	0	71
2245	0	43	16	1	1	0	0	0	2	0	0	0	0	0	0	63
2300	0	39	8	0	1	0	0	0	2	0	0	0	0	0	1	51
Hourly Total	1	199	45	4	5	1	0	1	4	0	0	0	0	0	1	261
2315	1	44	14	1	1	1	0	0	0	0	1	0	0	0	0	63
2330	0	29	11	0	0	0	0	0	1	0	0	0	0	0	0	41
2345	0	27	8	1	0	1	0	0	1	0	0	0	0	0	0	38
2400	0	19	10	0	1	0	0	1	2	0	0	0	0	0	0	33
Hourly Total	1	119	43	2	2	2	0	1	4	0	1	0	0	0	0	175
DAILY TOTAL	110	14808	5686	105	896	328	35	243	338	3	5	1	1	0	45	22604
Percentages	0.5%	65.5%	25.2%	0.5%	4.0%	1.5%	0.2%	1.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy north of Euclid Ave
 Direction: Southbound
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total		
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass	
15	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30
30	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
45	0	34	6	0	0	0	0	1	4	0	0	0	0	0	0	0	45
100	0	19	1	0	0	0	0	0	3	0	0	0	0	0	0	0	23
Hourly Total	0	99	13	0	0	0	0	1	7	0	0	0	0	0	0	0	120
115	0	17	7	0	1	0	0	0	1	0	0	0	0	0	0	0	26
130	0	22	1	0	0	0	0	1	2	0	0	0	0	0	0	0	26
145	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
200	0	15	1	0	0	0	0	1	1	0	0	0	0	0	0	1	19
Hourly Total	0	65	9	0	1	0	0	2	5	0	0	0	0	0	0	2	84
215	0	9	4	0	0	0	0	2	0	0	0	0	0	0	0	0	15
230	0	18	2	0	0	0	0	0	1	0	1	0	0	0	0	0	22
245	0	5	2	0	1	0	0	1	0	0	0	0	0	0	0	0	9
300	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	1	37	11	0	1	0	0	3	1	0	1	0	0	0	0	0	55
315	2	10	2	0	0	0	0	0	3	0	0	0	0	0	0	0	17
330	1	15	0	0	1	1	0	4	0	0	0	0	0	0	0	0	22
345	0	14	9	0	0	0	0	1	1	0	0	0	0	0	0	0	25
400	1	25	5	0	0	0	0	1	3	0	0	0	0	0	0	0	35
Hourly Total	4	64	16	0	1	1	0	6	7	0	0	0	0	0	0	0	99
415	0	10	5	0	1	1	0	0	0	0	0	0	0	0	0	0	17
430	0	26	8	0	0	2	0	0	4	0	0	0	0	0	0	0	40
445	1	32	9	0	1	1	0	1	3	0	0	0	0	0	0	0	48
500	0	46	27	1	3	2	0	0	3	0	0	0	0	0	0	0	82
Hourly Total	1	114	49	1	5	6	0	1	10	0	0	0	0	0	0	0	187
515	2	75	22	1	4	2	0	1	4	0	0	0	0	0	0	1	112
530	1	103	36	0	5	0	0	6	5	0	0	0	0	0	0	0	156
545	2	158	55	1	7	2	0	1	4	0	0	0	0	0	0	0	230
600	3	204	77	2	7	2	0	2	7	0	0	0	0	0	0	2	306
Hourly Total	8	540	190	4	23	6	0	10	20	0	0	0	0	0	0	3	804
615	3	237	115	3	8	2	0	3	6	0	0	0	0	0	0	0	377
630	5	327	137	2	17	6	0	5	8	0	0	0	0	0	0	0	507
645	3	407	141	3	12	6	0	7	8	0	0	0	0	0	0	1	588
700	1	387	137	3	13	7	1	0	9	0	0	0	0	0	0	0	558
Hourly Total	12	1358	530	11	50	21	1	15	31	0	0	0	0	0	0	1	2030
715	3	425	136	0	15	5	0	5	6	1	0	0	0	0	0	0	596
730	4	413	101	4	15	9	2	6	8	0	0	0	0	0	0	0	562
745	2	378	111	2	15	5	0	3	11	0	0	0	0	0	0	4	531
800	2	371	124	1	22	4	4	8	8	0	0	0	0	0	0	3	547
Hourly Total	11	1587	472	7	67	23	6	22	33	1	0	0	0	0	0	7	2236
815	2	313	103	1	19	6	3	2	8	0	0	0	0	0	0	0	457
830	3	294	121	0	18	5	1	12	5	2	0	0	0	0	0	0	461

845	3	302	118	0	9	4	3	1	11	0	0	0	0	0	1	452
900	1	265	114	1	29	5	0	9	5	0	0	0	0	0	1	430
Hourly Total	9	1174	456	2	75	20	7	24	29	2	0	0	0	0	2	1800
915	1	229	107	2	24	9	2	3	11	0	0	0	0	0	0	388
930	1	200	91	0	21	1	4	7	9	0	0	0	0	0	0	334
945	0	193	66	0	18	6	5	3	11	0	0	0	0	0	0	302
1000	1	170	74	0	15	5	3	4	9	1	0	0	0	0	0	282
Hourly Total	3	792	338	2	78	21	14	17	40	1	0	0	0	0	0	1306
1015	2	135	57	1	18	6	3	5	7	0	0	0	0	0	1	235
1030	2	151	55	0	9	5	2	2	4	0	1	0	0	0	0	231
1045	1	148	73	2	17	2	8	2	4	0	0	0	0	0	0	257
1100	2	148	47	1	12	2	2	1	5	1	0	0	0	0	0	221
Hourly Total	7	582	232	4	56	15	15	10	20	1	1	0	0	0	1	944
1115	4	152	62	0	10	6	4	5	6	0	1	0	0	0	3	253
1130	3	175	50	2	13	8	3	8	6	1	0	0	0	0	2	271
1145	2	169	74	0	10	3	5	4	2	0	0	0	0	0	1	270
1200	1	181	64	1	8	4	8	10	8	0	0	1	0	0	2	288
Hourly Total	10	677	250	3	41	21	20	27	22	1	1	1	0	0	8	1082
1215	0	174	76	0	10	2	5	3	5	0	0	0	0	0	0	275
1230	1	177	73	1	7	3	6	6	5	1	0	0	0	0	0	280
1245	2	159	67	0	12	5	3	1	10	0	0	0	0	0	0	259
1300	2	144	60	0	9	4	6	2	6	0	2	0	0	0	1	236
Hourly Total	5	654	276	1	38	14	20	12	26	1	2	0	0	0	1	1050
1315	2	166	62	1	12	8	5	3	3	0	0	0	0	0	1	263
1330	3	159	63	0	8	8	3	1	7	2	0	0	0	0	0	254
1345	1	151	56	1	8	3	5	4	3	1	0	0	0	0	1	234
1400	2	177	68	1	8	4	5	2	3	0	0	0	0	0	0	270
Hourly Total	8	653	249	3	36	23	18	10	16	3	0	0	0	0	2	1021
1415	1	164	69	1	14	4	4	3	5	0	0	0	0	0	0	265
1430	0	153	69	1	10	3	5	2	2	0	0	0	0	0	0	245
1445	0	175	64	0	12	4	3	6	3	0	0	0	0	0	0	267
1500	2	203	49	3	7	4	2	1	4	0	0	0	0	0	0	275
Hourly Total	3	695	251	5	43	15	14	12	14	0	0	0	0	0	0	1052
1515	3	201	76	1	4	5	2	3	4	0	0	0	0	0	0	299
1530	1	214	96	4	13	2	2	4	6	0	0	0	0	0	1	343
1545	0	266	102	3	6	2	3	2	6	0	0	0	0	0	1	391
1600	1	272	118	0	14	6	2	5	4	0	0	0	0	0	1	423
Hourly Total	5	953	392	8	37	15	9	14	20	0	0	0	0	0	3	1456
1615	0	367	107	2	11	3	0	1	2	0	0	0	0	0	1	494
1630	0	340	85	3	12	1	1	3	2	0	0	0	0	0	2	449
1645	2	354	98	1	8	3	0	2	4	0	0	0	0	0	0	472
1700	2	395	83	0	8	3	0	1	7	0	0	0	0	0	0	499
Hourly Total	4	1456	373	6	39	10	1	7	15	0	0	0	0	0	3	1914
1715	0	409	113	0	8	2	0	1	2	0	0	0	0	0	1	536
1730	3	480	91	0	11	2	0	1	2	0	0	0	0	0	0	590
1745	2	410	122	0	6	1	1	1	8	0	0	0	0	0	0	551
1800	1	383	71	0	6	1	0	2	4	0	0	0	0	0	1	469
Hourly Total	6	1682	397	0	31	6	1	5	16	0	0	0	0	0	2	2146
1815	1	311	68	1	7	0	0	4	1	0	0	0	0	0	3	396
1830	1	298	50	0	7	1	0	4	2	0	0	0	0	0	1	364
1845	0	256	37	0	2	1	0	0	2	0	0	0	0	0	0	298

1900	0	181	40	0	8	0	0	2	0	0	0	0	0	0	0	231
Hourly Total	2	1046	195	1	24	2	0	10	5	0	0	0	0	0	4	1289
1915	1	142	45	0	2	0	0	1	1	0	0	0	0	0	0	192
1930	3	152	43	0	0	1	0	0	1	0	0	0	0	0	0	200
1945	0	132	31	1	3	0	0	0	0	0	0	0	0	0	0	167
2000	2	120	34	0	1	1	0	1	1	0	0	0	0	0	0	160
Hourly Total	6	546	153	1	6	2	0	2	3	0	0	0	0	0	0	719
2015	0	142	20	0	3	0	0	0	3	0	0	0	0	0	0	168
2030	1	121	27	0	1	0	0	0	2	0	0	0	0	0	0	152
2045	1	126	26	0	0	1	0	1	0	0	0	0	0	0	0	155
2100	0	116	23	0	2	2	0	0	2	0	0	0	0	0	0	145
Hourly Total	2	505	96	0	6	3	0	1	7	0	0	0	0	0	0	620
2115	0	102	14	0	0	0	0	0	0	0	0	0	0	0	1	117
2130	1	94	15	0	2	0	0	0	0	0	0	0	0	0	0	112
2145	2	90	16	0	2	0	0	0	2	0	0	0	0	0	0	112
2200	2	77	12	1	0	0	0	0	4	0	0	0	0	0	0	96
Hourly Total	5	363	57	1	4	0	0	0	6	0	0	0	0	0	1	437
2215	0	67	13	0	1	0	0	2	1	0	0	0	0	0	0	84
2230	1	62	10	0	1	0	0	1	1	0	0	0	0	0	0	76
2245	2	47	11	0	0	0	0	0	3	0	0	0	0	0	1	64
2300	0	83	7	0	0	1	0	0	1	0	0	0	0	0	1	93
Hourly Total	3	259	41	0	2	1	0	3	6	0	0	0	0	0	2	317
2315	0	54	9	0	2	0	0	0	3	0	0	0	0	0	0	68
2330	1	50	11	0	1	0	0	0	2	0	0	0	0	0	3	68
2345	0	28	5	0	2	0	0	2	0	0	0	0	0	0	0	37
2400	0	37	10	0	1	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	1	169	35	0	6	0	0	2	5	0	0	0	0	0	3	221
DAILY TOTAL	116	16070	5081	60	670	225	126	216	364	10	5	1	0	0	45	22989
Percentages	0.5%	69.9%	22.1%	0.3%	2.9%	1.0%	0.5%	0.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy north of Euclid Ave
 Direction: Combined
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	2	45	5	0	0	0	0	0	2	0	0	1	0	0	0	1	56
30	0	39	6	0	2	0	0	0	0	0	0	0	0	0	0	0	47
45	0	42	7	0	0	0	0	2	5	0	0	0	0	0	0	0	56
100	0	27	3	0	0	2	0	0	3	0	1	0	0	0	0	0	36
Hourly Total	2	153	21	0	2	2	0	2	10	0	1	1	0	0	1	195	
115	0	24	7	0	1	0	0	0	1	0	0	0	0	0	0	0	33
130	1	26	5	0	1	0	0	2	6	0	0	0	0	0	0	0	41
145	0	21	2	0	1	0	0	1	1	0	0	0	0	0	0	1	27
200	0	26	1	0	1	0	0	3	3	0	0	0	0	0	0	1	35
Hourly Total	1	97	15	0	4	0	0	6	11	0	0	0	0	0	2	136	
215	0	16	5	0	1	0	0	2	0	0	1	0	0	0	0	0	25
230	0	22	3	0	1	0	0	0	2	0	1	0	0	0	0	0	29
245	0	12	6	0	1	0	0	1	1	0	1	0	0	0	0	0	22
300	1	11	4	0	2	0	0	0	1	0	0	0	0	0	0	0	19
Hourly Total	1	61	18	0	5	0	0	3	4	0	3	0	0	0	0	0	95
315	2	11	4	0	0	2	0	0	4	0	0	0	0	0	0	1	24
330	1	18	5	0	1	1	0	5	2	0	0	0	0	0	0	0	33
345	0	21	13	0	1	0	0	2	1	0	0	0	0	0	0	0	38
400	1	31	8	1	1	1	1	1	3	0	0	0	0	0	0	0	48
Hourly Total	4	81	30	1	3	4	1	8	10	0	0	0	0	0	1	143	
415	0	18	8	1	1	2	0	0	2	0	0	0	0	0	0	0	32
430	0	39	13	1	0	2	1	0	5	0	0	0	0	0	0	0	61
445	1	42	17	0	5	3	0	2	6	0	0	0	0	0	0	1	77
500	0	64	41	1	6	4	0	0	4	0	0	0	0	0	0	0	120
Hourly Total	1	163	79	3	12	11	1	2	17	0	0	0	0	0	1	290	
515	2	95	37	1	4	3	0	1	5	0	0	0	0	0	0	1	149
530	1	138	50	0	14	1	0	7	7	0	0	0	0	0	0	0	218
545	3	229	83	2	9	3	0	2	9	0	0	0	0	0	0	0	340
600	3	265	110	2	14	4	0	2	9	0	0	0	0	0	0	3	412
Hourly Total	9	727	280	5	41	11	0	12	30	0	0	0	0	0	4	1119	
615	4	331	168	4	19	5	1	3	10	0	0	0	0	0	0	0	545
630	7	464	197	4	27	6	1	6	14	1	0	0	0	0	0	0	727
645	3	579	212	3	23	9	1	11	17	0	0	0	0	0	0	2	860
700	1	602	223	4	27	10	3	1	15	0	0	0	0	0	0	0	886
Hourly Total	15	1976	800	15	96	30	6	21	56	1	0	0	0	0	2	3018	
715	4	684	215	1	26	7	1	6	10	1	0	0	0	0	0	0	955
730	4	761	213	7	25	12	2	8	11	0	0	0	0	0	0	0	1043
745	2	808	249	4	30	9	1	9	15	0	0	0	0	0	0	4	1131
800	5	830	275	3	34	7	5	16	13	0	0	0	0	0	0	4	1192
Hourly Total	15	3083	952	15	115	35	9	39	49	1	0	0	0	0	8	4321	
815	3	681	209	4	36	9	4	2	17	0	0	0	0	0	0	0	965
830	7	667	238	4	36	16	2	16	9	2	0	0	0	0	0	1	998

845	4	638	230	0	17	6	4	4	14	1	0	0	0	0	3	921
900	3	559	236	2	45	15	3	12	11	0	0	0	0	0	3	889
Hourly Total	17	2545	913	10	134	46	13	34	51	3	0	0	0	0	7	3773
915	4	478	180	6	34	16	3	7	14	0	0	0	0	0	0	742
930	1	445	175	1	38	5	4	13	15	0	0	0	0	0	1	698
945	1	406	151	1	27	15	5	7	22	0	0	0	1	0	0	636
1000	3	369	150	2	24	11	3	6	17	1	0	0	0	0	0	586
Hourly Total	9	1698	656	10	123	47	15	33	68	1	0	0	1	0	1	2662
1015	3	258	130	2	29	21	3	11	15	0	0	0	0	0	1	473
1030	2	301	119	2	24	11	2	7	21	0	1	0	0	0	0	490
1045	1	294	141	4	30	9	8	6	10	0	0	0	0	0	0	503
1100	7	256	115	1	28	13	3	5	12	2	0	0	0	0	0	442
Hourly Total	13	1109	505	9	111	54	16	29	58	2	1	0	0	0	1	1908
1115	4	284	133	2	25	15	4	12	12	0	1	0	0	0	4	496
1130	3	300	112	3	31	22	3	12	10	1	0	0	0	0	4	501
1145	2	313	153	1	22	5	6	6	10	0	0	0	0	0	1	519
1200	2	314	132	2	17	16	8	11	13	0	0	1	0	0	4	520
Hourly Total	11	1211	530	8	95	58	21	41	45	1	1	1	0	0	13	2036
1215	1	314	141	0	25	8	5	9	12	0	0	0	0	0	1	516
1230	2	325	141	5	18	13	6	8	11	1	0	0	0	0	0	530
1245	5	315	142	1	31	14	3	4	15	0	0	0	0	0	2	532
1300	3	285	135	2	22	18	6	3	10	0	2	0	0	0	1	487
Hourly Total	11	1239	559	8	96	53	20	24	48	1	2	0	0	0	4	2065
1315	2	326	147	2	25	11	5	6	14	0	0	0	0	0	1	539
1330	5	304	135	1	27	17	5	2	9	2	0	0	0	0	1	508
1345	2	313	124	3	25	16	6	10	8	1	0	0	0	0	1	509
1400	5	353	132	2	24	11	5	3	8	0	0	0	0	0	1	544
Hourly Total	14	1296	538	8	101	55	21	21	39	3	0	0	0	0	4	2100
1415	3	341	157	2	33	9	4	15	11	0	0	0	0	0	1	576
1430	3	360	167	2	25	12	6	3	6	0	0	0	0	0	1	585
1445	0	379	155	2	23	10	4	9	7	0	0	0	0	0	0	589
1500	4	457	159	7	23	15	4	7	9	0	0	0	0	0	2	687
Hourly Total	10	1537	638	13	104	46	18	34	33	0	0	0	0	0	4	2437
1515	6	477	209	2	31	11	3	10	10	0	0	0	0	0	3	762
1530	4	552	231	5	35	4	2	14	12	0	0	0	0	0	1	860
1545	3	598	261	5	34	7	5	12	9	0	0	0	0	0	1	935
1600	4	647	303	1	34	10	6	14	8	0	0	0	0	0	2	1029
Hourly Total	17	2274	1004	13	134	32	16	50	39	0	0	0	0	0	7	3586
1615	4	808	264	5	35	10	0	6	9	0	0	0	0	0	3	1144
1630	3	805	245	7	43	8	2	8	7	0	0	0	0	0	2	1130
1645	6	771	255	5	30	10	1	8	11	0	0	0	0	0	1	1098
1700	4	746	210	2	34	7	0	7	8	0	0	0	0	0	3	1021
Hourly Total	17	3130	974	19	142	35	3	29	35	0	0	0	0	0	9	4393
1715	3	749	250	8	31	2	0	10	5	0	0	0	0	0	3	1061
1730	5	825	211	0	30	3	0	6	2	0	0	0	0	0	1	1083
1745	4	741	248	4	23	6	1	5	14	0	0	0	0	0	0	1046
1800	3	671	172	0	16	2	0	6	8	0	0	0	0	0	2	880
Hourly Total	15	2986	881	12	100	13	1	27	29	0	0	0	0	0	6	4070
1815	5	646	162	3	20	0	0	6	4	0	0	0	0	0	5	851
1830	6	604	150	3	21	5	0	6	7	0	0	0	0	0	2	804
1845	6	536	118	1	15	3	0	5	6	0	0	0	0	0	0	690

1900	0	386	112	1	21	0	0	2	4	0	0	0	0	0	526
Hourly Total	17	2172	542	8	77	8	0	19	21	0	0	0	0	7	2871
1915	2	293	100	0	11	2	0	3	2	0	0	0	0	0	413
1930	3	308	88	0	7	1	0	2	3	0	0	0	0	0	413
1945	0	265	68	1	5	0	0	1	1	0	0	0	0	0	341
2000	3	225	76	0	4	2	0	3	2	0	0	0	0	0	315
Hourly Total	8	1091	332	1	27	5	0	9	8	0	0	0	0	1	1482
2015	3	259	51	0	8	0	0	1	5	0	0	0	0	0	327
2030	1	204	55	0	2	0	0	2	3	0	0	0	0	0	267
2045	1	199	51	0	3	1	0	1	2	0	0	0	0	0	258
2100	0	198	48	0	5	2	0	3	3	0	0	0	0	0	259
Hourly Total	5	860	205	0	18	3	0	7	13	0	0	0	0	0	1111
2115	3	182	36	0	1	1	0	1	0	0	0	0	0	0	225
2130	1	160	34	0	4	0	0	0	2	0	0	0	0	0	201
2145	2	171	37	0	4	0	0	0	2	0	1	0	0	0	217
2200	2	130	24	1	2	0	0	1	5	0	0	0	0	0	165
Hourly Total	8	643	131	1	11	1	0	2	9	0	1	0	0	1	808
2215	0	128	24	1	3	1	0	2	1	0	0	0	0	0	160
2230	2	118	20	2	2	0	0	2	1	0	0	0	0	0	147
2245	2	90	27	1	1	0	0	0	5	0	0	0	0	0	127
2300	0	122	15	0	1	1	0	0	3	0	0	0	0	0	144
Hourly Total	4	458	86	4	7	2	0	4	10	0	0	0	0	3	578
2315	1	98	23	1	3	1	0	0	3	0	1	0	0	0	131
2330	1	79	22	0	1	0	0	0	3	0	0	0	0	0	109
2345	0	55	13	1	2	1	0	2	1	0	0	0	0	0	75
2400	0	56	20	0	2	0	0	1	2	0	0	0	0	0	81
Hourly Total	2	288	78	2	8	2	0	3	9	0	1	0	0	3	396
DAILY TOTAL	226	30878	10767	165	1566	553	161	459	702	13	10	2	1	90	45593
Percentages	0.5%	67.7%	23.6%	0.4%	3.4%	1.2%	0.4%	1.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

845	2	427	100	0	14	12	2	2	5	0	0	0	0	0	0	564
900	3	387	108	3	14	16	0	7	5	0	0	0	0	0	0	543
Hourly Total	9	1782	441	10	51	50	3	14	24	0	0	0	0	0	0	2384
915	2	353	106	1	26	17	1	6	6	0	0	0	0	0	4	522
930	1	274	92	3	11	18	0	4	5	0	0	0	0	0	1	409
945	6	274	73	2	13	8	1	2	7	0	0	0	0	0	4	390
1000	1	240	78	0	13	20	0	5	6	0	0	0	0	0	2	365
Hourly Total	10	1141	349	6	63	63	2	17	24	0	0	0	0	0	11	1686
1015	1	194	70	1	10	20	3	5	10	1	0	0	0	0	1	316
1030	0	190	74	2	10	16	0	2	9	0	0	0	0	0	1	304
1045	2	195	65	2	7	13	1	3	6	0	0	0	0	0	0	294
1100	0	166	78	3	11	13	0	2	7	0	0	0	0	0	2	282
Hourly Total	3	745	287	8	38	62	4	12	32	1	0	0	0	0	4	1196
1115	2	189	52	1	11	25	0	2	4	0	0	0	0	0	4	290
1130	0	176	83	3	8	22	0	2	5	0	0	0	0	0	0	299
1145	3	223	74	7	15	12	0	1	10	0	0	0	1	0	11	357
1200	3	191	62	2	20	17	4	3	6	0	1	0	1	0	21	331
Hourly Total	8	779	271	13	54	76	4	8	25	0	1	0	2	0	36	1277
1215	1	222	79	1	12	9	1	2	9	0	0	0	0	0	0	336
1230	0	203	84	0	12	11	1	9	8	0	0	0	0	0	0	328
1245	0	190	87	1	14	13	0	4	4	0	0	0	0	0	0	313
1300	2	190	90	1	24	10	1	5	3	0	0	0	0	0	1	327
Hourly Total	3	805	340	3	62	43	3	20	24	0	0	0	0	0	1	1304
1315	1	204	75	0	10	3	0	2	3	0	0	0	0	0	1	299
1330	2	195	79	2	13	15	0	8	4	0	0	0	0	0	1	319
1345	3	195	74	2	8	6	0	2	4	0	0	0	0	0	0	294
1400	1	198	74	0	16	5	2	1	4	0	0	0	0	0	1	302
Hourly Total	7	792	302	4	47	29	2	13	15	0	0	0	0	0	3	1214
1415	3	238	105	1	6	13	0	5	7	0	1	0	0	0	0	379
1430	2	284	95	3	14	8	0	5	6	0	0	0	0	0	0	417
1445	2	259	124	1	20	4	0	5	3	0	0	0	0	0	3	421
1500	2	321	107	2	25	12	0	7	4	0	0	0	0	0	1	481
Hourly Total	9	1102	431	7	65	37	0	22	20	0	1	0	0	0	4	1698
1515	2	366	157	1	20	4	2	10	6	0	0	0	0	0	0	568
1530	2	416	148	1	13	7	3	6	9	0	0	0	0	0	1	606
1545	1	438	186	1	25	5	0	7	3	0	0	0	0	0	0	666
1600	2	501	191	3	22	5	0	7	0	0	0	0	0	0	0	731
Hourly Total	7	1721	682	6	80	21	5	30	18	0	0	0	0	0	1	2571
1615	2	477	180	1	21	9	0	5	5	0	0	0	0	0	1	701
1630	1	549	175	6	22	2	1	8	7	0	0	0	0	0	0	771
1645	3	500	168	2	22	7	0	6	5	0	0	0	0	0	1	714
1700	3	495	161	2	19	5	0	6	3	0	0	0	0	0	0	694
Hourly Total	9	2021	684	11	84	23	1	25	20	0	0	0	0	0	2	2880
1715	4	443	157	4	24	3	0	6	3	0	0	0	0	0	1	645
1730	1	466	115	1	12	1	0	7	4	0	0	0	0	0	0	607
1745	5	410	106	1	17	1	0	1	1	0	0	0	0	0	0	542
1800	4	479	143	0	17	2	0	4	3	2	0	0	0	0	1	655
Hourly Total	14	1798	521	6	70	7	0	18	11	2	0	0	0	0	2	2449
1815	1	364	95	1	19	1	0	5	5	0	0	0	0	0	3	494
1830	1	334	89	1	6	1	0	1	2	0	0	0	0	0	1	436
1845	3	284	68	0	5	2	0	4	2	0	0	0	0	0	0	368

1900	1	215	56	0	6	0	0	1	1	0	0	0	0	0	0	280
Hourly Total	6	1197	308	2	36	4	0	11	10	0	0	0	0	0	4	1578
1915	0	207	54	1	5	0	0	4	2	0	0	0	0	0	0	273
1930	0	189	39	0	4	0	0	2	2	0	0	0	0	0	0	236
1945	0	173	41	1	4	0	0	3	0	0	0	0	0	0	1	223
2000	1	132	31	0	8	0	0	3	2	0	0	0	0	0	0	177
Hourly Total	1	701	165	2	21	0	0	12	6	0	0	0	0	0	1	909
2015	0	116	28	0	2	0	0	2	2	0	0	0	0	0	1	151
2030	0	119	27	0	1	0	0	0	2	0	0	0	0	0	0	149
2045	1	121	28	0	2	1	0	2	1	0	0	0	0	0	0	156
2100	0	91	11	1	0	0	0	0	3	0	0	0	0	0	0	106
Hourly Total	1	447	94	1	5	1	0	4	8	0	0	0	0	0	1	562
2115	0	97	18	0	2	0	0	1	2	0	1	0	0	0	0	121
2130	0	82	16	0	1	0	0	1	0	0	1	0	0	0	0	101
2145	3	81	13	0	1	0	0	1	1	0	0	0	0	0	0	100
2200	0	43	7	0	3	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	3	303	54	0	7	1	0	3	3	0	2	0	0	0	0	376
2215	1	80	12	0	5	0	0	0	1	0	0	0	0	0	0	99
2230	0	54	2	1	2	0	0	0	0	0	0	0	0	0	3	62
2245	0	34	4	0	4	0	0	0	2	0	0	0	0	0	0	44
2300	0	40	7	0	3	0	0	1	0	0	1	0	0	0	0	52
Hourly Total	1	208	25	1	14	0	0	1	3	0	1	0	0	0	3	257
2315	0	46	13	0	3	0	0	0	0	0	1	0	0	0	1	64
2330	0	26	7	1	0	0	0	1	1	0	0	0	0	0	0	36
2345	2	32	5	0	1	0	0	0	1	0	0	0	0	0	0	41
2400	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	2	126	31	1	5	0	0	1	2	0	1	0	0	0	1	170
DAILY TOTAL	107	18782	5895	98	810	462	32	241	310	4	8	1	3	0	85	26838
Percentages	0.4%	70.0%	22.0%	0.4%	3.0%	1.7%	0.1%	0.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Southbound
 Start Date: 5/14/2019
 Stop Date: 5/14/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total		
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass	
15	0	18	2	0	0	0	0	1	3	0	0	0	0	0	0	0	24
30	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30
45	0	12	5	0	0	0	0	0	2	0	0	0	0	0	0	0	19
100	0	17	3	0	0	0	0	0	2	0	0	0	0	0	0	0	22
Hourly Total	0	69	18	0	0	0	0	1	7	0	0	0	0	0	0	0	95
115	1	11	4	0	0	1	0	1	0	0	0	0	0	0	0	0	18
130	0	18	2	0	0	0	0	2	2	0	0	0	0	0	0	0	24
145	1	9	3	0	1	0	0	1	0	0	0	0	0	0	0	0	15
200	1	19	2	0	0	0	0	0	2	0	0	0	0	0	0	0	24
Hourly Total	3	57	11	0	1	1	0	4	4	0	0	0	0	0	0	0	81
215	0	12	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15
230	1	9	2	0	1	1	0	1	0	0	0	0	0	0	0	0	15
245	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
300	0	9	4	0	1	0	0	0	2	0	0	0	0	0	0	1	17
Hourly Total	1	43	8	0	2	1	0	2	3	0	0	0	0	0	0	1	61
315	0	9	3	0	1	0	0	1	3	0	0	0	0	0	0	0	17
330	0	12	2	0	1	0	0	0	1	0	0	0	0	0	0	0	16
345	0	15	3	0	1	1	0	0	2	0	2	0	0	0	0	0	24
400	0	14	5	0	1	0	0	0	2	0	0	0	0	0	0	0	22
Hourly Total	0	50	13	0	4	1	0	1	8	0	2	0	0	0	0	0	79
415	0	18	6	0	0	0	0	1	3	0	0	0	0	0	0	0	28
430	0	21	6	0	0	1	0	1	3	0	0	0	0	0	0	1	33
445	1	42	13	1	1	1	0	0	1	0	0	0	0	0	0	0	60
500	0	45	18	0	3	3	0	1	2	0	0	0	0	0	0	1	73
Hourly Total	1	126	43	1	4	5	0	3	9	0	0	0	0	0	0	2	194
515	2	78	16	1	4	0	0	1	3	0	0	0	0	0	0	1	106
530	4	121	41	0	7	4	1	3	5	0	0	0	0	0	0	0	186
545	1	146	60	0	2	3	0	2	5	0	0	0	0	0	0	0	219
600	2	237	87	3	5	7	0	3	7	0	0	0	0	0	0	0	351
Hourly Total	9	582	204	4	18	14	1	9	20	0	0	0	0	0	0	1	862
615	1	304	134	3	9	2	2	0	6	0	0	0	0	0	0	1	462
630	5	386	134	1	16	6	1	2	5	1	0	0	0	0	0	0	557
645	1	442	157	5	10	5	1	5	7	1	0	0	0	0	0	2	636
700	3	467	138	3	18	6	1	9	5	0	0	0	0	0	0	0	650
Hourly Total	10	1599	563	12	53	19	5	16	23	2	0	0	0	0	0	3	2305
715	2	432	146	1	17	8	2	4	5	0	0	0	0	0	0	1	618
730	0	475	146	3	19	7	2	8	3	0	1	0	0	0	0	1	665
745	0	411	138	3	11	11	5	4	8	0	0	0	0	0	0	1	592
800	1	441	132	8	21	5	10	8	5	1	0	0	0	0	0	1	633
Hourly Total	3	1759	562	15	68	31	19	24	21	1	1	0	0	0	0	4	2508
815	2	415	131	2	17	5	5	8	5	0	0	0	0	0	0	0	590
830	4	387	159	3	23	7	6	10	7	1	0	0	0	0	0	3	610

845	2	395	157	5	17	7	11	8	12	0	0	0	0	0	0	614
900	4	367	147	8	18	4	1	14	6	0	0	0	0	0	0	569
Hourly Total	12	1564	594	18	75	23	23	40	30	1	0	0	0	0	3	2383
915	4	281	125	0	19	6	6	5	11	0	1	0	0	0	0	458
930	3	244	94	2	19	6	14	8	9	1	0	0	0	0	0	400
945	2	216	99	1	18	2	10	2	11	0	0	0	0	0	1	362
1000	1	192	82	1	17	5	10	5	6	1	0	0	0	0	0	320
Hourly Total	10	933	400	4	73	19	40	20	37	2	1	0	0	0	1	1540
1015	1	195	73	0	9	3	7	3	4	0	1	0	0	0	0	296
1030	2	162	67	3	11	7	15	2	5	0	0	0	0	0	0	274
1045	0	183	56	1	11	8	13	2	7	1	0	0	0	0	0	282
1100	0	183	74	3	9	5	17	3	7	0	0	0	0	0	1	302
Hourly Total	3	723	270	7	40	23	52	10	23	1	1	0	0	0	1	1154
1115	0	221	77	2	9	8	13	6	10	1	0	0	0	0	0	347
1130	2	226	69	1	12	8	6	2	9	1	0	0	0	0	0	336
1145	1	225	72	0	8	2	7	3	6	0	1	0	0	0	1	326
1200	2	207	68	2	12	6	11	6	9	0	0	0	0	0	0	323
Hourly Total	5	879	286	5	41	24	37	17	34	2	1	0	0	0	1	1332
1215	1	215	76	0	12	7	9	4	4	1	0	1	0	0	1	331
1230	1	202	79	1	16	7	9	7	4	0	0	0	0	0	0	326
1245	1	224	67	3	5	7	5	3	3	0	1	0	0	0	0	319
1300	2	184	78	1	14	9	0	3	5	0	0	0	0	0	1	297
Hourly Total	5	825	300	5	47	30	23	17	16	1	1	1	0	0	2	1273
1315	1	219	68	1	9	4	2	2	4	0	0	0	0	0	0	310
1330	0	197	88	3	11	5	0	1	5	1	0	0	0	0	1	312
1345	4	208	81	0	7	7	4	3	6	0	0	0	0	0	1	321
1400	1	201	81	1	8	8	2	3	6	0	0	0	0	0	0	311
Hourly Total	6	825	318	5	35	24	8	9	21	1	0	0	0	0	2	1254
1415	0	207	73	0	10	6	1	6	4	0	1	0	0	0	0	308
1430	0	199	76	1	7	2	2	2	6	0	0	0	0	0	0	295
1445	0	194	80	1	8	4	3	2	4	0	0	0	0	0	2	298
1500	1	259	91	3	9	5	0	5	1	0	0	0	0	0	0	374
Hourly Total	1	859	320	5	34	17	6	15	15	0	1	0	0	0	2	1275
1515	0	223	94	2	14	2	2	1	2	0	0	0	0	0	0	340
1530	3	296	97	1	16	4	1	4	2	0	0	0	0	0	0	424
1545	0	326	74	3	6	1	0	5	2	0	0	1	0	0	1	419
1600	0	362	99	4	13	0	2	3	3	0	0	0	0	0	0	486
Hourly Total	3	1207	364	10	49	7	5	13	9	0	0	1	0	0	1	1669
1615	1	450	131	1	16	4	1	3	3	0	0	0	0	0	0	610
1630	1	477	111	2	14	1	0	4	5	0	0	0	0	0	0	615
1645	1	471	123	1	13	1	0	3	6	0	0	0	0	0	0	619
1700	1	482	111	0	1	2	0	3	7	0	0	0	0	0	0	607
Hourly Total	4	1880	476	4	44	8	1	13	21	0	0	0	0	0	0	2451
1715	1	569	126	0	5	0	0	1	2	0	1	0	0	0	0	705
1730	2	715	160	2	4	0	0	2	2	0	0	0	0	0	0	887
1745	1	556	129	0	9	2	0	2	2	0	0	0	0	0	0	701
1800	1	500	99	2	4	1	0	1	3	0	0	0	0	0	0	611
Hourly Total	5	2340	514	4	22	3	0	6	9	0	1	0	0	0	0	2904
1815	1	453	86	0	7	0	0	0	1	0	0	0	0	0	0	548
1830	0	358	67	1	4	1	0	2	4	0	0	0	0	0	0	437
1845	0	289	45	0	7	3	0	1	3	0	0	0	0	0	3	351

1900	0	268	48	1	1	0	0	2	2	0	0	0	0	0	0	322
Hourly Total	1	1368	246	2	19	4	0	5	10	0	0	0	0	0	3	1658
1915	0	216	42	0	1	1	0	2	2	0	0	0	0	0	0	264
1930	0	180	47	1	6	0	0	2	0	0	0	0	0	0	0	236
1945	1	150	36	0	1	1	0	1	2	0	0	0	0	0	0	192
2000	2	157	24	1	2	2	0	0	1	0	0	0	0	0	0	189
Hourly Total	3	703	149	2	10	4	0	5	5	0	0	0	0	0	0	881
2015	0	152	27	0	0	0	0	3	0	0	0	0	0	0	0	182
2030	1	122	20	0	0	0	0	0	1	0	0	0	0	0	0	144
2045	0	135	16	0	2	2	0	0	1	0	0	0	0	0	0	156
2100	0	138	24	0	2	0	0	1	0	0	0	0	0	0	0	166
Hourly Total	1	547	87	0	4	2	0	4	2	0	0	0	0	0	1	648
2115	0	117	19	0	3	1	0	1	0	0	0	0	0	0	0	141
2130	0	122	21	0	0	0	0	0	0	0	0	0	0	0	0	143
2145	0	101	14	0	1	1	0	1	2	0	0	0	0	0	0	120
2200	0	82	17	0	2	0	0	0	1	0	0	0	0	0	0	102
Hourly Total	0	422	71	0	6	2	0	2	3	0	0	0	0	0	0	506
2215	0	88	15	0	0	0	0	0	1	0	0	0	0	0	0	104
2230	0	58	8	0	1	0	0	0	1	0	0	0	0	0	0	69
2245	1	51	12	0	0	0	0	0	2	0	0	0	0	0	0	66
2300	0	57	13	0	1	1	0	0	1	0	0	0	0	0	0	73
Hourly Total	1	254	48	0	2	1	0	0	5	0	0	0	0	0	1	312
2315	1	37	8	0	0	0	0	1	2	0	0	0	0	0	0	49
2330	1	42	2	0	0	0	0	0	0	0	0	0	0	0	0	45
2345	0	33	7	0	1	0	0	0	0	0	0	0	0	0	0	41
2400	0	37	6	0	1	0	0	0	1	0	0	0	0	0	0	45
Hourly Total	2	149	23	0	2	0	0	1	3	0	0	0	0	0	0	180
DAILY TOTAL	89	19763	5888	103	653	263	220	237	338	11	9	2	0	0	29	27605
Percentages	0.3%	71.6%	21.3%	0.4%	2.4%	1.0%	0.8%	0.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Combined
 Start Date: 5/14/2019
 Stop Date: 5/14/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total		
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass	
15	0	42	7	0	0	0	0	1	3	0	0	0	0	0	0	0	53
30	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	1	46
45	0	21	8	0	0	1	0	0	3	0	0	0	0	0	0	0	33
100	0	29	4	0	1	0	1	1	4	0	0	0	0	0	0	0	40
Hourly Total	0	128	28	0	1	1	1	2	10	0	0	0	0	0	0	1	172
115	1	23	6	0	1	1	0	1	3	0	1	0	0	0	0	0	37
130	0	30	3	0	0	0	0	3	2	0	0	0	0	0	0	0	38
145	2	16	9	0	2	1	0	2	0	0	0	0	0	0	0	0	32
200	1	27	6	0	0	0	0	1	5	0	0	0	0	0	0	0	40
Hourly Total	4	96	24	0	3	2	0	7	10	0	1	0	0	0	0	0	147
215	1	18	1	0	1	0	0	1	1	0	0	0	0	0	0	0	23
230	1	19	3	0	1	1	0	1	0	0	1	0	0	0	0	0	27
245	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19
300	0	11	6	0	2	0	0	0	2	0	0	0	0	0	0	1	22
Hourly Total	2	64	12	0	5	1	0	2	3	0	1	0	0	0	0	1	91
315	1	12	6	0	1	1	0	1	4	0	0	0	0	0	0	1	27
330	0	18	5	0	2	1	0	0	1	0	0	0	0	0	0	0	27
345	0	21	11	0	1	2	0	0	2	0	2	0	0	0	0	0	39
400	1	30	12	0	3	2	1	2	4	0	0	0	0	0	0	0	55
Hourly Total	2	81	34	0	7	6	1	3	11	0	2	0	0	0	0	1	148
415	0	27	8	0	1	0	1	2	3	0	0	0	0	0	0	0	42
430	0	39	12	0	1	2	1	2	7	0	0	0	0	0	0	1	65
445	1	56	26	1	1	5	0	0	3	0	0	0	0	0	0	0	93
500	2	67	23	0	5	6	0	2	3	0	0	0	0	0	0	1	109
Hourly Total	3	189	69	1	8	13	2	6	16	0	0	0	0	0	0	2	309
515	3	104	26	1	7	2	0	2	9	0	0	0	0	0	0	1	155
530	4	151	50	1	11	4	1	4	8	0	0	0	0	0	0	0	234
545	2	197	76	0	4	3	1	2	10	0	0	0	0	0	0	0	295
600	3	306	124	3	9	8	0	4	10	0	0	0	0	0	0	0	467
Hourly Total	12	758	276	5	31	17	2	12	37	0	0	0	0	0	0	1	1151
615	2	415	176	3	15	2	2	2	6	0	0	0	0	0	0	2	625
630	6	533	187	1	23	6	1	3	9	1	0	0	0	0	0	1	771
645	1	670	240	7	27	5	1	8	13	1	0	0	0	0	0	3	976
700	3	738	220	5	32	15	2	11	9	1	0	0	0	0	0	0	1036
Hourly Total	12	2356	823	16	97	28	6	24	37	3	0	0	0	0	0	6	3408
715	3	777	238	2	27	13	2	7	8	0	0	0	0	0	0	1	1078
730	1	940	275	9	29	10	4	13	7	0	1	1	0	0	0	1	1291
745	1	1023	283	5	21	12	5	5	10	0	0	0	0	0	0	4	1369
800	1	987	270	11	29	14	10	9	11	1	0	0	1	0	0	4	1348
Hourly Total	6	3727	1066	27	106	49	21	34	36	1	1	1	1	0	10	5086	
815	3	866	251	6	30	17	5	12	13	0	0	0	0	0	0	0	1203
830	7	904	272	6	33	17	7	11	13	1	0	0	0	0	0	3	1274

845	4	822	257	5	31	19	13	10	17	0	0	0	0	0	0	1178
900	7	754	255	11	32	20	1	21	11	0	0	0	0	0	0	1112
Hourly Total	21	3346	1035	28	126	73	26	54	54	1	0	0	0	0	3	4767
915	6	634	231	1	45	23	7	11	17	0	1	0	0	0	4	980
930	4	518	186	5	30	24	14	12	14	1	0	0	0	0	1	809
945	8	490	172	3	31	10	11	4	18	0	0	0	0	0	5	752
1000	2	432	160	1	30	25	10	10	12	1	0	0	0	0	2	685
Hourly Total	20	2074	749	10	136	82	42	37	61	2	1	0	0	0	12	3226
1015	2	389	143	1	19	23	10	8	14	1	1	0	0	0	1	612
1030	2	352	141	5	21	23	15	4	14	0	0	0	0	0	1	578
1045	2	378	121	3	18	21	14	5	13	1	0	0	0	0	0	576
1100	0	349	152	6	20	18	17	5	14	0	0	0	0	0	3	584
Hourly Total	6	1468	557	15	78	85	56	22	55	2	1	0	0	0	5	2350
1115	2	410	129	3	20	33	13	8	14	1	0	0	0	0	4	637
1130	2	402	152	4	20	30	6	4	14	1	0	0	0	0	0	635
1145	4	448	146	7	23	14	7	4	16	0	1	0	1	0	12	683
1200	5	398	130	4	32	23	15	9	15	0	1	0	1	0	21	654
Hourly Total	13	1658	557	18	95	100	41	25	59	2	2	0	2	0	37	2609
1215	2	437	155	1	24	16	10	6	13	1	0	1	0	0	1	667
1230	1	405	163	1	28	18	10	16	12	0	0	0	0	0	0	654
1245	1	414	154	4	19	20	5	7	7	0	1	0	0	0	0	632
1300	4	374	168	2	38	19	1	8	8	0	0	0	0	0	2	624
Hourly Total	8	1630	640	8	109	73	26	37	40	1	1	1	0	0	3	2577
1315	2	423	143	1	19	7	2	4	7	0	0	0	0	0	1	609
1330	2	392	167	5	24	20	0	9	9	1	0	0	0	0	2	631
1345	7	403	155	2	15	13	4	5	10	0	0	0	0	0	1	615
1400	2	399	155	1	24	13	4	4	10	0	0	0	0	0	1	613
Hourly Total	13	1617	620	9	82	53	10	22	36	1	0	0	0	0	5	2468
1415	3	445	178	1	16	19	1	11	11	0	2	0	0	0	0	687
1430	2	483	171	4	21	10	2	7	12	0	0	0	0	0	0	712
1445	2	453	204	2	28	8	3	7	7	0	0	0	0	0	5	719
1500	3	580	198	5	34	17	0	12	5	0	0	0	0	0	1	855
Hourly Total	10	1961	751	12	99	54	6	37	35	0	2	0	0	0	6	2973
1515	2	589	251	3	34	6	4	11	8	0	0	0	0	0	0	908
1530	5	712	245	2	29	11	4	10	11	0	0	0	0	0	1	1030
1545	1	764	260	4	31	6	0	12	5	0	0	1	0	0	1	1085
1600	2	863	290	7	35	5	2	10	3	0	0	0	0	0	0	1217
Hourly Total	10	2928	1046	16	129	28	10	43	27	0	0	1	0	0	2	4240
1615	3	927	311	2	37	13	1	8	8	0	0	0	0	0	1	1311
1630	2	1026	286	8	36	3	1	12	12	0	0	0	0	0	0	1386
1645	4	971	291	3	35	8	0	9	11	0	0	0	0	0	1	1333
1700	4	977	272	2	20	7	0	9	10	0	0	0	0	0	0	1301
Hourly Total	13	3901	1160	15	128	31	2	38	41	0	0	0	0	0	2	5331
1715	5	1012	283	4	29	3	0	7	5	0	1	0	0	0	1	1350
1730	3	1181	275	3	16	1	0	9	6	0	0	0	0	0	0	1494
1745	6	966	235	1	26	3	0	3	3	0	0	0	0	0	0	1243
1800	5	979	242	2	21	3	0	5	6	2	0	0	0	0	1	1266
Hourly Total	19	4138	1035	10	92	10	0	24	20	2	1	0	0	0	2	5353
1815	2	817	181	1	26	1	0	5	6	0	0	0	0	0	3	1042
1830	1	692	156	2	10	2	0	3	6	0	0	0	0	0	1	873
1845	3	573	113	0	12	5	0	5	5	0	0	0	0	0	3	719

1900	1	483	104	1	7	0	0	3	3	0	0	0	0	0	602	
Hourly Total	7	2565	554	4	55	8	0	16	20	0	0	0	0	0	3236	
1915	0	423	96	1	6	1	0	6	4	0	0	0	0	0	537	
1930	0	369	86	1	10	0	0	4	2	0	0	0	0	0	472	
1945	1	323	77	1	5	1	0	4	2	0	0	0	0	0	415	
2000	3	289	55	1	10	2	0	3	3	0	0	0	0	0	366	
Hourly Total	4	1404	314	4	31	4	0	17	11	0	0	0	0	0	1790	
2015	0	268	55	0	2	0	0	5	2	0	0	0	0	0	333	
2030	1	241	47	0	1	0	0	0	3	0	0	0	0	0	293	
2045	1	256	44	0	4	3	0	2	2	0	0	0	0	0	312	
2100	0	229	35	1	2	0	0	1	3	0	0	0	0	0	272	
Hourly Total	2	994	181	1	9	3	0	8	10	0	0	0	0	0	1210	
2115	0	214	37	0	5	1	0	2	2	0	1	0	0	0	262	
2130	0	204	37	0	1	0	0	1	0	0	1	0	0	0	244	
2145	3	182	27	0	2	1	0	2	3	0	0	0	0	0	220	
2200	0	125	24	0	5	1	0	0	1	0	0	0	0	0	156	
Hourly Total	3	725	125	0	13	3	0	5	6	0	2	0	0	0	882	
2215	1	168	27	0	5	0	0	0	2	0	0	0	0	0	203	
2230	0	112	10	1	3	0	0	0	1	0	0	0	0	0	131	
2245	1	85	16	0	4	0	0	0	4	0	0	0	0	0	110	
2300	0	97	20	0	4	1	0	1	1	0	1	0	0	0	125	
Hourly Total	2	462	73	1	16	1	0	1	8	0	1	0	0	0	569	
2315	1	83	21	0	3	0	0	1	2	0	1	0	0	0	113	
2330	1	68	9	1	0	0	0	1	1	0	0	0	0	0	81	
2345	2	65	12	0	2	0	0	0	1	0	0	0	0	0	82	
2400	0	59	12	0	2	0	0	0	1	0	0	0	0	0	74	
Hourly Total	4	275	54	1	7	0	0	2	5	0	1	0	0	0	350	
DAILY TOTAL	196	38545	11783	201	1463	725	252	478	648	15	17	3	3	0	54443	
Percentages	0.4%	70.8%	21.6%	0.4%	2.7%	1.3%	0.5%	0.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

845	2	459	123	2	16	5	1	3	5	0	0	0	0	0	2	618
900	3	364	109	1	6	6	1	1	9	0	0	0	0	0	1	501
Hourly Total	11	1866	453	7	42	25	3	12	22	0	0	0	0	0	5	2446
915	1	334	84	4	8	3	0	3	6	0	0	0	0	0	1	444
930	2	284	83	1	8	10	1	4	5	0	0	0	0	0	1	399
945	2	244	90	0	15	6	1	3	7	1	0	0	0	0	1	370
1000	0	226	80	0	16	4	2	4	6	0	0	0	0	0	1	339
Hourly Total	5	1088	337	5	47	23	4	14	24	1	0	0	0	0	4	1552
1015	4	183	70	0	8	5	0	4	7	0	0	0	0	0	1	282
1030	2	185	58	2	12	7	1	2	3	0	0	0	0	0	0	272
1045	1	211	75	0	9	7	0	6	7	0	0	0	0	0	0	316
1100	1	163	57	0	15	9	0	4	6	0	0	0	0	0	0	255
Hourly Total	8	742	260	2	44	28	1	16	23	0	0	0	0	0	1	1125
1115	2	180	63	1	12	7	0	2	3	0	0	0	0	0	1	271
1130	4	174	72	1	14	5	0	8	5	0	0	0	0	0	0	283
1145	0	171	79	0	7	3	0	2	3	0	0	0	0	0	0	265
1200	0	194	74	0	7	4	0	4	1	0	0	0	0	0	0	284
Hourly Total	6	719	288	2	40	19	0	16	12	0	0	0	0	0	1	1103
1215	0	187	75	2	12	4	1	4	4	0	0	0	0	0	1	290
1230	2	213	61	0	7	4	1	4	4	0	0	0	0	0	1	297
1245	2	199	79	0	10	6	0	3	6	0	0	0	0	0	0	305
1300	0	201	82	0	15	5	0	2	4	0	0	0	0	0	1	310
Hourly Total	4	800	297	2	44	19	2	13	18	0	0	0	0	0	3	1202
1315	1	219	77	2	11	3	0	2	4	0	0	0	0	0	0	319
1330	0	222	106	0	14	4	3	8	8	0	0	0	0	0	0	365
1345	2	201	80	2	11	4	2	5	3	0	0	0	0	0	0	310
1400	2	228	79	1	17	4	0	7	8	0	0	0	0	0	0	346
Hourly Total	5	870	342	5	53	15	5	22	23	0	0	0	0	0	0	1340
1415	1	264	94	2	17	7	1	4	6	0	0	0	0	0	0	396
1430	1	258	105	1	14	6	0	4	4	0	0	0	0	0	0	393
1445	1	303	106	0	20	3	0	5	8	0	0	0	0	0	0	446
1500	3	325	108	2	17	3	0	10	3	0	0	0	0	0	3	474
Hourly Total	6	1150	413	5	68	19	1	23	21	0	0	0	0	0	3	1709
1515	2	339	130	0	30	4	0	8	4	0	0	0	0	0	1	518
1530	5	432	167	1	18	7	1	8	6	0	0	0	0	0	1	646
1545	3	472	183	3	27	6	0	6	8	0	0	0	0	0	0	708
1600	3	499	185	2	25	9	0	11	5	0	0	0	0	0	4	743
Hourly Total	13	1742	665	6	100	26	1	33	23	0	0	0	0	0	6	2615
1615	1	543	196	1	27	3	0	3	6	0	0	0	0	0	1	781
1630	1	525	186	2	16	5	0	10	6	1	0	0	0	0	0	752
1645	3	515	168	1	27	2	1	4	1	0	0	0	0	0	0	722
1700	4	505	170	2	17	4	0	5	3	0	0	0	0	0	0	710
Hourly Total	9	2088	720	6	87	14	1	22	16	1	0	0	0	0	1	2965
1715	3	521	156	0	27	5	0	12	5	0	0	0	0	0	2	731
1730	1	459	136	0	18	3	0	5	4	0	0	0	0	0	1	627
1745	0	417	123	1	9	1	0	13	7	0	0	0	0	0	1	572
1800	2	388	133	1	14	0	0	3	2	0	0	0	1	0	0	544
Hourly Total	6	1785	548	2	68	9	0	33	18	0	0	0	1	0	4	2474
1815	3	422	120	0	19	1	1	3	4	0	0	0	0	0	0	573
1830	0	393	91	0	10	2	0	6	3	1	0	0	1	0	0	507
1845	2	342	94	0	16	1	0	7	1	0	0	0	0	0	0	463

1900	0	305	58	0	8	1	0	2	5	0	0	0	0	0	0	379
Hourly Total	5	1462	363	0	53	5	1	18	13	1	0	0	1	0	0	1922
1915	4	243	57	2	6	2	0	1	3	0	0	0	0	0	1	319
1930	1	196	45	0	5	1	0	4	3	0	0	0	0	0	0	255
1945	1	149	44	0	4	0	0	0	1	0	0	0	0	0	0	199
2000	0	128	34	1	6	0	0	0	1	0	0	0	0	0	0	170
Hourly Total	6	716	180	3	21	3	0	5	8	0	0	0	0	0	1	943
2015	0	125	23	1	6	0	0	0	2	0	0	0	0	0	0	157
2030	0	136	36	0	4	0	0	0	0	0	0	0	0	0	0	176
2045	1	123	28	0	2	0	0	1	2	0	0	0	0	0	0	157
2100	3	104	28	1	3	0	0	1	1	0	0	0	0	0	0	141
Hourly Total	4	488	115	2	15	0	0	2	5	0	0	0	0	0	0	631
2115	0	136	37	1	6	0	0	1	0	0	1	0	0	0	1	183
2130	0	96	21	0	1	0	0	1	2	0	0	0	0	0	0	121
2145	0	93	19	0	4	0	0	0	1	0	0	0	0	0	0	117
2200	2	77	25	1	2	0	0	1	2	0	0	0	1	0	0	111
Hourly Total	2	402	102	2	13	0	0	3	5	0	1	0	1	0	1	532
2215	0	92	16	0	2	0	0	0	1	0	0	0	0	0	0	111
2230	0	56	12	6	2	1	0	0	1	0	0	0	0	0	0	78
2245	1	67	15	0	2	0	0	0	0	0	0	0	0	0	0	85
2300	0	39	9	0	2	0	0	0	0	0	0	0	0	0	1	51
Hourly Total	1	254	52	6	8	1	0	0	2	0	0	0	0	0	1	325
2315	1	46	11	1	0	0	0	0	0	0	0	0	0	0	0	59
2330	0	36	9	0	2	0	0	0	2	0	0	0	0	0	0	49
2345	2	40	6	1	0	0	0	0	0	0	1	0	0	0	1	51
2400	0	17	4	0	2	0	0	2	0	0	0	0	0	0	0	25
Hourly Total	3	139	30	2	4	0	0	2	2	0	1	0	0	0	1	184
DAILY TOTAL	111	19421	6040	73	817	242	32	268	295	3	4	0	4	0	38	27348
Percentages	0.4%	71.0%	22.1%	0.3%	3.0%	0.9%	0.1%	1.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Southbound
 Start Date: 5/15/2019
 Stop Date: 5/15/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	22	4	0	0	0	0	0	1	0	0	0	0	0	0	27
30	0	30	3	0	0	0	0	0	1	0	0	0	0	0	0	34
45	0	28	4	0	1	2	0	0	0	0	0	0	0	0	0	35
100	0	24	1	0	0	0	0	1	0	0	0	0	0	0	0	26
Hourly Total	0	104	12	0	1	2	0	1	2	0	0	0	0	0	0	122
115	0	18	1	0	0	1	0	0	1	0	0	0	0	0	0	21
130	0	20	5	0	0	0	0	0	2	0	0	0	0	0	0	27
145	0	13	4	0	1	0	0	2	2	0	0	0	0	0	0	22
200	0	11	1	0	1	0	0	0	1	0	0	0	0	0	0	14
Hourly Total	0	62	11	0	2	1	0	2	6	0	0	0	0	0	0	84
215	0	12	2	0	0	0	0	2	0	0	0	0	0	0	1	17
230	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
245	2	11	3	0	0	1	0	1	1	0	0	0	0	0	0	19
300	1	8	2	0	0	2	0	0	3	0	0	0	0	0	0	16
Hourly Total	3	38	7	0	0	3	0	3	5	0	0	0	0	0	1	60
315	0	12	0	0	1	0	0	2	0	0	0	0	0	0	0	15
330	0	12	5	0	0	0	0	2	5	0	0	0	0	0	1	25
345	0	13	5	0	1	0	0	2	2	0	0	0	0	0	0	23
400	0	17	6	0	0	0	0	1	2	0	0	0	0	0	0	26
Hourly Total	0	54	16	0	2	0	0	7	9	0	0	0	0	0	1	89
415	0	19	3	0	2	0	0	0	2	0	0	0	0	0	0	26
430	0	26	9	1	0	0	0	0	3	0	0	0	0	0	0	39
445	1	39	7	1	2	2	0	2	1	0	0	0	0	0	0	55
500	0	42	21	0	3	1	0	2	2	0	0	0	0	0	0	71
Hourly Total	1	126	40	2	7	3	0	4	8	0	0	0	0	0	0	191
515	2	104	23	1	2	3	0	3	1	0	0	0	0	0	0	139
530	3	121	43	1	5	1	0	2	2	0	0	0	0	0	2	180
545	1	156	56	0	3	2	1	2	7	0	0	0	0	0	1	229
600	1	253	102	2	4	1	1	0	7	0	0	0	0	0	0	371
Hourly Total	7	634	224	4	14	7	2	7	17	0	0	0	0	0	3	919
615	2	279	117	0	8	4	1	4	3	0	1	0	0	0	1	420
630	3	437	137	2	12	2	0	5	2	0	0	0	0	0	1	601
645	2	450	165	1	20	9	1	4	4	0	1	0	0	0	0	657
700	1	499	144	2	15	11	0	11	7	0	0	0	0	0	1	691
Hourly Total	8	1665	563	5	55	26	2	24	16	0	2	0	0	0	3	2369
715	2	463	133	2	13	7	1	7	4	0	0	0	0	0	3	635
730	2	491	133	3	18	4	0	15	12	0	0	0	0	0	0	678
745	2	449	128	2	12	7	0	7	7	0	0	0	0	0	1	615
800	2	429	133	4	24	4	3	6	3	0	0	0	0	0	2	610
Hourly Total	8	1832	527	11	67	22	4	35	26	0	0	0	0	0	6	2538
815	0	429	132	4	21	4	1	8	8	2	0	0	0	0	1	610
830	5	416	143	0	17	8	2	6	6	0	0	0	0	0	1	604

845	4	399	148	3	22	7	2	6	4	0	0	0	0	0	2	597
900	4	321	139	6	20	9	2	10	11	0	0	0	0	0	0	522
Hourly Total	13	1565	562	13	80	28	7	30	29	2	0	0	0	0	4	2333
915	2	268	116	1	15	7	0	4	5	0	0	0	0	0	1	419
930	2	260	105	2	22	8	0	7	8	0	0	0	0	0	1	415
945	2	231	86	1	26	5	0	12	3	0	0	0	0	0	3	369
1000	0	233	85	3	15	6	1	3	5	0	0	0	0	0	2	353
Hourly Total	6	992	392	7	78	26	1	26	21	0	0	0	0	0	7	1556
1015	2	206	78	1	8	3	2	8	4	0	0	0	0	0	2	314
1030	1	174	69	1	9	5	2	7	1	0	1	0	0	0	1	271
1045	3	206	68	2	7	2	0	7	7	0	1	0	0	0	1	304
1100	1	184	75	1	5	2	1	7	2	0	0	0	0	0	1	279
Hourly Total	7	770	290	5	29	12	5	29	14	0	2	0	0	0	5	1168
1115	1	181	73	0	7	3	1	5	10	0	0	0	0	0	0	281
1130	0	216	78	0	8	2	1	6	3	1	0	0	0	0	0	315
1145	1	233	78	0	11	5	2	4	7	1	1	0	0	0	1	344
1200	0	248	69	0	7	7	0	5	3	0	0	0	0	0	0	339
Hourly Total	2	878	298	0	33	17	4	20	23	2	1	0	0	0	1	1279
1215	0	218	94	0	14	6	3	4	3	1	1	0	0	0	1	345
1230	2	232	75	2	12	6	1	2	4	0	0	0	0	0	0	336
1245	2	243	76	1	10	8	1	2	5	0	0	0	0	0	0	348
1300	3	249	71	0	8	5	1	3	6	0	0	0	0	0	1	347
Hourly Total	7	942	316	3	44	25	6	11	18	1	1	0	0	0	2	1376
1315	3	202	78	1	9	10	0	6	3	0	0	0	0	0	1	313
1330	4	200	79	0	11	11	2	3	3	0	0	0	0	0	2	315
1345	1	207	62	2	9	5	0	5	4	0	0	0	0	0	0	295
1400	1	220	67	1	12	3	0	2	6	0	0	0	0	0	1	313
Hourly Total	9	829	286	4	41	29	2	16	16	0	0	0	0	0	4	1236
1415	3	259	63	0	11	4	2	2	4	0	0	0	0	0	1	349
1430	0	241	74	2	9	1	0	3	5	0	0	0	0	0	1	336
1445	0	250	81	1	13	6	0	6	2	0	0	0	0	0	2	361
1500	0	266	72	3	15	8	1	5	4	0	0	0	0	0	1	375
Hourly Total	3	1016	290	6	48	19	3	16	15	0	0	0	0	0	5	1421
1515	1	242	75	1	15	4	0	8	6	0	0	0	0	0	0	352
1530	3	328	102	2	16	3	0	2	2	0	0	0	0	0	2	460
1545	1	340	109	1	10	1	0	5	3	0	0	0	0	0	0	470
1600	0	420	99	2	13	2	1	3	2	0	0	0	0	0	2	544
Hourly Total	5	1330	385	6	54	10	1	18	13	0	0	0	0	0	4	1826
1615	2	449	109	3	15	5	0	3	3	0	0	0	0	0	2	591
1630	2	496	109	4	13	3	1	5	3	0	1	0	0	0	0	637
1645	1	472	117	0	15	2	0	1	4	0	0	0	0	0	1	613
1700	0	516	109	0	4	3	0	1	1	0	0	0	0	0	2	636
Hourly Total	5	1933	444	7	47	13	1	10	11	0	1	0	0	0	5	2477
1715	1	550	117	0	7	0	0	0	2	0	0	0	0	0	0	677
1730	3	689	148	0	11	0	0	1	1	0	0	0	0	0	0	853
1745	1	559	109	0	8	0	0	0	2	0	0	0	0	0	1	680
1800	3	508	88	1	7	2	0	2	2	0	0	0	0	0	1	614
Hourly Total	8	2306	462	1	33	2	0	3	7	0	0	0	0	0	2	2824
1815	2	493	80	1	6	2	0	3	4	0	0	0	0	0	2	593
1830	0	390	86	0	6	1	0	2	0	0	0	0	0	0	0	485
1845	0	423	81	2	6	3	0	0	3	0	0	0	0	0	1	519

1900	1	302	52	3	4	2	0	2	2	0	0	0	0	0	1	369
Hourly Total	3	1608	299	6	22	8	0	7	9	0	0	0	0	0	4	1966
1915	1	237	40	0	5	1	0	0	0	0	0	0	0	0	1	285
1930	0	192	34	0	1	0	0	2	1	0	0	0	0	0	0	230
1945	1	167	40	2	3	0	0	2	1	0	0	0	0	0	0	216
2000	0	173	34	1	3	0	0	2	1	0	0	0	0	0	0	214
Hourly Total	2	769	148	3	12	1	0	6	3	0	0	0	0	0	1	945
2015	1	132	19	0	1	0	0	2	0	0	0	0	0	0	0	155
2030	0	142	24	0	1	0	0	2	0	0	0	0	0	0	0	169
2045	0	145	23	0	3	0	0	1	1	0	0	0	0	0	0	173
2100	1	136	37	1	0	0	0	0	0	0	0	0	0	0	0	175
Hourly Total	2	555	103	1	5	0	0	5	1	0	0	0	0	0	0	672
2115	1	111	27	0	3	0	0	0	1	0	0	0	0	0	0	143
2130	1	119	26	0	1	1	0	0	0	0	0	0	0	0	0	148
2145	0	108	20	0	2	0	0	0	2	0	0	0	0	0	1	133
2200	1	108	17	1	1	1	0	1	1	0	0	0	0	0	0	131
Hourly Total	3	446	90	1	7	2	0	1	4	0	0	0	0	0	1	555
2215	0	73	8	0	1	0	0	0	5	0	0	0	0	0	0	87
2230	1	67	14	0	1	1	0	1	1	0	0	0	0	0	0	86
2245	2	61	7	0	0	1	0	0	1	0	0	0	0	0	0	72
2300	0	65	10	0	0	0	0	1	0	0	0	0	0	0	0	76
Hourly Total	3	266	39	0	2	2	0	2	7	0	0	0	0	0	0	321
2315	1	46	7	0	2	0	0	2	1	0	0	0	0	0	0	59
2330	0	32	2	0	0	0	0	0	0	0	0	0	0	0	2	36
2345	0	32	5	0	0	1	0	0	0	0	0	0	0	0	0	38
2400	0	32	7	0	2	0	0	0	2	0	0	0	0	0	0	43
Hourly Total	1	142	21	0	4	1	0	2	3	0	0	0	0	0	2	176
DAILY TOTAL	106	20862	5825	85	687	259	38	285	283	5	7	0	0	0	61	28503
Percentages	0.4%	73.2%	20.4%	0.3%	2.4%	0.9%	0.1%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Combined
 Start Date: 5/15/2019
 Stop Date: 5/15/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	46	7	0	1	1	0	0	1	0	0	0	0	0	0	57
30	0	53	6	0	1	0	0	1	1	0	0	0	0	0	0	62
45	1	48	5	0	2	3	0	0	2	0	0	0	0	0	0	61
100	0	31	3	0	1	0	0	1	0	0	1	0	0	0	0	37
Hourly Total	2	178	21	0	5	4	0	2	4	0	1	0	0	0	0	217
115	0	34	3	0	0	1	0	0	2	0	0	0	0	0	0	40
130	0	30	9	0	0	0	0	0	2	0	0	0	0	0	0	41
145	0	20	8	0	2	0	0	2	2	0	0	0	0	0	0	34
200	0	28	2	0	2	0	0	0	3	0	0	0	0	0	0	35
Hourly Total	0	112	22	0	4	1	0	2	9	0	0	0	0	0	0	150
215	0	19	4	0	0	0	0	3	1	0	0	0	0	0	1	28
230	0	12	2	0	0	0	0	1	2	0	0	0	0	0	0	17
245	2	18	5	0	0	1	0	1	2	0	0	0	0	0	0	29
300	1	19	3	0	0	2	0	1	4	0	1	0	0	0	0	31
Hourly Total	3	68	14	0	0	3	0	6	9	0	1	0	0	0	1	105
315	0	17	2	0	2	1	0	2	1	0	0	0	0	0	0	25
330	0	16	8	0	1	1	0	2	7	0	0	0	0	0	1	36
345	0	23	12	1	1	1	0	6	3	0	0	0	0	0	0	47
400	0	28	11	1	1	0	0	2	3	0	0	0	0	0	0	46
Hourly Total	0	84	33	2	5	3	0	12	14	0	0	0	0	0	1	154
415	0	31	11	0	2	1	0	1	6	0	0	0	0	0	0	52
430	0	41	18	1	3	1	2	0	4	0	0	0	0	0	0	70
445	1	60	16	1	6	4	1	4	3	0	0	0	0	0	0	96
500	0	63	29	0	4	3	0	3	3	0	0	0	0	0	0	105
Hourly Total	1	195	74	2	15	9	3	8	16	0	0	0	0	0	0	323
515	2	123	39	2	3	6	1	3	1	0	0	0	0	0	0	180
530	3	157	56	1	8	1	2	2	2	0	0	0	0	0	2	234
545	2	220	72	0	5	2	1	3	7	0	0	0	0	0	1	313
600	2	352	146	3	11	2	3	4	12	0	0	0	0	0	1	536
Hourly Total	9	852	313	6	27	11	7	12	22	0	0	0	0	0	4	1263
615	3	375	165	0	9	5	2	5	6	0	1	0	0	0	1	572
630	5	576	190	2	23	5	1	7	7	0	0	0	0	0	1	817
645	3	658	225	3	27	10	1	5	9	0	1	0	0	0	1	943
700	3	785	236	2	28	12	0	11	10	0	0	0	0	0	1	1088
Hourly Total	14	2394	816	7	87	32	4	28	32	0	2	0	0	0	4	3420
715	5	802	217	5	28	12	1	9	8	0	0	0	0	0	5	1092
730	4	950	242	8	29	10	0	21	13	0	0	0	0	0	0	1277
745	3	969	244	3	20	11	0	8	12	0	0	0	0	0	2	1272
800	3	1021	279	5	38	4	6	9	10	0	0	0	1	0	3	1379
Hourly Total	15	3742	982	21	115	37	7	47	43	0	0	0	1	0	10	5020
815	2	951	252	6	28	11	2	11	9	2	0	0	0	0	3	1277
830	9	937	244	2	30	15	2	11	13	0	0	0	0	0	1	1264

845	6	858	271	5	38	12	3	9	9	0	0	0	0	0	4	1215
900	7	685	248	7	26	15	3	11	20	0	0	0	0	0	1	1023
Hourly Total	24	3431	1015	20	122	53	10	42	51	2	0	0	0	0	9	4779
915	3	602	200	5	23	10	0	7	11	0	0	0	0	0	2	863
930	4	544	188	3	30	18	1	11	13	0	0	0	0	0	2	814
945	4	475	176	1	41	11	1	15	10	1	0	0	0	0	4	739
1000	0	459	165	3	31	10	3	7	11	0	0	0	0	0	3	692
Hourly Total	11	2080	729	12	125	49	5	40	45	1	0	0	0	0	11	3108
1015	6	389	148	1	16	8	2	12	11	0	0	0	0	0	3	596
1030	3	359	127	3	21	12	3	9	4	0	1	0	0	0	1	543
1045	4	417	143	2	16	9	0	13	14	0	1	0	0	0	1	620
1100	2	347	132	1	20	11	1	11	8	0	0	0	0	0	1	534
Hourly Total	15	1512	550	7	73	40	6	45	37	0	2	0	0	0	6	2293
1115	3	361	136	1	19	10	1	7	13	0	0	0	0	0	1	552
1130	4	390	150	1	22	7	1	14	8	1	0	0	0	0	0	598
1145	1	404	157	0	18	8	2	6	10	1	1	0	0	0	1	609
1200	0	442	143	0	14	11	0	9	4	0	0	0	0	0	0	623
Hourly Total	8	1597	586	2	73	36	4	36	35	2	1	0	0	0	2	2382
1215	0	405	169	2	26	10	4	8	7	1	1	0	0	0	2	635
1230	4	445	136	2	19	10	2	6	8	0	0	0	0	0	1	633
1245	4	442	155	1	20	14	1	5	11	0	0	0	0	0	0	653
1300	3	450	153	0	23	10	1	5	10	0	0	0	0	0	2	657
Hourly Total	11	1742	613	5	88	44	8	24	36	1	1	0	0	0	5	2578
1315	4	421	155	3	20	13	0	8	7	0	0	0	0	0	1	632
1330	4	422	185	0	25	15	5	11	11	0	0	0	0	0	2	680
1345	3	408	142	4	20	9	2	10	7	0	0	0	0	0	0	605
1400	3	448	146	2	29	7	0	9	14	0	0	0	0	0	1	659
Hourly Total	14	1699	628	9	94	44	7	38	39	0	0	0	0	0	4	2576
1415	4	523	157	2	28	11	3	6	10	0	0	0	0	0	1	745
1430	1	499	179	3	23	7	0	7	9	0	0	0	0	0	1	729
1445	1	553	187	1	33	9	0	11	10	0	0	0	0	0	2	807
1500	3	591	180	5	32	11	1	15	7	0	0	0	0	0	4	849
Hourly Total	9	2166	703	11	116	38	4	39	36	0	0	0	0	0	8	3130
1515	3	581	205	1	45	8	0	16	10	0	0	0	0	0	1	870
1530	8	760	269	3	34	10	1	10	8	0	0	0	0	0	3	1106
1545	4	812	292	4	37	7	0	11	11	0	0	0	0	0	0	1178
1600	3	919	284	4	38	11	1	14	7	0	0	0	0	0	6	1287
Hourly Total	18	3072	1050	12	154	36	2	51	36	0	0	0	0	0	10	4441
1615	3	992	305	4	42	8	0	6	9	0	0	0	0	0	3	1372
1630	3	1021	295	6	29	8	1	15	9	1	1	0	0	0	0	1389
1645	4	987	285	1	42	4	1	5	5	0	0	0	0	0	1	1335
1700	4	1021	279	2	21	7	0	6	4	0	0	0	0	0	2	1346
Hourly Total	14	4021	1164	13	134	27	2	32	27	1	1	0	0	0	6	5442
1715	4	1071	273	0	34	5	0	12	7	0	0	0	0	0	2	1408
1730	4	1148	284	0	29	3	0	6	5	0	0	0	0	0	1	1480
1745	1	976	232	1	17	1	0	13	9	0	0	0	0	0	2	1252
1800	5	896	221	2	21	2	0	5	4	0	0	0	1	0	1	1158
Hourly Total	14	4091	1010	3	101	11	0	36	25	0	0	0	1	0	6	5298
1815	5	915	200	1	25	3	1	6	8	0	0	0	0	0	2	1166
1830	0	783	177	0	16	3	0	8	3	1	0	0	1	0	0	992
1845	2	765	175	2	22	4	0	7	4	0	0	0	0	0	1	982

1900	1	607	110	3	12	3	0	4	7	0	0	0	0	0	1	748
Hourly Total	8	3070	662	6	75	13	1	25	22	1	0	0	1	0	4	3888
1915	5	480	97	2	11	3	0	1	3	0	0	0	0	0	2	604
1930	1	388	79	0	6	1	0	6	4	0	0	0	0	0	0	485
1945	2	316	84	2	7	0	0	2	2	0	0	0	0	0	0	415
2000	0	301	68	2	9	0	0	2	2	0	0	0	0	0	0	384
Hourly Total	8	1485	328	6	33	4	0	11	11	0	0	0	0	0	2	1888
2015	1	257	42	1	7	0	0	2	2	0	0	0	0	0	0	312
2030	0	278	60	0	5	0	0	2	0	0	0	0	0	0	0	345
2045	1	268	51	0	5	0	0	2	3	0	0	0	0	0	0	330
2100	4	240	65	2	3	0	0	1	1	0	0	0	0	0	0	316
Hourly Total	6	1043	218	3	20	0	0	7	6	0	0	0	0	0	0	1303
2115	1	247	64	1	9	0	0	1	1	0	1	0	0	0	1	326
2130	1	215	47	0	2	1	0	1	2	0	0	0	0	0	0	269
2145	0	201	39	0	6	0	0	0	3	0	0	0	0	0	1	250
2200	3	185	42	2	3	1	0	2	3	0	0	0	1	0	0	242
Hourly Total	5	848	192	3	20	2	0	4	9	0	1	0	1	0	2	1087
2215	0	165	24	0	3	0	0	0	6	0	0	0	0	0	0	198
2230	1	123	26	6	3	2	0	1	2	0	0	0	0	0	0	164
2245	3	128	22	0	2	1	0	0	1	0	0	0	0	0	0	157
2300	0	104	19	0	2	0	0	1	0	0	0	0	0	0	1	127
Hourly Total	4	520	91	6	10	3	0	2	9	0	0	0	0	0	1	646
2315	2	92	18	1	2	0	0	2	1	0	0	0	0	0	0	118
2330	0	68	11	0	2	0	0	0	2	0	0	0	0	0	2	85
2345	2	72	11	1	0	1	0	0	0	0	1	0	0	0	1	89
2400	0	49	11	0	4	0	0	2	2	0	0	0	0	0	0	68
Hourly Total	4	281	51	2	8	1	0	4	5	0	1	0	0	0	3	360
DAILY TOTAL	217	40283	11865	158	1504	501	70	553	578	8	11	0	4	0	99	55851
Percentages	0.4%	72.1%	21.2%	0.3%	2.7%	0.9%	0.1%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Northbound
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	4	29	3	0	1	1	0	0	0	0	0	1	0	0	1	40
30	0	24	2	0	2	0	0	0	1	0	0	0	0	0	0	29
45	0	12	2	0	0	0	0	2	0	0	0	0	0	0	0	16
100	0	10	3	0	0	1	0	0	0	0	1	0	0	0	0	15
Hourly Total	4	75	10	0	3	2	0	2	1	0	1	1	0	0	1	100
115	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	10
130	0	5	4	0	0	0	0	1	4	0	0	0	0	0	1	15
145	0	10	3	0	1	0	0	1	0	0	0	0	0	0	0	15
200	0	11	1	0	1	0	0	2	2	0	0	0	0	0	0	17
Hourly Total	0	34	9	0	2	1	0	4	6	0	0	0	0	0	1	57
215	0	7	1	0	1	0	0	0	0	0	1	0	0	0	0	10
230	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
245	0	5	4	0	1	0	0	0	2	0	1	0	0	0	0	13
300	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	0	26	7	0	3	0	0	0	3	0	2	0	0	0	0	41
315	0	2	2	0	1	1	0	0	1	0	0	0	0	0	1	8
330	0	4	2	0	0	1	0	1	2	0	0	0	0	0	0	10
345	0	9	4	0	1	0	0	1	0	0	0	0	0	0	0	15
400	0	8	3	0	2	1	1	0	0	0	0	0	0	0	0	15
Hourly Total	0	23	11	0	4	3	1	2	3	0	0	0	0	0	1	48
415	0	9	4	1	0	1	0	0	0	0	0	0	0	0	0	15
430	0	11	6	0	1	0	0	2	2	0	0	0	0	0	0	22
445	0	15	3	0	4	1	0	1	3	0	0	0	0	0	1	28
500	0	18	18	0	2	1	0	1	1	0	0	0	0	0	0	41
Hourly Total	0	53	31	1	7	3	0	4	6	0	0	0	0	0	1	106
515	0	23	12	0	0	1	0	0	2	0	0	0	0	0	0	38
530	1	38	16	0	4	1	0	2	1	0	0	0	0	0	0	63
545	1	80	22	0	6	2	0	1	4	0	0	0	0	0	0	116
600	0	72	39	1	6	3	0	1	3	0	0	0	0	0	0	125
Hourly Total	2	213	89	1	16	7	0	4	10	0	0	0	0	0	0	342
615	1	107	49	1	9	3	1	1	3	0	0	0	0	0	0	175
630	1	168	62	1	9	0	1	3	6	1	0	0	0	0	0	252
645	1	202	80	0	7	3	1	3	8	0	0	0	0	0	1	306
700	4	269	84	2	9	4	1	4	3	0	0	0	0	0	3	383
Hourly Total	7	746	275	4	34	10	4	11	20	1	0	0	0	0	4	1116
715	1	305	88	1	9	2	1	2	3	0	0	0	0	0	0	412
730	1	452	123	4	9	3	0	1	3	0	0	0	0	0	0	596
745	0	536	136	3	8	3	1	5	1	0	0	0	0	0	0	693
800	1	593	141	2	20	6	2	6	7	0	0	0	0	0	1	779
Hourly Total	3	1886	488	10	46	14	4	14	14	0	0	0	0	0	1	2480
815	2	432	113	7	8	8	0	3	3	0	0	0	0	0	0	576
830	2	428	110	7	14	16	4	3	8	0	0	0	0	0	1	593

845	1	452	109	0	10	14	0	0	8	0	0	0	0	0	1	595
900	3	389	112	2	21	12	0	3	3	0	0	0	0	0	2	547
Hourly Total	8	1701	444	16	53	50	4	9	22	0	0	0	0	0	4	2311
915	0	316	91	2	12	8	1	5	7	0	0	0	0	0	3	445
930	3	297	86	2	6	12	3	6	6	0	0	0	0	0	0	421
945	2	239	79	0	17	6	3	1	7	0	0	0	0	0	1	355
1000	2	242	82	2	15	9	0	3	6	0	0	0	0	0	1	362
Hourly Total	7	1094	338	6	50	35	7	15	26	0	0	0	0	0	5	1583
1015	1	244	73	1	7	9	1	3	5	0	0	0	0	0	3	347
1030	3	210	80	0	15	16	3	2	5	0	0	0	0	0	2	336
1045	2	254	91	0	20	15	1	3	15	0	0	0	0	0	2	403
1100	3	219	85	1	21	12	2	8	6	0	0	0	0	0	2	359
Hourly Total	9	927	329	2	63	52	7	16	31	0	0	0	0	0	9	1445
1115	1	228	89	2	16	6	2	4	6	0	0	0	0	0	0	354
1130	2	245	92	1	8	11	0	5	8	0	0	0	0	0	0	372
1145	2	272	97	2	12	10	3	4	6	0	0	0	0	0	0	408
1200	1	226	99	0	12	16	1	6	6	0	0	0	0	0	3	370
Hourly Total	6	971	377	5	48	43	6	19	26	0	0	0	0	0	3	1504
1215	1	188	73	1	12	7	0	3	5	0	0	0	0	0	1	291
1230	1	234	67	3	13	13	0	4	4	0	0	0	0	0	0	339
1245	3	207	69	1	12	10	0	2	7	0	0	0	0	0	1	312
1300	2	207	76	2	10	11	0	2	2	0	0	0	0	0	0	312
Hourly Total	7	836	285	7	47	41	0	11	18	0	0	0	0	0	2	1254
1315	0	228	83	0	14	6	1	2	14	0	0	0	0	0	0	348
1330	1	206	80	0	13	8	3	1	3	0	0	0	0	0	1	316
1345	2	216	74	0	13	15	1	3	5	0	0	0	0	0	1	330
1400	2	243	78	1	13	7	0	3	4	0	0	0	0	0	0	351
Hourly Total	5	893	315	1	53	36	5	9	26	0	0	0	0	0	2	1345
1415	2	238	92	1	17	6	0	10	6	0	0	0	0	0	0	372
1430	3	289	97	1	17	6	1	4	4	1	0	0	0	0	1	424
1445	1	278	101	1	11	9	1	3	5	0	0	0	0	0	1	411
1500	2	352	128	2	21	12	1	6	5	1	0	0	1	0	0	531
Hourly Total	8	1157	418	5	66	33	3	23	20	2	0	0	1	0	2	1738
1515	2	351	139	2	20	5	1	6	5	0	0	0	0	0	0	531
1530	4	447	147	0	15	4	0	4	4	0	0	0	0	0	1	626
1545	3	472	188	1	27	7	2	4	7	0	0	0	0	0	0	711
1600	3	491	178	4	21	3	4	10	4	0	0	0	0	0	0	718
Hourly Total	12	1761	652	7	83	19	7	24	20	0	0	0	0	0	1	2586
1615	3	519	185	3	23	9	1	6	8	0	0	0	0	0	0	757
1630	2	513	150	3	37	4	1	10	6	0	0	0	0	0	17	743
1645	2	375	137	14	60	7	0	5	8	0	0	0	0	0	44	652
1700	5	449	119	16	39	9	0	11	3	0	0	0	1	0	28	680
Hourly Total	12	1856	591	36	159	29	2	32	25	0	0	0	1	0	89	2832
1715	35	392	135	15	31	2	0	11	4	0	0	0	1	0	25	651
1730	57	359	92	7	30	3	0	5	0	0	0	0	0	0	35	588
1745	32	373	109	4	15	4	0	7	8	0	0	0	0	0	7	559
1800	2	386	129	1	10	2	0	5	4	0	0	0	0	0	1	540
Hourly Total	126	1510	465	27	86	11	0	28	16	0	0	0	1	0	68	2338
1815	1	376	98	0	14	0	0	2	2	0	0	0	0	0	3	496
1830	6	408	105	1	15	2	0	3	7	0	0	0	0	0	1	548
1845	3	337	88	0	11	2	0	4	5	0	0	0	0	0	0	450

1900	2	284	66	0	11	1	0	2	2	0	0	0	0	0	368	
Hourly Total	12	1405	357	1	51	5	0	11	16	0	0	0	0	4	1862	
1915	2	208	65	2	11	2	0	3	2	0	0	0	0	0	295	
1930	0	204	58	0	5	0	0	2	1	0	0	0	0	0	270	
1945	0	166	30	0	2	0	0	2	2	0	0	0	0	0	202	
2000	0	160	34	1	1	1	0	3	1	0	0	0	0	0	201	
Hourly Total	2	738	187	3	19	3	0	10	6	0	0	0	0	0	968	
2015	3	142	41	0	3	0	0	1	2	0	0	0	0	0	192	
2030	1	135	34	0	4	0	0	0	1	0	0	0	0	0	176	
2045	0	91	30	1	2	0	0	0	2	0	0	0	0	0	126	
2100	0	116	35	1	7	0	0	3	1	0	0	0	0	0	163	
Hourly Total	4	484	140	2	16	0	0	4	6	0	0	0	0	0	657	
2115	2	112	23	0	0	0	0	1	1	0	0	0	0	0	139	
2130	0	77	30	0	1	0	0	0	2	0	0	0	0	0	110	
2145	0	118	21	0	3	0	0	0	1	0	1	0	0	0	144	
2200	0	93	15	1	5	0	0	0	1	0	0	0	0	0	115	
Hourly Total	2	400	89	1	9	0	0	1	5	0	1	0	0	0	508	
2215	0	77	11	0	3	1	0	0	0	0	0	0	0	0	92	
2230	1	73	11	2	1	0	0	1	0	0	0	0	0	0	89	
2245	0	51	17	1	0	0	0	0	2	0	0	0	0	0	71	
2300	1	53	7	0	1	1	0	0	1	0	0	0	0	0	65	
Hourly Total	2	254	46	3	5	2	0	1	3	0	0	0	0	0	317	
2315	1	57	10	1	0	1	0	0	0	0	1	0	0	0	71	
2330	0	40	13	0	1	0	0	1	1	0	0	0	0	0	56	
2345	0	27	8	1	0	1	0	0	1	0	0	0	0	0	38	
2400	0	27	7	0	1	0	0	1	2	0	0	0	0	0	38	
Hourly Total	1	151	38	2	2	2	0	2	4	0	1	0	0	0	203	
DAILY TOTAL	239	19194	5991	140	925	401	50	256	333	3	5	1	3	0	200	27741
Percentages	0.9%	69.2%	21.6%	0.5%	3.3%	1.4%	0.2%	0.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Southbound
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total		
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass	
15	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37
30	0	26	1	0	0	0	0	0	1	0	0	0	0	0	0	0	28
45	0	40	4	0	0	0	0	2	3	0	0	0	0	0	0	0	49
100	0	24	1	0	1	0	0	0	2	0	0	0	0	0	0	0	28
Hourly Total	0	121	12	0	1	0	0	2	6	0	0	0	0	0	0	0	142
115	0	19	8	0	0	0	0	0	2	0	0	0	0	0	0	0	29
130	0	23	1	0	0	0	0	1	1	0	0	0	0	0	0	0	26
145	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
200	1	16	3	0	0	0	0	1	1	0	0	0	0	0	0	0	22
Hourly Total	1	67	12	0	0	0	0	2	5	0	0	0	0	0	0	1	88
215	1	11	4	0	0	1	0	2	0	0	1	0	0	0	0	0	20
230	0	17	2	0	0	0	0	1	0	0	0	0	0	0	0	0	20
245	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8
300	1	6	4	0	0	0	0	0	1	0	0	0	0	0	0	0	12
Hourly Total	2	39	12	0	1	1	0	3	1	0	1	0	0	0	0	0	60
315	0	10	3	0	0	0	0	0	2	0	0	0	0	0	0	0	15
330	1	14	1	0	2	1	0	2	1	0	0	0	0	0	0	1	23
345	1	15	11	0	0	0	0	2	0	0	0	0	0	0	0	0	29
400	0	29	3	0	0	1	0	2	1	0	0	0	0	0	0	1	37
Hourly Total	2	68	18	0	2	2	0	6	4	0	0	0	0	0	0	2	104
415	0	11	8	0	1	1	0	0	0	0	0	0	0	0	0	0	21
430	1	29	7	0	1	3	0	2	1	0	0	0	0	0	0	0	44
445	1	40	7	0	2	2	0	1	3	0	0	0	0	0	0	0	56
500	0	50	28	1	3	1	0	2	2	0	0	0	0	0	0	0	87
Hourly Total	2	130	50	1	7	7	0	5	6	0	0	0	0	0	0	0	208
515	2	86	21	1	6	2	0	1	2	0	0	0	0	0	0	1	122
530	2	130	36	0	5	1	0	8	2	0	0	0	0	0	0	0	184
545	3	173	67	1	4	2	0	2	3	0	0	0	0	0	0	0	255
600	5	233	82	2	7	3	0	3	5	0	0	0	0	0	0	0	340
Hourly Total	12	622	206	4	22	8	0	14	12	0	0	0	0	0	0	1	901
615	3	298	107	3	15	3	0	1	5	0	0	0	0	0	0	2	437
630	6	402	125	2	15	6	0	4	5	0	0	0	0	0	0	0	565
645	3	459	131	6	12	6	0	12	4	0	0	0	0	0	0	1	634
700	3	468	137	4	12	12	2	4	8	0	0	0	0	0	0	1	651
Hourly Total	15	1627	500	15	54	27	2	21	22	0	0	0	0	0	0	4	2287
715	1	505	150	1	13	9	1	6	7	1	0	0	1	0	0	2	697
730	2	503	110	4	16	12	1	8	8	0	0	0	0	0	0	3	667
745	1	475	122	1	19	6	1	7	10	0	0	0	0	0	0	2	644
800	5	455	133	3	22	9	4	10	7	0	0	0	0	0	0	2	650
Hourly Total	9	1938	515	9	70	36	7	31	32	1	0	0	1	0	9	2658	
815	1	411	117	3	18	7	6	8	8	0	0	0	0	0	0	2	581
830	4	387	146	1	17	8	2	12	5	2	0	0	0	0	0	1	585

845	6	369	126	1	15	7	2	3	8	0	0	0	0	0	3	540
900	2	354	129	5	24	10	0	13	8	0	0	0	0	0	2	547
Hourly Total	13	1521	518	10	74	32	10	36	29	2	0	0	0	0	8	2253
915	1	299	132	4	24	7	3	4	10	0	0	0	0	0	0	484
930	1	258	106	1	24	1	6	7	8	0	0	0	0	0	1	413
945	0	237	89	2	19	7	3	5	8	0	0	0	0	0	0	370
1000	5	235	78	2	20	13	3	6	5	1	0	0	0	0	0	368
Hourly Total	7	1029	405	9	87	28	15	22	31	1	0	0	0	0	1	1635
1015	4	181	65	6	16	10	2	5	4	0	0	0	0	0	2	295
1030	2	196	75	2	11	8	1	2	3	0	1	0	0	0	0	301
1045	1	201	88	1	11	5	8	5	4	0	0	0	0	0	0	324
1100	2	183	70	2	16	7	4	3	3	1	1	0	0	0	2	294
Hourly Total	9	761	298	11	54	30	15	15	14	1	2	0	0	0	4	1214
1115	4	215	75	0	8	6	1	4	6	0	0	0	0	0	0	319
1130	2	233	60	0	13	6	4	7	6	0	0	0	0	0	1	332
1145	4	237	89	1	11	7	6	3	3	0	0	0	0	0	3	364
1200	0	243	75	2	11	7	6	10	7	0	0	1	0	0	7	369
Hourly Total	10	928	299	3	43	26	17	24	22	0	0	1	0	0	11	1384
1215	1	241	88	0	11	3	6	4	9	0	0	0	0	0	2	365
1230	1	234	89	1	15	5	7	5	5	1	0	0	0	0	2	365
1245	2	212	84	1	13	4	2	1	9	0	0	0	0	0	2	330
1300	3	216	74	0	10	7	6	0	5	0	1	0	0	0	3	325
Hourly Total	7	903	335	2	49	19	21	10	28	1	1	0	0	0	9	1385
1315	2	219	73	0	15	12	8	4	3	0	0	0	0	0	0	336
1330	3	209	82	0	11	9	2	2	7	1	0	0	0	0	4	330
1345	1	209	73	2	5	7	5	3	4	0	0	0	0	0	5	314
1400	2	208	89	2	9	2	4	2	3	0	0	0	0	0	2	323
Hourly Total	8	845	317	4	40	30	19	11	17	1	0	0	0	0	11	1303
1415	1	207	77	1	16	7	4	3	5	0	0	0	0	0	4	325
1430	0	206	83	2	11	2	5	4	2	1	0	0	0	0	1	317
1445	1	231	80	1	13	6	2	2	5	0	0	0	0	0	2	343
1500	2	264	71	7	5	5	1	1	3	0	0	0	0	0	1	360
Hourly Total	4	908	311	11	45	20	12	10	15	1	0	0	0	0	8	1345
1515	2	251	100	2	6	6	2	3	5	0	0	0	0	0	0	377
1530	3	298	110	3	15	4	3	7	6	0	0	0	0	0	2	451
1545	0	351	125	2	10	3	3	6	4	0	0	0	0	0	4	508
1600	1	352	133	3	12	6	2	4	3	0	0	0	0	0	5	521
Hourly Total	6	1252	468	10	43	19	10	20	18	0	0	0	0	0	11	1857
1615	0	466	140	3	15	3	0	2	2	0	0	0	0	0	5	636
1630	0	453	105	3	13	2	1	2	2	0	0	0	0	0	2	583
1645	3	436	128	1	9	7	0	1	4	0	0	0	0	0	6	595
1700	1	517	111	2	8	3	1	2	8	0	0	0	0	0	2	655
Hourly Total	4	1872	484	9	45	15	2	7	16	0	0	0	0	0	15	2469
1715	0	553	128	0	9	6	0	0	3	0	0	0	0	0	5	704
1730	2	643	127	1	12	1	0	3	3	0	0	0	0	0	3	795
1745	2	556	144	0	7	6	1	1	6	0	0	0	0	0	1	724
1800	2	470	88	1	8	1	0	0	5	0	0	0	0	0	1	576
Hourly Total	6	2222	487	2	36	14	1	4	17	0	0	0	0	0	10	2799
1815	1	429	88	1	8	1	0	4	1	0	0	0	0	0	8	541
1830	2	396	74	0	7	5	0	1	1	0	0	0	0	0	2	488
1845	1	340	58	1	4	4	0	1	1	0	0	0	0	0	4	414

1900	1	236	51	1	8	2	0	3	0	0	0	0	0	0	1	303
Hourly Total	5	1401	271	3	27	12	0	9	3	0	0	0	0	0	15	1746
1915	0	189	54	0	1	0	0	0	0	1	0	0	0	0	4	249
1930	2	184	51	0	1	1	0	0	0	1	0	0	0	0	1	241
1945	0	175	36	1	4	0	0	0	0	0	0	0	0	0	0	216
2000	2	141	53	1	1	1	0	1	2	0	0	0	0	0	1	203
Hourly Total	4	689	194	2	7	2	0	1	4	0	0	0	0	0	6	909
2015	0	165	27	0	3	1	0	0	2	0	0	0	0	0	0	198
2030	1	157	34	0	1	1	0	0	2	0	0	0	0	0	0	196
2045	1	147	34	0	0	1	0	1	1	0	0	0	0	0	2	187
2100	0	137	28	1	0	2	0	0	1	0	0	0	0	0	0	169
Hourly Total	2	606	123	1	4	5	0	1	6	0	0	0	0	0	2	750
2115	0	130	19	0	0	0	0	0	0	0	0	0	0	0	1	150
2130	1	109	23	0	4	1	0	0	0	0	0	0	0	0	0	138
2145	2	106	19	0	2	0	0	0	2	0	0	0	0	0	0	131
2200	2	102	11	3	0	1	0	1	2	0	0	0	0	0	1	123
Hourly Total	5	447	72	3	6	2	0	1	4	0	0	0	0	0	2	542
2215	0	70	15	0	1	0	0	2	0	0	0	0	0	0	0	88
2230	1	78	12	0	1	0	0	1	1	0	0	0	0	0	0	94
2245	2	59	12	0	0	0	0	0	3	0	0	0	0	0	1	77
2300	0	85	12	0	0	1	0	0	1	0	0	0	0	0	3	102
Hourly Total	3	292	51	0	2	1	0	3	5	0	0	0	0	0	4	361
2315	0	58	17	0	2	0	0	0	4	0	0	0	0	0	2	83
2330	1	60	8	0	0	1	0	0	1	0	0	0	0	0	2	73
2345	0	29	6	0	4	0	0	1	1	0	0	0	0	0	0	41
2400	0	38	10	0	1	0	0	0	0	0	0	0	0	0	1	50
Hourly Total	1	185	41	0	7	1	0	1	6	0	0	0	0	0	5	247
DAILY TOTAL	137	20473	5999	109	726	337	131	259	323	8	4	1	1	0	139	28647
Percentages	0.5%	71.5%	20.9%	0.4%	2.5%	1.2%	0.5%	0.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy south of Platt St
 Direction: Combined
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	4	60	9	0	1	1	0	0	0	0	0	1	0	0	1	77
30	0	50	3	0	2	0	0	0	2	0	0	0	0	0	0	57
45	0	52	6	0	0	0	0	4	3	0	0	0	0	0	0	65
100	0	34	4	0	1	1	0	0	2	0	1	0	0	0	0	43
Hourly Total	4	196	22	0	4	2	0	4	7	0	1	1	0	0	1	242
115	0	27	9	0	0	1	0	0	2	0	0	0	0	0	0	39
130	0	28	5	0	0	0	0	2	5	0	0	0	0	0	1	41
145	0	19	3	0	1	0	0	1	1	0	0	0	0	0	1	26
200	1	27	4	0	1	0	0	3	3	0	0	0	0	0	0	39
Hourly Total	1	101	21	0	2	1	0	6	11	0	0	0	0	0	2	145
215	1	18	5	0	1	1	0	2	0	0	2	0	0	0	0	30
230	0	22	3	0	0	0	0	1	0	0	0	0	0	0	0	26
245	0	10	6	0	2	0	0	0	2	0	1	0	0	0	0	21
300	1	15	5	0	1	0	0	0	2	0	0	0	0	0	0	24
Hourly Total	2	65	19	0	4	1	0	3	4	0	3	0	0	0	0	101
315	0	12	5	0	1	1	0	0	3	0	0	0	0	0	1	23
330	1	18	3	0	2	2	0	3	3	0	0	0	0	0	1	33
345	1	24	15	0	1	0	0	3	0	0	0	0	0	0	0	44
400	0	37	6	0	2	2	1	2	1	0	0	0	0	0	1	52
Hourly Total	2	91	29	0	6	5	1	8	7	0	0	0	0	0	3	152
415	0	20	12	1	1	2	0	0	0	0	0	0	0	0	0	36
430	1	40	13	0	2	3	0	4	3	0	0	0	0	0	0	66
445	1	55	10	0	6	3	0	2	6	0	0	0	0	0	1	84
500	0	68	46	1	5	2	0	3	3	0	0	0	0	0	0	128
Hourly Total	2	183	81	2	14	10	0	9	12	0	0	0	0	0	1	314
515	2	109	33	1	6	3	0	1	4	0	0	0	0	0	1	160
530	3	168	52	0	9	2	0	10	3	0	0	0	0	0	0	247
545	4	253	89	1	10	4	0	3	7	0	0	0	0	0	0	371
600	5	305	121	3	13	6	0	4	8	0	0	0	0	0	0	465
Hourly Total	14	835	295	5	38	15	0	18	22	0	0	0	0	0	1	1243
615	4	405	156	4	24	6	1	2	8	0	0	0	0	0	2	612
630	7	570	187	3	24	6	1	7	11	1	0	0	0	0	0	817
645	4	661	211	6	19	9	1	15	12	0	0	0	0	0	2	940
700	7	737	221	6	21	16	3	8	11	0	0	0	0	0	4	1034
Hourly Total	22	2373	775	19	88	37	6	32	42	1	0	0	0	0	8	3403
715	2	810	238	2	22	11	2	8	10	1	0	0	1	0	2	1109
730	3	955	233	8	25	15	1	9	11	0	0	0	0	0	3	1263
745	1	1011	258	4	27	9	2	12	11	0	0	0	0	0	2	1337
800	6	1048	274	5	42	15	6	16	14	0	0	0	0	0	3	1429
Hourly Total	12	3824	1003	19	116	50	11	45	46	1	0	0	1	0	10	5138
815	3	843	230	10	26	15	6	11	11	0	0	0	0	0	2	1157
830	6	815	256	8	31	24	6	15	13	2	0	0	0	0	2	1178

845	7	821	235	1	25	21	2	3	16	0	0	0	0	0	4	1135
900	5	743	241	7	45	22	0	16	11	0	0	0	0	0	4	1094
Hourly Total	21	3222	962	26	127	82	14	45	51	2	0	0	0	0	12	4564
915	1	615	223	6	36	15	4	9	17	0	0	0	0	0	3	929
930	4	555	192	3	30	13	9	13	14	0	0	0	0	0	1	834
945	2	476	168	2	36	13	6	6	15	0	0	0	0	0	1	725
1000	7	477	160	4	35	22	3	9	11	1	0	0	0	0	1	730
Hourly Total	14	2123	743	15	137	63	22	37	57	1	0	0	0	0	6	3218
1015	5	425	138	7	23	19	3	8	9	0	0	0	0	0	5	642
1030	5	406	155	2	26	24	4	4	8	0	1	0	0	0	2	637
1045	3	455	179	1	31	20	9	8	19	0	0	0	0	0	2	727
1100	5	402	155	3	37	19	6	11	9	1	1	0	0	0	4	653
Hourly Total	18	1688	627	13	117	82	22	31	45	1	2	0	0	0	13	2659
1115	5	443	164	2	24	12	3	8	12	0	0	0	0	0	0	673
1130	4	478	152	1	21	17	4	12	14	0	0	0	0	0	1	704
1145	6	509	186	3	23	17	9	7	9	0	0	0	0	0	3	772
1200	1	469	174	2	23	23	7	16	13	0	0	1	0	0	10	739
Hourly Total	16	1899	676	8	91	69	23	43	48	0	0	1	0	0	14	2888
1215	2	429	161	1	23	10	6	7	14	0	0	0	0	0	3	656
1230	2	468	156	4	28	18	7	9	9	1	0	0	0	0	2	704
1245	5	419	153	2	25	14	2	3	16	0	0	0	0	0	3	642
1300	5	423	150	2	20	18	6	2	7	0	1	0	0	0	3	637
Hourly Total	14	1739	620	9	96	60	21	21	46	1	1	0	0	0	11	2639
1315	2	447	156	0	29	18	9	6	17	0	0	0	0	0	0	684
1330	4	415	162	0	24	17	5	3	10	1	0	0	0	0	5	646
1345	3	425	147	2	18	22	6	6	9	0	0	0	0	0	6	644
1400	4	451	167	3	22	9	4	5	7	0	0	0	0	0	2	674
Hourly Total	13	1738	632	5	93	66	24	20	43	1	0	0	0	0	13	2648
1415	3	445	169	2	33	13	4	13	11	0	0	0	0	0	4	697
1430	3	495	180	3	28	8	6	8	6	2	0	0	0	0	2	741
1445	2	509	181	2	24	15	3	5	10	0	0	0	0	0	3	754
1500	4	616	199	9	26	17	2	7	8	1	0	0	1	0	1	891
Hourly Total	12	2065	729	16	111	53	15	33	35	3	0	0	1	0	10	3083
1515	4	602	239	4	26	11	3	9	10	0	0	0	0	0	0	908
1530	7	745	257	3	30	8	3	11	10	0	0	0	0	0	3	1077
1545	3	823	313	3	37	10	5	10	11	0	0	0	0	0	4	1219
1600	4	843	311	7	33	9	6	14	7	0	0	0	0	0	5	1239
Hourly Total	18	3013	1120	17	126	38	17	44	38	0	0	0	0	0	12	4443
1615	3	985	325	6	38	12	1	8	10	0	0	0	0	0	5	1393
1630	2	966	255	6	50	6	2	12	8	0	0	0	0	0	19	1326
1645	5	811	265	15	69	14	0	6	12	0	0	0	0	0	50	1247
1700	6	966	230	18	47	12	1	13	11	0	0	0	1	0	30	1335
Hourly Total	16	3728	1075	45	204	44	4	39	41	0	0	0	1	0	104	5301
1715	35	945	263	15	40	8	0	11	7	0	0	0	1	0	30	1355
1730	59	1002	219	8	42	4	0	8	3	0	0	0	0	0	38	1383
1745	34	929	253	4	22	10	1	8	14	0	0	0	0	0	8	1283
1800	4	856	217	2	18	3	0	5	9	0	0	0	0	0	2	1116
Hourly Total	132	3732	952	29	122	25	1	32	33	0	0	0	1	0	78	5137
1815	2	805	186	1	22	1	0	6	3	0	0	0	0	0	11	1037
1830	8	804	179	1	22	7	0	4	8	0	0	0	0	0	3	1036
1845	4	677	146	1	15	6	0	5	6	0	0	0	0	0	4	864

1900	3	520	117	1	19	3	0	5	2	0	0	0	0	0	1	671
Hourly Total	17	2806	628	4	78	17	0	20	19	0	0	0	0	0	19	3608
1915	2	397	119	2	12	2	0	3	3	0	0	0	0	0	4	544
1930	2	388	109	0	6	1	0	2	2	0	0	0	0	0	1	511
1945	0	341	66	1	6	0	0	2	2	0	0	0	0	0	0	418
2000	2	301	87	2	2	2	0	4	3	0	0	0	0	0	1	404
Hourly Total	6	1427	381	5	26	5	0	11	10	0	0	0	0	0	6	1877
2015	3	307	68	0	6	1	0	1	4	0	0	0	0	0	0	390
2030	2	292	68	0	5	1	0	0	3	0	0	0	0	0	1	372
2045	1	238	64	1	2	1	0	1	3	0	0	0	0	0	2	313
2100	0	253	63	2	7	2	0	3	2	0	0	0	0	0	0	332
Hourly Total	6	1090	263	3	20	5	0	5	12	0	0	0	0	0	3	1407
2115	2	242	42	0	0	0	0	1	1	0	0	0	0	0	1	289
2130	1	186	53	0	5	1	0	0	2	0	0	0	0	0	0	248
2145	2	224	40	0	5	0	0	0	3	0	1	0	0	0	0	275
2200	2	195	26	4	5	1	0	1	3	0	0	0	0	0	1	238
Hourly Total	7	847	161	4	15	2	0	2	9	0	1	0	0	0	2	1050
2215	0	147	26	0	4	1	0	2	0	0	0	0	0	0	0	180
2230	2	151	23	2	2	0	0	2	1	0	0	0	0	0	0	183
2245	2	110	29	1	0	0	0	0	5	0	0	0	0	0	1	148
2300	1	138	19	0	1	2	0	0	2	0	0	0	0	0	4	167
Hourly Total	5	546	97	3	7	3	0	4	8	0	0	0	0	0	5	678
2315	1	115	27	1	2	1	0	0	4	0	1	0	0	0	2	154
2330	1	100	21	0	1	1	0	1	2	0	0	0	0	0	2	129
2345	0	56	14	1	4	1	0	1	2	0	0	0	0	0	0	79
2400	0	65	17	0	2	0	0	1	2	0	0	0	0	0	1	88
Hourly Total	2	336	79	2	9	3	0	3	10	0	1	0	0	0	5	450
DAILY TOTAL	376	39667	11990	249	1651	738	181	515	656	11	9	2	4	0	339	56388
Percentages	0.7%	70.3%	21.3%	0.4%	2.9%	1.3%	0.3%	0.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	100.0%

845	2	410	107	1	12	13	3	4	8	0	0	0	0	0	2	562
900	2	369	107	0	12	14	0	2	6	0	0	0	0	0	0	512
Hourly Total	7	1748	408	6	41	53	4	15	29	0	0	0	0	0	2	2313
915	1	348	87	1	24	17	1	7	8	0	0	0	0	0	2	496
930	1	264	73	0	17	24	1	4	5	0	0	0	0	0	0	389
945	2	319	69	0	8	12	1	3	9	0	0	0	0	0	1	424
1000	0	264	84	1	11	19	0	6	4	0	0	0	0	0	0	389
Hourly Total	4	1195	313	2	60	72	3	20	26	0	0	0	0	0	3	1698
1015	3	213	85	0	12	20	4	7	7	1	0	0	0	0	2	354
1030	1	257	90	1	18	25	0	1	13	0	0	0	0	0	1	407
1045	1	253	101	0	18	8	2	1	11	0	0	0	0	0	1	396
1100	0	228	88	4	14	14	1	3	9	0	0	0	0	0	0	361
Hourly Total	5	951	364	5	62	67	7	12	40	1	0	0	0	0	4	1518
1115	0	227	83	0	14	18	1	2	9	0	0	0	0	0	1	355
1130	2	269	91	0	10	24	0	2	5	0	0	0	0	0	0	403
1145	1	238	103	0	23	13	0	7	12	0	0	0	0	0	1	398
1200	1	267	86	2	13	18	4	4	11	0	0	0	0	0	3	409
Hourly Total	4	1001	363	2	60	73	5	15	37	0	0	0	0	0	5	1565
1215	3	297	104	2	17	16	2	4	11	0	0	0	0	0	1	457
1230	2	285	105	0	17	16	0	4	10	0	0	0	0	0	1	440
1245	1	296	96	1	18	13	0	5	4	0	0	0	0	0	0	434
1300	0	291	110	3	21	11	1	1	5	0	0	0	0	0	0	443
Hourly Total	6	1169	415	6	73	56	3	14	30	0	0	0	0	0	2	1774
1315	1	272	109	1	17	6	0	5	4	0	0	0	0	0	1	416
1330	3	283	118	1	15	14	1	8	5	0	0	0	0	0	1	449
1345	0	317	103	1	18	11	0	4	6	0	0	0	0	0	2	462
1400	1	327	130	2	26	8	2	2	6	0	0	0	0	0	0	504
Hourly Total	5	1199	460	5	76	39	3	19	21	0	0	0	0	0	4	1831
1415	4	342	120	0	20	13	0	7	9	0	1	0	0	0	1	517
1430	1	329	116	1	17	10	0	8	6	0	0	0	0	0	0	488
1445	3	293	130	1	29	5	1	11	4	0	0	0	0	0	0	477
1500	1	330	136	2	27	10	0	8	4	0	0	0	0	0	2	520
Hourly Total	9	1294	502	4	93	38	1	34	23	0	1	0	0	0	3	2002
1515	0	417	143	1	35	5	2	9	9	0	0	0	0	0	2	623
1530	4	460	166	1	18	6	3	7	10	0	0	0	0	0	1	676
1545	2	532	188	2	24	6	1	4	7	0	0	0	0	0	0	766
1600	2	579	184	4	21	3	0	13	1	0	0	0	0	0	1	808
Hourly Total	8	1988	681	8	98	20	6	33	27	0	0	0	0	0	4	2873
1615	2	594	193	1	23	10	0	14	6	0	0	0	0	0	8	851
1630	3	612	170	3	25	16	1	15	5	0	0	0	2	0	66	918
1645	2	640	164	5	24	12	2	8	6	1	0	0	0	0	38	902
1700	4	650	174	2	19	8	0	10	5	0	0	0	0	0	5	877
Hourly Total	11	2496	701	11	91	46	3	47	22	1	0	0	2	0	117	3548
1715	3	589	153	7	25	5	0	8	3	0	0	0	0	0	2	795
1730	1	648	149	1	15	1	0	4	8	0	0	0	0	0	9	836
1745	4	560	131	3	14	1	0	7	1	0	0	0	0	0	3	724
1800	2	568	140	1	23	3	0	12	3	2	0	0	0	0	14	768
Hourly Total	10	2365	573	12	77	10	0	31	15	2	0	0	0	0	28	3123
1815	1	449	106	0	17	2	0	8	7	0	0	0	0	0	4	594
1830	0	422	92	0	9	0	0	6	4	0	0	0	0	0	2	535
1845	2	328	74	0	9	0	0	5	4	0	0	0	0	0	0	422

1900	1	276	64	1	7	0	0	4	2	0	0	0	0	0	4	359
Hourly Total	4	1475	336	1	42	2	0	23	17	0	0	0	0	0	10	1910
1915	0	255	64	1	9	0	0	1	2	0	0	0	0	0	0	332
1930	0	243	55	0	3	0	0	3	2	0	0	0	0	0	0	306
1945	0	209	51	0	6	2	0	3	1	0	0	0	0	0	2	274
2000	1	179	33	1	8	0	0	0	2	0	0	0	0	0	1	225
Hourly Total	1	886	203	2	26	2	0	7	7	0	0	0	0	0	3	1137
2015	0	149	27	0	3	0	0	2	2	0	0	0	0	0	0	183
2030	0	148	30	0	2	0	0	0	2	0	0	0	0	0	0	182
2045	0	150	36	0	1	0	0	2	4	0	0	0	0	0	0	193
2100	0	112	11	1	0	0	0	0	3	0	0	0	0	0	0	127
Hourly Total	0	559	104	1	6	0	0	4	11	0	0	0	0	0	0	685
2115	0	99	22	0	2	0	0	0	2	0	1	0	0	0	0	126
2130	0	95	21	0	2	0	0	1	0	0	1	0	0	0	0	120
2145	2	99	18	1	1	0	0	0	2	0	0	0	0	0	0	123
2200	0	71	9	1	2	1	0	0	0	0	0	0	0	0	0	84
Hourly Total	2	364	70	2	7	1	0	1	4	0	2	0	0	0	0	453
2215	1	99	14	1	3	0	0	0	1	0	0	0	0	0	0	119
2230	0	60	7	1	0	0	0	0	0	0	0	0	0	0	3	71
2245	0	45	5	0	4	0	0	0	2	0	0	0	0	0	0	56
2300	0	47	11	0	3	0	0	1	0	0	1	0	0	0	0	63
Hourly Total	1	251	37	2	10	0	0	1	3	0	1	0	0	0	3	309
2315	0	55	15	0	1	0	0	0	0	0	1	0	0	0	1	73
2330	0	43	8	1	0	0	0	0	2	0	0	0	0	0	0	54
2345	3	35	6	1	1	1	0	0	0	0	0	0	0	0	0	47
2400	0	28	7	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	3	161	36	2	3	1	0	0	2	0	1	0	0	0	1	210
DAILY TOTAL	96	22152	6428	82	940	525	45	322	395	5	7	1	2	0	205	31205
Percentages	0.3%	71.0%	20.6%	0.3%	3.0%	1.7%	0.1%	1.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Westbound
 Start Date: 5/14/2019
 Stop Date: 5/14/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	21	4	0	1	0	0	0	2	0	0	0	0	0	0	28
30	0	23	6	0	1	0	0	0	0	0	0	0	0	0	0	30
45	0	15	3	0	0	0	0	0	2	0	0	0	0	0	0	20
100	0	15	3	0	0	0	0	1	3	0	0	0	0	0	0	22
Hourly Total	0	74	16	0	2	0	0	1	7	0	0	0	0	0	0	100
115	0	11	4	0	0	0	0	1	0	0	0	0	0	0	0	16
130	0	16	2	0	1	0	0	1	3	0	0	0	0	0	0	23
145	1	9	3	0	2	0	0	0	0	0	0	0	0	0	0	15
200	1	17	2	0	3	0	0	0	2	0	0	0	0	0	0	25
Hourly Total	2	53	11	0	6	0	0	2	5	0	0	0	0	0	0	79
215	0	14	1	0	0	0	0	1	0	0	0	0	0	0	0	16
230	1	10	3	0	1	1	0	1	0	0	0	0	0	0	0	17
245	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
300	0	12	4	0	1	0	0	2	2	0	0	0	0	0	0	21
Hourly Total	1	48	9	0	2	1	0	4	3	0	0	0	0	0	0	68
315	0	10	1	0	2	0	0	2	2	0	0	0	0	0	0	17
330	0	12	3	0	0	0	0	0	2	0	0	0	0	0	0	17
345	0	14	4	0	1	1	0	0	2	0	1	0	0	0	1	24
400	0	14	8	0	1	0	0	0	2	0	0	0	0	0	0	25
Hourly Total	0	50	16	0	4	1	0	2	8	0	1	0	0	0	1	83
415	0	17	6	0	0	0	0	1	3	0	0	0	0	0	1	28
430	0	24	8	0	0	1	0	1	3	0	0	0	0	0	0	37
445	1	41	14	0	3	1	0	1	3	0	0	0	0	0	0	64
500	0	49	18	0	5	2	0	2	2	0	0	0	0	0	1	79
Hourly Total	1	131	46	0	8	4	0	5	11	0	0	0	0	0	2	208
515	0	80	20	1	4	1	0	0	4	0	0	0	0	0	1	111
530	2	123	44	0	9	1	1	3	6	0	0	0	0	0	0	189
545	1	144	69	0	4	5	0	1	7	0	0	0	0	0	0	231
600	1	261	92	0	13	5	0	1	10	0	0	0	0	0	0	383
Hourly Total	4	608	225	1	30	12	1	5	27	0	0	0	0	0	1	914
615	3	318	143	2	11	2	3	3	6	1	0	0	0	0	0	492
630	0	415	167	0	16	4	1	5	7	0	0	0	0	0	0	615
645	1	483	173	2	17	9	2	7	7	1	0	0	0	0	1	703
700	3	512	176	1	31	6	1	9	5	0	0	0	0	0	0	744
Hourly Total	7	1728	659	5	75	21	7	24	25	2	0	0	0	0	1	2554
715	1	479	174	1	19	10	2	8	5	0	1	0	0	0	2	702
730	0	500	163	2	30	7	2	3	5	0	0	0	0	0	0	712
745	0	474	150	2	18	12	5	13	10	0	0	0	0	0	4	688
800	2	527	167	2	28	4	10	11	7	1	0	0	0	0	1	760
Hourly Total	3	1980	654	7	95	33	19	35	27	1	1	0	0	0	7	2862
815	3	483	169	1	27	7	6	9	6	0	0	0	0	0	0	711
830	1	475	190	2	35	7	8	10	10	1	0	0	0	0	0	739

845	2	486	180	2	23	7	12	17	11	0	0	0	0	0	0	740
900	3	429	153	1	39	5	1	12	14	0	0	0	0	0	0	659
Hourly Total	9	1873	692	6	124	26	27	48	41	1	0	0	0	0	2	2849
915	4	306	131	0	27	8	11	9	14	1	1	0	0	0	1	513
930	4	296	105	1	30	9	13	9	8	0	0	0	0	0	0	475
945	1	250	107	1	25	7	8	7	10	0	0	0	0	0	1	417
1000	1	233	89	0	20	7	9	3	6	0	0	0	0	0	0	368
Hourly Total	10	1085	432	2	102	31	41	28	38	1	1	0	0	0	2	1773
1015	1	201	80	0	13	4	7	7	5	0	1	0	0	0	0	319
1030	2	205	69	1	14	7	17	5	5	0	0	0	0	0	0	325
1045	1	206	70	1	15	6	11	4	10	1	0	0	0	0	1	326
1100	0	227	76	1	13	11	16	3	5	0	0	0	0	0	0	352
Hourly Total	4	839	295	3	55	28	51	19	25	1	1	0	0	0	1	1322
1115	3	241	89	2	16	10	12	6	12	1	0	0	0	0	0	392
1130	1	243	83	0	19	7	6	2	7	1	0	0	0	0	0	369
1145	0	271	90	1	12	1	9	4	6	1	1	0	0	0	1	397
1200	1	264	69	1	15	11	11	7	11	0	0	1	0	0	1	392
Hourly Total	5	1019	331	4	62	29	38	19	36	3	1	1	0	0	2	1550
1215	0	233	80	0	15	6	8	4	3	1	0	0	0	0	0	350
1230	1	225	78	0	19	12	12	7	7	0	0	0	0	0	1	362
1245	1	252	81	2	14	5	4	2	3	0	1	0	0	0	0	365
1300	1	215	79	0	11	9	3	3	5	0	0	0	0	0	1	327
Hourly Total	3	925	318	2	59	32	27	16	18	1	1	0	0	0	2	1404
1315	1	235	78	2	9	4	1	3	6	0	0	0	0	0	0	339
1330	0	211	98	0	13	6	2	3	5	3	0	0	0	0	0	341
1345	4	239	89	0	9	5	2	2	9	0	0	0	0	0	0	359
1400	1	237	79	1	8	7	2	3	6	0	0	0	0	0	0	344
Hourly Total	6	922	344	3	39	22	7	11	26	3	0	0	0	0	0	1383
1415	1	227	81	0	17	6	1	6	5	0	1	0	0	0	1	346
1430	0	206	82	0	11	5	3	2	6	0	0	0	0	0	0	315
1445	0	245	87	0	18	4	2	2	7	0	0	0	0	0	0	365
1500	1	274	92	2	13	6	0	6	0	0	0	0	0	0	0	394
Hourly Total	2	952	342	2	59	21	6	16	18	0	1	0	0	0	1	1420
1515	1	253	97	1	15	2	2	2	6	0	0	0	0	0	0	379
1530	2	314	94	0	19	5	0	7	2	0	0	0	0	0	0	443
1545	0	336	97	3	8	3	0	1	3	0	0	1	0	0	1	453
1600	2	371	125	1	13	1	1	5	6	0	0	0	0	0	1	526
Hourly Total	5	1274	413	5	55	11	3	15	17	0	0	1	0	0	2	1801
1615	1	511	146	3	22	5	1	5	2	0	0	0	0	0	0	696
1630	1	488	131	2	17	3	0	3	7	0	0	0	0	0	0	652
1645	2	503	145	2	16	2	0	2	6	0	0	0	0	0	0	678
1700	1	488	133	0	9	3	0	3	6	0	1	0	0	0	0	644
Hourly Total	5	1990	555	7	64	13	1	13	21	0	1	0	0	0	0	2670
1715	1	598	145	1	7	0	0	5	2	0	0	0	0	0	0	759
1730	3	684	168	0	10	3	0	4	2	0	0	0	0	0	1	875
1745	0	565	143	0	10	0	0	3	2	0	0	0	0	0	0	723
1800	0	515	110	1	7	1	0	2	4	0	0	0	0	0	0	640
Hourly Total	4	2362	566	2	34	4	0	14	10	0	0	0	0	0	1	2997
1815	0	439	81	0	10	0	0	4	1	0	0	0	0	0	3	538
1830	0	342	71	0	6	1	0	3	3	1	0	0	0	0	0	427
1845	0	296	60	0	7	1	0	2	4	0	0	0	0	0	0	370

1900	0	262	51	0	3	0	0	4	0	0	0	0	0	0	0	320
Hourly Total	0	1339	263	0	26	2	0	13	8	1	0	0	0	0	3	1655
1915	0	185	51	0	3	2	0	0	2	0	0	0	0	0	0	243
1930	0	170	57	1	6	0	0	3	0	0	0	0	0	0	0	237
1945	1	141	42	0	1	0	0	3	2	0	0	0	0	0	0	190
2000	1	132	24	2	3	0	0	0	2	0	0	0	0	0	1	165
Hourly Total	2	628	174	3	13	2	0	6	6	0	0	0	0	0	1	835
2015	0	134	35	0	3	1	0	2	0	0	0	0	1	0	0	176
2030	1	116	28	0	2	0	0	0	1	0	0	0	0	0	0	148
2045	0	134	20	1	2	1	0	2	0	0	0	0	0	0	1	161
2100	0	127	31	1	1	0	0	0	0	0	0	0	0	0	0	160
Hourly Total	1	511	114	2	8	2	0	4	1	0	0	0	1	0	1	645
2115	0	112	16	0	3	1	0	0	1	0	0	0	0	0	0	133
2130	0	121	25	0	0	0	0	1	0	0	0	0	0	0	0	147
2145	0	96	17	0	3	1	0	1	2	0	0	0	0	0	0	120
2200	0	92	25	1	1	0	0	0	2	0	0	0	0	0	0	121
Hourly Total	0	421	83	1	7	2	0	2	5	0	0	0	0	0	0	521
2215	0	78	15	0	1	0	0	2	0	0	0	0	0	0	0	96
2230	0	45	8	0	2	0	0	0	1	0	0	0	0	0	0	56
2245	1	48	11	0	0	0	0	1	3	0	0	0	0	0	0	64
2300	1	52	10	0	1	1	0	0	1	0	0	0	0	0	0	66
Hourly Total	2	223	44	0	4	1	0	3	5	0	0	0	0	0	0	282
2315	0	43	7	0	0	0	0	0	2	0	0	0	0	0	0	52
2330	1	46	4	0	0	0	0	0	0	0	0	0	0	0	0	51
2345	0	33	7	0	3	0	0	0	0	0	0	0	0	0	0	43
2400	0	37	7	0	1	0	0	0	1	0	0	0	0	0	0	46
Hourly Total	1	159	25	0	4	0	0	0	3	0	0	0	0	0	0	192
DAILY TOTAL	77	21194	6627	55	937	298	228	305	391	14	8	2	1	0	30	30167
Percentages	0.3%	70.3%	22.0%	0.2%	3.1%	1.0%	0.8%	1.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Combined
 Start Date: 5/14/2019
 Stop Date: 5/14/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total		
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass	
15	0	49	9	0	2	1	0	0	2	0	0	0	0	0	0	1	64
30	1	43	11	0	2	1	0	0	0	0	0	0	0	0	0	0	58
45	0	33	4	0	1	0	0	0	2	0	0	0	0	0	0	0	40
100	0	27	7	0	0	1	1	2	6	0	0	0	0	0	0	1	45
Hourly Total	1	152	31	0	5	3	1	2	10	0	0	0	0	0	0	2	207
115	0	30	7	0	2	0	0	1	2	0	1	0	0	0	0	0	43
130	0	24	7	0	3	0	0	1	4	0	0	0	0	0	0	0	39
145	2	20	6	0	4	1	0	0	1	0	0	0	0	0	0	0	34
200	1	27	6	0	3	0	0	2	4	0	0	0	0	0	0	0	43
Hourly Total	3	101	26	0	12	1	0	4	11	0	1	0	0	0	0	0	159
215	1	21	2	0	1	0	0	1	0	0	0	0	0	0	0	0	26
230	1	23	4	0	1	1	0	1	0	0	1	0	0	0	0	0	32
245	0	21	5	0	0	0	0	0	1	0	0	0	0	0	0	0	27
300	0	21	7	0	3	0	0	2	2	0	0	0	0	0	0	0	35
Hourly Total	2	86	18	0	5	1	0	4	3	0	1	0	0	0	0	0	120
315	1	16	4	0	2	1	0	3	3	0	0	0	0	0	0	0	30
330	0	21	7	0	1	1	0	1	2	0	0	0	0	0	0	1	34
345	0	18	9	0	2	2	0	0	2	0	1	0	0	0	0	2	36
400	0	26	15	0	3	1	1	2	4	0	0	0	0	0	0	0	52
Hourly Total	1	81	35	0	8	5	1	6	11	0	1	0	0	0	0	3	152
415	0	27	6	0	1	0	1	1	5	0	0	0	0	0	0	1	42
430	0	37	14	0	1	2	1	3	7	0	0	0	0	0	0	0	65
445	1	55	25	0	3	6	0	1	4	0	0	0	0	0	0	1	96
500	0	68	26	0	7	3	0	3	6	0	0	0	0	0	0	1	114
Hourly Total	1	187	71	0	12	11	2	8	22	0	0	0	0	0	0	3	317
515	2	107	31	1	7	3	0	0	9	0	0	0	0	0	0	1	161
530	2	156	54	0	14	1	1	4	9	0	0	0	0	0	0	0	241
545	2	198	95	0	7	5	0	1	12	0	0	0	0	0	0	0	320
600	2	339	123	0	17	6	0	1	14	0	0	0	0	0	0	0	502
Hourly Total	8	800	303	1	45	15	1	6	44	0	0	0	0	0	0	1	1224
615	5	411	192	2	20	4	4	5	7	1	0	0	0	0	0	2	653
630	1	575	216	0	23	4	1	7	13	0	0	0	0	0	0	0	840
645	1	738	258	2	28	9	2	12	13	1	0	0	0	0	0	1	1065
700	6	747	255	3	42	14	2	10	10	1	0	0	0	0	0	0	1090
Hourly Total	13	2471	921	7	113	31	9	34	43	3	0	0	0	0	0	3	3648
715	2	800	270	3	29	15	2	16	11	0	1	0	0	0	0	5	1154
730	0	958	254	6	43	10	4	9	10	0	0	1	0	0	0	0	1295
745	1	1012	270	2	28	14	7	20	14	0	0	0	0	0	0	6	1374
800	2	1074	299	5	37	11	10	15	15	1	0	0	0	0	0	5	1474
Hourly Total	5	3844	1093	16	137	50	23	60	50	1	1	1	0	0	0	16	5297
815	4	950	267	4	35	19	6	16	16	0	0	0	0	0	0	0	1317
830	3	977	286	4	44	21	9	12	15	1	0	0	0	0	0	0	1372

845	4	896	287	3	35	20	15	21	19	0	0	0	0	0	2	1302
900	5	798	260	1	51	19	1	14	20	0	0	0	0	0	2	1171
Hourly Total	16	3621	1100	12	165	79	31	63	70	1	0	0	0	0	4	5162
915	5	654	218	1	51	25	12	16	22	1	1	0	0	0	3	1009
930	5	560	178	1	47	33	14	13	13	0	0	0	0	0	0	864
945	3	569	176	1	33	19	9	10	19	0	0	0	0	0	2	841
1000	1	497	173	1	31	26	9	9	10	0	0	0	0	0	0	757
Hourly Total	14	2280	745	4	162	103	44	48	64	1	1	0	0	0	5	3471
1015	4	414	165	0	25	24	11	14	12	1	1	0	0	0	2	673
1030	3	462	159	2	32	32	17	6	18	0	0	0	0	0	1	732
1045	2	459	171	1	33	14	13	5	21	1	0	0	0	0	2	722
1100	0	455	164	5	27	25	17	6	14	0	0	0	0	0	0	713
Hourly Total	9	1790	659	8	117	95	58	31	65	2	1	0	0	0	5	2840
1115	3	468	172	2	30	28	13	8	21	1	0	0	0	0	1	747
1130	3	512	174	0	29	31	6	4	12	1	0	0	0	0	0	772
1145	1	509	193	1	35	14	9	11	18	1	1	0	0	0	2	795
1200	2	531	155	3	28	29	15	11	22	0	0	1	0	0	4	801
Hourly Total	9	2020	694	6	122	102	43	34	73	3	1	1	0	0	7	3115
1215	3	530	184	2	32	22	10	8	14	1	0	0	0	0	1	807
1230	3	510	183	0	36	28	12	11	17	0	0	0	0	0	2	802
1245	2	548	177	3	32	18	4	7	7	0	1	0	0	0	0	799
1300	1	506	189	3	32	20	4	4	10	0	0	0	0	0	1	770
Hourly Total	9	2094	733	8	132	88	30	30	48	1	1	0	0	0	4	3178
1315	2	507	187	3	26	10	1	8	10	0	0	0	0	0	1	755
1330	3	494	216	1	28	20	3	11	10	3	0	0	0	0	1	790
1345	4	556	192	1	27	16	2	6	15	0	0	0	0	0	2	821
1400	2	564	209	3	34	15	4	5	12	0	0	0	0	0	0	848
Hourly Total	11	2121	804	8	115	61	10	30	47	3	0	0	0	0	4	3214
1415	5	569	201	0	37	19	1	13	14	0	2	0	0	0	2	863
1430	1	535	198	1	28	15	3	10	12	0	0	0	0	0	0	803
1445	3	538	217	1	47	9	3	13	11	0	0	0	0	0	0	842
1500	2	604	228	4	40	16	0	14	4	0	0	0	0	0	2	914
Hourly Total	11	2246	844	6	152	59	7	50	41	0	2	0	0	0	4	3422
1515	1	670	240	2	50	7	4	11	15	0	0	0	0	0	2	1002
1530	6	774	260	1	37	11	3	14	12	0	0	0	0	0	1	1119
1545	2	868	285	5	32	9	1	5	10	0	0	1	0	0	1	1219
1600	4	950	309	5	34	4	1	18	7	0	0	0	0	0	2	1334
Hourly Total	13	3262	1094	13	153	31	9	48	44	0	0	1	0	0	6	4674
1615	3	1105	339	4	45	15	1	19	8	0	0	0	0	0	8	1547
1630	4	1100	301	5	42	19	1	18	12	0	0	0	2	0	66	1570
1645	4	1143	309	7	40	14	2	10	12	1	0	0	0	0	38	1580
1700	5	1138	307	2	28	11	0	13	11	0	1	0	0	0	5	1521
Hourly Total	16	4486	1256	18	155	59	4	60	43	1	1	0	2	0	117	6218
1715	4	1187	298	8	32	5	0	13	5	0	0	0	0	0	2	1554
1730	4	1332	317	1	25	4	0	8	10	0	0	0	0	0	10	1711
1745	4	1125	274	3	24	1	0	10	3	0	0	0	0	0	3	1447
1800	2	1083	250	2	30	4	0	14	7	2	0	0	0	0	14	1408
Hourly Total	14	4727	1139	14	111	14	0	45	25	2	0	0	0	0	29	6120
1815	1	888	187	0	27	2	0	12	8	0	0	0	0	0	7	1132
1830	0	764	163	0	15	1	0	9	7	1	0	0	0	0	2	962
1845	2	624	134	0	16	1	0	7	8	0	0	0	0	0	0	792

1900	1	538	115	1	10	0	0	8	2	0	0	0	0	0	4	679
Hourly Total	4	2814	599	1	68	4	0	36	25	1	0	0	0	0	13	3565
1915	0	440	115	1	12	2	0	1	4	0	0	0	0	0	0	575
1930	0	413	112	1	9	0	0	6	2	0	0	0	0	0	0	543
1945	1	350	93	0	7	2	0	6	3	0	0	0	0	0	2	464
2000	2	311	57	3	11	0	0	0	4	0	0	0	0	0	2	390
Hourly Total	3	1514	377	5	39	4	0	13	13	0	0	0	0	0	4	1972
2015	0	283	62	0	6	1	0	4	2	0	0	0	1	0	0	359
2030	1	264	58	0	4	0	0	0	3	0	0	0	0	0	0	330
2045	0	284	56	1	3	1	0	4	4	0	0	0	0	0	1	354
2100	0	239	42	2	1	0	0	0	3	0	0	0	0	0	0	287
Hourly Total	1	1070	218	3	14	2	0	8	12	0	0	0	1	0	1	1330
2115	0	211	38	0	5	1	0	0	3	0	1	0	0	0	0	259
2130	0	216	46	0	2	0	0	2	0	0	1	0	0	0	0	267
2145	2	195	35	1	4	1	0	1	4	0	0	0	0	0	0	243
2200	0	163	34	2	3	1	0	0	2	0	0	0	0	0	0	205
Hourly Total	2	785	153	3	14	3	0	3	9	0	2	0	0	0	0	974
2215	1	177	29	1	4	0	0	2	1	0	0	0	0	0	0	215
2230	0	105	15	1	2	0	0	0	1	0	0	0	0	0	3	127
2245	1	93	16	0	4	0	0	1	5	0	0	0	0	0	0	120
2300	1	99	21	0	4	1	0	1	1	0	1	0	0	0	0	129
Hourly Total	3	474	81	2	14	1	0	4	8	0	1	0	0	0	3	591
2315	0	98	22	0	1	0	0	0	2	0	1	0	0	0	1	125
2330	1	89	12	1	0	0	0	0	2	0	0	0	0	0	0	105
2345	3	68	13	1	4	1	0	0	0	0	0	0	0	0	0	90
2400	0	65	14	0	2	0	0	0	1	0	0	0	0	0	0	82
Hourly Total	4	320	61	2	7	1	0	0	5	0	1	0	0	0	1	402
DAILY TOTAL	173	43346	13055	137	1877	823	273	627	786	19	15	3	3	0	235	61372
Percentages	0.3%	70.6%	21.3%	0.2%	3.1%	1.3%	0.4%	1.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Eastbound
 Start Date: 5/15/2019
 Stop Date: 5/15/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	1	32	5	0	1	1	0	0	0	0	0	0	0	0	0	0	40
30	0	30	6	0	1	0	0	0	0	0	0	0	0	0	0	0	37
45	1	23	3	0	1	1	0	0	2	0	0	0	0	0	0	0	31
100	0	15	2	0	1	0	0	1	0	0	1	0	0	0	0	0	20
Hourly Total	2	100	16	0	4	2	0	1	2	0	1	0	0	0	0	0	128
115	0	20	3	0	0	0	0	0	1	0	0	0	0	0	0	0	24
130	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
145	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	13
200	0	19	0	0	2	0	0	0	2	0	0	0	0	0	0	1	24
Hourly Total	0	55	12	0	3	0	0	0	3	0	0	0	0	0	0	1	74
215	0	15	3	0	1	0	0	1	2	0	0	0	0	0	0	1	23
230	0	10	6	0	0	0	0	0	2	0	0	0	0	0	0	0	18
245	0	12	4	0	0	0	0	0	1	0	0	0	0	0	0	1	18
300	0	11	1	0	0	0	0	0	2	0	1	0	0	0	0	0	15
Hourly Total	0	48	14	0	1	0	0	1	7	0	1	0	0	0	0	2	74
315	0	13	1	0	2	1	0	0	1	0	0	0	0	0	0	0	18
330	0	6	4	0	1	1	0	0	0	0	0	0	0	0	0	0	12
345	0	13	6	1	0	1	0	2	5	0	0	0	0	0	0	0	28
400	0	11	6	0	2	0	0	1	0	0	0	0	0	0	0	0	20
Hourly Total	0	43	17	1	5	3	0	3	6	0	0	0	0	0	0	0	78
415	0	12	4	0	0	0	0	1	3	0	0	0	0	0	0	0	20
430	0	16	9	0	2	1	2	1	0	0	0	0	0	0	0	0	31
445	0	24	10	0	4	1	0	0	4	0	0	0	0	0	0	0	43
500	0	21	8	0	2	2	0	2	1	0	0	0	0	0	0	1	37
Hourly Total	0	73	31	0	8	4	2	4	8	0	0	0	0	0	0	1	131
515	0	14	9	1	1	2	0	2	0	0	0	0	0	0	0	0	29
530	0	39	16	0	2	0	0	1	0	0	0	0	0	0	0	0	58
545	0	53	21	0	2	0	0	2	0	0	0	0	0	0	0	0	78
600	1	88	40	1	5	2	0	3	8	0	0	0	0	0	2	2	150
Hourly Total	1	194	86	2	10	4	0	8	8	0	0	0	0	0	0	2	315
615	1	108	43	0	3	1	0	0	3	0	0	0	0	0	0	0	159
630	2	139	63	0	13	1	0	0	4	0	0	0	0	0	0	0	222
645	1	210	72	1	8	1	0	1	7	0	0	0	0	0	0	1	302
700	0	313	91	0	11	0	0	3	3	0	0	0	0	0	0	0	421
Hourly Total	4	770	269	1	35	3	0	4	17	0	0	0	0	0	0	1	1104
715	1	360	93	1	11	4	0	2	8	0	0	0	0	0	0	1	481
730	1	434	98	5	11	5	0	1	4	0	0	0	0	0	0	0	559
745	1	541	121	0	10	3	2	3	8	0	0	0	0	0	0	1	690
800	1	600	130	2	11	0	1	6	9	0	0	0	1	0	2	2	763
Hourly Total	4	1935	442	8	43	12	3	12	29	0	0	0	1	0	4	2493	
815	3	501	108	2	10	5	1	6	2	0	0	0	0	0	0	0	638
830	2	513	91	4	12	6	0	2	5	0	0	0	0	0	1	1	636

845	1	480	112	1	16	6	1	2	9	0	0	0	0	0	2	630
900	2	384	90	2	10	4	1	10	10	0	0	0	0	0	6	519
Hourly Total	8	1878	401	9	48	21	3	20	26	0	0	0	0	0	9	2423
915	1	325	78	2	12	7	0	4	4	0	0	0	0	0	1	434
930	0	296	88	0	11	4	1	1	10	0	0	0	0	0	0	411
945	3	286	79	1	16	8	1	6	8	1	0	0	0	0	1	410
1000	1	243	81	2	18	6	0	8	5	0	0	0	0	0	0	364
Hourly Total	5	1150	326	5	57	25	2	19	27	1	0	0	0	0	2	1619
1015	2	199	79	0	8	4	0	5	7	0	0	0	0	0	1	305
1030	2	200	63	0	20	8	1	1	7	0	0	0	0	0	0	302
1045	0	214	64	0	14	7	0	6	8	0	0	0	0	0	0	313
1100	1	181	70	0	14	9	0	7	7	0	0	0	0	0	0	289
Hourly Total	5	794	276	0	56	28	1	19	29	0	0	0	0	0	1	1209
1115	2	208	64	0	12	10	0	7	2	0	0	0	0	0	1	306
1130	2	177	76	2	19	5	0	5	10	0	0	0	0	0	0	296
1145	2	201	84	0	10	4	0	4	5	0	0	0	0	0	0	310
1200	0	197	88	0	9	5	0	5	1	0	0	0	0	0	0	305
Hourly Total	6	783	312	2	50	24	0	21	18	0	0	0	0	0	1	1217
1215	2	206	75	3	17	6	1	6	6	0	0	0	0	0	0	322
1230	3	251	74	0	9	6	1	6	8	0	0	0	0	0	1	359
1245	1	218	70	0	10	7	0	7	6	0	0	0	0	0	0	319
1300	0	236	77	1	14	5	0	9	4	0	0	0	0	0	2	348
Hourly Total	6	911	296	4	50	24	2	28	24	0	0	0	0	0	3	1348
1315	1	244	93	3	18	5	0	1	3	0	0	0	0	0	0	368
1330	1	285	101	1	12	7	1	8	7	0	0	0	0	0	1	424
1345	3	216	107	1	14	5	2	4	4	0	0	0	0	0	1	357
1400	1	242	74	1	24	3	0	6	7	0	0	0	0	0	0	358
Hourly Total	6	987	375	6	68	20	3	19	21	0	0	0	0	0	2	1507
1415	1	296	115	1	18	7	1	10	9	0	0	0	0	0	2	460
1430	2	306	109	0	20	10	0	6	5	0	0	0	0	0	1	459
1445	1	343	119	1	20	3	0	7	11	0	0	0	0	0	0	505
1500	5	358	120	3	23	3	0	9	3	0	0	0	0	0	3	527
Hourly Total	9	1303	463	5	81	23	1	32	28	0	0	0	0	0	6	1951
1515	2	391	131	0	38	5	1	13	7	0	0	0	0	0	2	590
1530	3	498	153	0	29	9	1	8	8	0	0	0	0	0	3	712
1545	2	516	200	3	35	6	1	8	7	0	0	0	0	0	3	781
1600	3	581	196	5	18	7	0	14	6	0	0	0	0	0	5	835
Hourly Total	10	1986	680	8	120	27	3	43	28	0	0	0	0	0	13	2918
1615	1	631	201	0	30	7	0	10	7	0	0	0	0	0	8	895
1630	4	630	178	5	21	10	1	17	3	1	0	0	1	0	36	907
1645	1	610	173	2	25	19	5	10	3	0	0	0	1	0	47	896
1700	1	646	162	1	21	5	0	14	3	0	0	0	0	0	5	858
Hourly Total	7	2517	714	8	97	41	6	51	16	1	0	0	2	0	96	3556
1715	4	649	156	5	26	7	1	14	9	0	0	0	0	0	17	888
1730	1	611	145	1	16	19	0	11	6	0	0	0	0	0	45	855
1745	2	573	161	2	19	2	0	16	7	0	0	0	0	0	1	783
1800	2	523	150	1	12	0	0	9	1	0	0	0	0	0	2	700
Hourly Total	9	2356	612	9	73	28	1	50	23	0	0	0	0	0	65	3226
1815	1	544	144	0	19	1	1	9	6	0	0	0	0	0	0	725
1830	0	526	98	0	13	2	1	7	3	1	0	0	1	0	2	654
1845	1	419	100	1	22	1	0	5	1	0	0	0	0	0	1	551

1900	0	361	82	2	9	0	0	7	5	0	0	0	0	0	0	466
Hourly Total	2	1850	424	3	63	4	2	28	15	1	0	0	1	0	3	2396
1915	2	257	62	2	6	1	0	5	3	0	0	0	0	0	0	338
1930	1	258	45	0	11	1	0	2	3	0	0	0	0	0	0	321
1945	0	192	40	0	4	0	0	8	1	0	0	0	0	0	1	246
2000	0	181	46	1	6	0	0	0	1	0	0	0	0	0	0	235
Hourly Total	3	888	193	3	27	2	0	15	8	0	0	0	0	0	1	1140
2015	0	160	25	0	7	0	0	1	2	0	0	0	0	0	0	195
2030	0	165	42	0	3	0	0	1	0	0	0	0	0	0	0	211
2045	1	157	30	0	1	0	0	2	2	0	0	0	0	0	0	193
2100	3	146	29	1	4	0	0	1	0	0	0	0	0	0	0	184
Hourly Total	4	628	126	1	15	0	0	5	4	0	0	0	0	0	0	783
2115	2	144	44	2	4	0	0	2	1	0	1	0	0	0	0	200
2130	0	141	23	0	6	0	0	0	2	0	0	0	0	0	2	174
2145	0	116	27	0	2	0	0	0	1	0	0	0	0	0	0	146
2200	1	105	26	1	6	0	0	1	3	0	0	0	0	0	3	146
Hourly Total	3	506	120	3	18	0	0	3	7	0	1	0	0	0	5	666
2215	0	111	16	1	1	0	0	0	1	0	0	0	0	0	0	130
2230	0	85	14	6	0	1	0	1	1	0	0	0	0	0	0	108
2245	0	74	14	0	4	0	0	0	0	0	0	0	0	0	1	93
2300	1	60	16	0	2	0	0	0	0	0	0	0	0	0	1	80
Hourly Total	1	330	60	7	7	1	0	1	2	0	0	0	0	0	2	411
2315	1	61	15	1	0	0	0	0	0	0	0	0	0	0	0	78
2330	1	58	13	0	2	0	0	0	2	0	0	0	0	0	0	76
2345	1	37	8	1	1	0	0	0	1	0	1	0	0	0	2	52
2400	0	22	5	0	1	0	0	2	2	0	0	0	0	0	0	32
Hourly Total	3	178	41	2	4	0	0	2	5	0	1	0	0	0	2	238
DAILY TOTAL	98	22263	6306	87	943	296	29	389	361	3	4	0	4	0	222	31005
Percentages	0.3%	71.8%	20.3%	0.3%	3.0%	1.0%	0.1%	1.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Westbound
 Start Date: 5/15/2019
 Stop Date: 5/15/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	29	5	0	0	0	0	2	0	0	0	0	0	0	0	36
30	0	28	5	0	0	0	0	2	0	0	0	0	0	0	0	35
45	0	22	2	0	1	2	0	0	0	0	0	0	0	0	1	28
100	0	28	3	0	0	0	0	1	0	0	0	0	0	0	0	32
Hourly Total	0	107	15	0	1	2	0	1	4	0	0	0	0	0	1	131
115	0	11	1	0	0	0	0	2	0	0	0	0	0	0	0	14
130	0	19	5	0	2	0	0	1	1	0	0	0	0	0	0	28
145	0	16	2	0	0	0	0	2	2	0	0	0	0	0	0	22
200	0	10	1	0	1	0	0	2	1	0	0	0	0	0	0	15
Hourly Total	0	56	9	0	3	0	0	5	6	0	0	0	0	0	0	79
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	1	11
230	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
245	1	12	2	0	0	0	0	1	2	0	0	0	0	0	0	18
300	0	9	2	0	0	1	0	0	3	0	0	0	0	0	0	15
Hourly Total	1	39	5	0	0	1	0	1	6	0	0	0	0	0	1	54
315	0	10	1	0	2	1	0	2	0	0	0	0	0	0	1	17
330	1	13	3	0	1	0	0	1	5	0	0	0	0	0	0	24
345	0	11	5	0	1	0	0	1	4	0	0	0	0	0	0	22
400	0	17	5	0	0	0	0	1	1	0	0	0	0	0	0	24
Hourly Total	1	51	14	0	4	1	0	5	10	0	0	0	0	0	1	87
415	0	19	4	0	2	0	0	2	0	0	0	0	0	0	0	27
430	1	22	9	0	2	1	0	1	2	0	0	0	0	0	0	38
445	1	39	9	1	2	2	0	3	2	0	0	0	0	0	0	59
500	0	49	22	2	7	1	0	3	1	0	0	0	0	0	1	86
Hourly Total	2	129	44	3	13	4	0	7	7	0	0	0	0	0	1	210
515	0	100	26	2	0	1	0	2	2	0	0	0	0	0	0	133
530	3	131	42	1	7	2	0	4	1	0	0	0	0	0	0	191
545	1	181	68	0	3	0	1	2	8	0	0	0	0	0	0	264
600	1	250	112	2	4	2	0	3	7	0	0	0	0	0	0	381
Hourly Total	5	662	248	5	14	5	1	11	18	0	0	0	0	0	0	969
615	3	321	123	1	6	4	1	2	4	0	1	0	0	0	0	466
630	3	467	149	2	14	3	0	9	3	0	0	0	0	0	3	653
645	2	505	168	3	25	7	1	5	8	0	1	0	0	0	0	725
700	0	560	169	2	24	10	1	11	7	0	0	0	0	0	1	785
Hourly Total	8	1853	609	8	69	24	3	27	22	0	2	0	0	0	4	2629
715	0	515	153	2	22	8	1	10	6	0	0	0	0	0	2	719
730	2	564	147	2	26	7	0	10	14	0	0	0	0	0	0	772
745	2	539	144	3	23	6	0	7	10	0	0	0	0	0	1	735
800	1	514	151	3	28	5	4	12	3	0	0	0	0	0	0	721
Hourly Total	5	2132	595	10	99	26	5	39	33	0	0	0	0	0	3	2947
815	1	524	144	3	27	5	1	15	8	2	0	0	0	0	0	730
830	6	469	161	4	29	9	3	14	11	0	0	0	0	0	23	729

845	3	456	147	3	28	10	3	12	4	0	0	0	0	0	1	667
900	2	383	151	2	26	13	1	9	13	0	0	0	0	0	3	603
Hourly Total	12	1832	603	12	110	37	8	50	36	2	0	0	0	0	27	2729
915	3	312	130	1	29	7	1	9	5	0	0	0	0	0	0	497
930	5	295	108	0	33	7	0	7	8	0	0	0	0	0	0	463
945	3	278	110	1	26	5	0	7	9	0	0	0	0	0	1	440
1000	0	283	88	0	22	8	1	8	7	0	0	0	0	0	0	417
Hourly Total	11	1168	436	2	110	27	2	31	29	0	0	0	0	0	1	1817
1015	0	223	92	2	13	4	2	8	3	0	0	0	0	0	1	348
1030	2	204	81	0	12	7	2	2	4	0	1	0	0	0	0	315
1045	4	226	74	2	8	3	0	8	4	0	1	0	0	0	0	330
1100	2	210	95	0	17	2	2	3	3	0	0	0	0	0	0	334
Hourly Total	8	863	342	4	50	16	6	21	14	0	2	0	0	0	1	1327
1115	0	195	78	2	11	3	0	8	10	0	0	0	0	0	0	307
1130	1	241	86	0	17	4	1	7	3	1	0	0	0	0	0	361
1145	1	277	95	1	14	7	2	4	6	1	1	0	0	0	0	409
1200	1	250	80	1	16	8	1	7	4	0	0	0	0	0	0	368
Hourly Total	3	963	339	4	58	22	4	26	23	2	1	0	0	0	0	1445
1215	1	214	97	0	17	8	2	8	4	0	1	0	0	0	2	354
1230	2	230	93	3	24	7	1	3	3	0	0	0	0	0	1	367
1245	5	238	88	2	21	7	1	4	4	0	0	0	0	0	0	370
1300	4	269	92	0	10	5	1	5	7	0	0	0	0	0	0	393
Hourly Total	12	951	370	5	72	27	5	20	18	0	1	0	0	0	3	1484
1315	4	191	92	2	17	11	0	3	2	0	0	0	0	0	0	322
1330	5	196	99	1	20	8	2	4	2	0	0	0	0	0	2	339
1345	1	219	73	2	13	4	0	4	6	0	0	0	0	0	2	324
1400	2	230	81	4	11	3	0	5	8	0	0	0	0	0	0	344
Hourly Total	12	836	345	9	61	26	2	16	18	0	0	0	0	0	4	1329
1415	2	250	72	0	14	5	2	2	4	0	0	0	0	0	1	352
1430	0	232	87	0	18	2	0	6	4	1	0	0	0	0	0	350
1445	0	260	97	2	15	6	1	5	4	0	0	0	0	0	1	391
1500	0	263	81	4	18	7	0	8	4	0	0	0	0	0	3	388
Hourly Total	2	1005	337	6	65	20	3	21	16	1	0	0	0	0	5	1481
1515	2	247	98	1	25	5	1	8	4	0	0	0	0	0	1	392
1530	2	313	100	2	22	2	0	3	3	0	0	0	0	0	1	448
1545	2	344	122	2	22	3	0	8	3	0	0	0	0	0	1	507
1600	2	411	138	1	17	2	1	4	2	0	0	0	0	0	1	579
Hourly Total	8	1315	458	6	86	12	2	23	12	0	0	0	0	0	4	1926
1615	3	461	158	3	29	4	0	3	2	0	0	0	0	0	2	665
1630	2	516	141	5	18	3	1	8	5	0	1	0	0	0	0	700
1645	2	518	140	0	16	0	0	2	6	0	0	0	0	0	2	686
1700	0	525	141	0	14	3	0	8	1	0	0	0	0	0	0	692
Hourly Total	7	2020	580	8	77	10	1	21	14	0	1	0	0	0	4	2743
1715	2	592	151	0	18	0	0	2	2	0	0	0	0	0	0	767
1730	3	663	158	0	21	0	0	4	2	0	0	0	0	0	0	851
1745	2	572	140	1	12	1	0	4	1	0	0	0	0	0	1	734
1800	3	527	104	2	17	1	0	3	3	0	0	0	0	0	0	660
Hourly Total	10	2354	553	3	68	2	0	13	8	0	0	0	0	0	1	3012
1815	2	492	111	0	12	2	0	5	5	0	0	0	0	0	4	633
1830	0	403	106	1	9	1	0	5	0	0	0	0	0	0	2	527
1845	0	394	97	2	9	0	0	1	3	0	0	0	0	0	0	506

1900	0	282	62	2	5	0	0	1	2	0	0	0	0	0	1	355
Hourly Total	2	1571	376	5	35	3	0	12	10	0	0	0	0	0	7	2021
1915	1	218	50	0	8	0	0	1	0	0	0	0	0	0	0	278
1930	0	195	41	1	5	0	0	2	0	0	0	0	0	0	0	244
1945	1	165	46	0	4	1	0	1	1	0	0	0	0	0	1	220
2000	0	173	34	1	6	0	0	3	1	0	0	0	0	0	0	218
Hourly Total	2	751	171	2	23	1	0	7	2	0	0	0	0	0	1	960
2015	1	128	17	0	2	0	0	3	0	0	0	0	0	0	0	151
2030	0	139	32	0	1	0	0	1	0	0	0	0	0	0	0	173
2045	0	121	21	1	5	0	0	2	0	0	0	0	0	0	0	150
2100	2	141	41	0	1	0	0	2	0	0	0	0	0	0	0	187
Hourly Total	3	529	111	1	9	0	0	8	0	0	0	0	0	0	0	661
2115	0	103	27	0	5	0	0	1	1	0	0	0	0	0	1	138
2130	1	120	32	0	0	1	0	1	0	0	0	0	0	0	0	155
2145	1	120	18	1	2	0	0	1	2	0	0	0	0	0	0	145
2200	1	111	15	0	1	1	0	1	1	0	0	0	0	0	0	131
Hourly Total	3	454	92	1	8	2	0	4	4	0	0	0	0	0	1	569
2215	0	71	10	0	0	0	0	1	4	0	0	0	0	0	0	86
2230	0	60	16	0	3	0	0	0	2	0	0	0	0	0	0	81
2245	1	63	7	0	0	1	0	0	1	0	0	0	0	0	0	73
2300	2	58	13	0	1	2	0	1	0	0	0	0	0	0	0	77
Hourly Total	3	252	46	0	4	3	0	2	7	0	0	0	0	0	0	317
2315	0	42	6	0	2	0	0	1	2	0	0	0	0	0	0	53
2330	1	30	2	0	1	0	0	1	0	0	0	0	0	0	1	36
2345	0	29	5	0	0	1	0	0	0	0	0	0	0	0	0	35
2400	0	35	7	0	1	0	0	0	2	0	0	0	0	0	0	45
Hourly Total	1	136	20	0	4	1	0	2	4	0	0	0	0	0	1	169
DAILY TOTAL	121	22029	6718	94	1043	272	42	373	321	5	7	0	0	0	71	31096
Percentages	0.4%	70.8%	21.6%	0.3%	3.4%	0.9%	0.1%	1.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Combined
 Start Date: 5/15/2019
 Stop Date: 5/15/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	1	61	10	0	1	1	0	0	2	0	0	0	0	0	0	0	76
30	0	58	11	0	1	0	0	0	2	0	0	0	0	0	0	0	72
45	1	45	5	0	2	3	0	0	2	0	0	0	0	0	0	1	59
100	0	43	5	0	1	0	0	2	0	0	1	0	0	0	0	0	52
Hourly Total	2	207	31	0	5	4	0	2	6	0	1	0	0	0	0	1	259
115	0	31	4	0	0	0	0	0	3	0	0	0	0	0	0	0	38
130	0	28	9	0	2	0	0	1	1	0	0	0	0	0	0	0	41
145	0	23	7	0	1	0	0	2	2	0	0	0	0	0	0	0	35
200	0	29	1	0	3	0	0	2	3	0	0	0	0	0	0	1	39
Hourly Total	0	111	21	0	6	0	0	5	9	0	0	0	0	0	0	1	153
215	0	24	4	0	1	0	0	1	2	0	0	0	0	0	0	2	34
230	0	19	6	0	0	0	0	0	3	0	0	0	0	0	0	0	28
245	1	24	6	0	0	0	0	1	3	0	0	0	0	0	0	1	36
300	0	20	3	0	0	1	0	0	5	0	1	0	0	0	0	0	30
Hourly Total	1	87	19	0	1	1	0	2	13	0	1	0	0	0	0	3	128
315	0	23	2	0	4	2	0	2	1	0	0	0	0	0	0	1	35
330	1	19	7	0	2	1	0	1	5	0	0	0	0	0	0	0	36
345	0	24	11	1	1	1	0	3	9	0	0	0	0	0	0	0	50
400	0	28	11	0	2	0	0	2	1	0	0	0	0	0	0	0	44
Hourly Total	1	94	31	1	9	4	0	8	16	0	0	0	0	0	0	1	165
415	0	31	8	0	2	0	0	1	5	0	0	0	0	0	0	0	47
430	1	38	18	0	4	2	2	2	2	0	0	0	0	0	0	0	69
445	1	63	19	1	6	3	0	3	6	0	0	0	0	0	0	0	102
500	0	70	30	2	9	3	0	5	2	0	0	0	0	0	0	2	123
Hourly Total	2	202	75	3	21	8	2	11	15	0	0	0	0	0	0	2	341
515	0	114	35	3	1	3	0	4	2	0	0	0	0	0	0	0	162
530	3	170	58	1	9	2	0	5	1	0	0	0	0	0	0	0	249
545	1	234	89	0	5	0	1	4	8	0	0	0	0	0	0	0	342
600	2	338	152	3	9	4	0	6	15	0	0	0	0	0	0	2	531
Hourly Total	6	856	334	7	24	9	1	19	26	0	0	0	0	0	0	2	1284
615	4	429	166	1	9	5	1	2	7	0	1	0	0	0	0	0	625
630	5	606	212	2	27	4	0	9	7	0	0	0	0	0	0	3	875
645	3	715	240	4	33	8	1	6	15	0	1	0	0	0	0	1	1027
700	0	873	260	2	35	10	1	14	10	0	0	0	0	0	0	1	1206
Hourly Total	12	2623	878	9	104	27	3	31	39	0	2	0	0	0	0	5	3733
715	1	875	246	3	33	12	1	12	14	0	0	0	0	0	0	3	1200
730	3	998	245	7	37	12	0	11	18	0	0	0	0	0	0	0	1331
745	3	1080	265	3	33	9	2	10	18	0	0	0	0	0	0	2	1425
800	2	1114	281	5	39	5	5	18	12	0	0	0	1	0	2	1484	
Hourly Total	9	4067	1037	18	142	38	8	51	62	0	0	0	1	0	7	5440	
815	4	1025	252	5	37	10	2	21	10	2	0	0	0	0	0	0	1368
830	8	982	252	8	41	15	3	16	16	0	0	0	0	0	24	1365	

845	4	936	259	4	44	16	4	14	13	0	0	0	0	0	3	1297
900	4	767	241	4	36	17	2	19	23	0	0	0	0	0	9	1122
Hourly Total	20	3710	1004	21	158	58	11	70	62	2	0	0	0	0	36	5152
915	4	637	208	3	41	14	1	13	9	0	0	0	0	0	1	931
930	5	591	196	0	44	11	1	8	18	0	0	0	0	0	0	874
945	6	564	189	2	42	13	1	13	17	1	0	0	0	0	2	850
1000	1	526	169	2	40	14	1	16	12	0	0	0	0	0	0	781
Hourly Total	16	2318	762	7	167	52	4	50	56	1	0	0	0	0	3	3436
1015	2	422	171	2	21	8	2	13	10	0	0	0	0	0	2	653
1030	4	404	144	0	32	15	3	3	11	0	1	0	0	0	0	617
1045	4	440	138	2	22	10	0	14	12	0	1	0	0	0	0	643
1100	3	391	165	0	31	11	2	10	10	0	0	0	0	0	0	623
Hourly Total	13	1657	618	4	106	44	7	40	43	0	2	0	0	0	2	2536
1115	2	403	142	2	23	13	0	15	12	0	0	0	0	0	1	613
1130	3	418	162	2	36	9	1	12	13	1	0	0	0	0	0	657
1145	3	478	179	1	24	11	2	8	11	1	1	0	0	0	0	719
1200	1	447	168	1	25	13	1	12	5	0	0	0	0	0	0	673
Hourly Total	9	1746	651	6	108	46	4	47	41	2	1	0	0	0	1	2662
1215	3	420	172	3	34	14	3	14	10	0	1	0	0	0	2	676
1230	5	481	167	3	33	13	2	9	11	0	0	0	0	0	2	726
1245	6	456	158	2	31	14	1	11	10	0	0	0	0	0	0	689
1300	4	505	169	1	24	10	1	14	11	0	0	0	0	0	2	741
Hourly Total	18	1862	666	9	122	51	7	48	42	0	1	0	0	0	6	2832
1315	5	435	185	5	35	16	0	4	5	0	0	0	0	0	0	690
1330	6	481	200	2	32	15	3	12	9	0	0	0	0	0	3	763
1345	4	435	180	3	27	9	2	8	10	0	0	0	0	0	3	681
1400	3	472	155	5	35	6	0	11	15	0	0	0	0	0	0	702
Hourly Total	18	1823	720	15	129	46	5	35	39	0	0	0	0	0	6	2836
1415	3	546	187	1	32	12	3	12	13	0	0	0	0	0	3	812
1430	2	538	196	0	38	12	0	12	9	1	0	0	0	0	1	809
1445	1	603	216	3	35	9	1	12	15	0	0	0	0	0	1	896
1500	5	621	201	7	41	10	0	17	7	0	0	0	0	0	6	915
Hourly Total	11	2308	800	11	146	43	4	53	44	1	0	0	0	0	11	3432
1515	4	638	229	1	63	10	2	21	11	0	0	0	0	0	3	982
1530	5	811	253	2	51	11	1	11	11	0	0	0	0	0	4	1160
1545	4	860	322	5	57	9	1	16	10	0	0	0	0	0	4	1288
1600	5	992	334	6	35	9	1	18	8	0	0	0	0	0	6	1414
Hourly Total	18	3301	1138	14	206	39	5	66	40	0	0	0	0	0	17	4844
1615	4	1092	359	3	59	11	0	13	9	0	0	0	0	0	10	1560
1630	6	1146	319	10	39	13	2	25	8	1	1	0	1	0	36	1607
1645	3	1128	313	2	41	19	5	12	9	0	0	0	1	0	49	1582
1700	1	1171	303	1	35	8	0	22	4	0	0	0	0	0	5	1550
Hourly Total	14	4537	1294	16	174	51	7	72	30	1	1	0	2	0	100	6299
1715	6	1241	307	5	44	7	1	16	11	0	0	0	0	0	17	1655
1730	4	1274	303	1	37	19	0	15	8	0	0	0	0	0	45	1706
1745	4	1145	301	3	31	3	0	20	8	0	0	0	0	0	2	1517
1800	5	1050	254	3	29	1	0	12	4	0	0	0	0	0	2	1360
Hourly Total	19	4710	1165	12	141	30	1	63	31	0	0	0	0	0	66	6238
1815	3	1036	255	0	31	3	1	14	11	0	0	0	0	0	4	1358
1830	0	929	204	1	22	3	1	12	3	1	0	0	1	0	4	1181
1845	1	813	197	3	31	1	0	6	4	0	0	0	0	0	1	1057

1900	0	643	144	4	14	0	0	8	7	0	0	0	0	0	1	821
Hourly Total	4	3421	800	8	98	7	2	40	25	1	0	0	1	0	10	4417
1915	3	475	112	2	14	1	0	6	3	0	0	0	0	0	0	616
1930	1	453	86	1	16	1	0	4	3	0	0	0	0	0	0	565
1945	1	357	86	0	8	1	0	9	2	0	0	0	0	0	2	466
2000	0	354	80	2	12	0	0	3	2	0	0	0	0	0	0	453
Hourly Total	5	1639	364	5	50	3	0	22	10	0	0	0	0	0	2	2100
2015	1	288	42	0	9	0	0	4	2	0	0	0	0	0	0	346
2030	0	304	74	0	4	0	0	2	0	0	0	0	0	0	0	384
2045	1	278	51	1	6	0	0	4	2	0	0	0	0	0	0	343
2100	5	287	70	1	5	0	0	3	0	0	0	0	0	0	0	371
Hourly Total	7	1157	237	2	24	0	0	13	4	0	0	0	0	0	0	1444
2115	2	247	71	2	9	0	0	3	2	0	1	0	0	0	1	338
2130	1	261	55	0	6	1	0	1	2	0	0	0	0	0	2	329
2145	1	236	45	1	4	0	0	1	3	0	0	0	0	0	0	291
2200	2	216	41	1	7	1	0	2	4	0	0	0	0	0	3	277
Hourly Total	6	960	212	4	26	2	0	7	11	0	1	0	0	0	6	1235
2215	0	182	26	1	1	0	0	1	5	0	0	0	0	0	0	216
2230	0	145	30	6	3	1	0	1	3	0	0	0	0	0	0	189
2245	1	137	21	0	4	1	0	0	1	0	0	0	0	0	1	166
2300	3	118	29	0	3	2	0	1	0	0	0	0	0	0	1	157
Hourly Total	4	582	106	7	11	4	0	3	9	0	0	0	0	0	2	728
2315	1	103	21	1	2	0	0	1	2	0	0	0	0	0	0	131
2330	2	88	15	0	3	0	0	1	2	0	0	0	0	0	1	112
2345	1	66	13	1	1	1	0	0	1	0	1	0	0	0	2	87
2400	0	57	12	0	2	0	0	2	4	0	0	0	0	0	0	77
Hourly Total	4	314	61	2	8	1	0	4	9	0	1	0	0	0	3	407
DAILY TOTAL	219	44292	13024	181	1986	568	71	762	682	8	11	0	4	0	293	62101
Percentages	0.4%	71.3%	21.0%	0.3%	3.2%	0.9%	0.1%	1.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	100.0%

845	3	414	93	0	13	4	1	3	4	1	0	0	0	0	0	536
900	1	398	126	3	9	9	3	10	6	0	0	0	0	0	1	566
Hourly Total	9	1770	429	8	54	30	4	29	23	1	0	0	0	0	6	2363
915	1	351	73	5	12	4	1	4	6	0	0	0	0	0	0	457
930	2	321	87	2	19	7	2	6	5	0	0	0	0	0	0	451
945	0	316	105	0	14	8	1	6	12	0	0	0	0	0	1	463
1000	1	269	66	3	6	9	0	6	9	0	0	0	0	0	0	369
Hourly Total	4	1257	331	10	51	28	4	22	32	0	0	0	0	0	1	1740
1015	1	184	86	0	14	14	0	3	8	0	0	0	0	0	0	310
1030	0	217	90	1	15	8	0	7	15	0	0	0	0	0	0	353
1045	0	225	79	1	9	9	0	3	8	0	0	0	0	0	0	334
1100	1	177	70	1	18	12	3	11	7	1	0	0	0	0	3	304
Hourly Total	2	803	325	3	56	43	3	24	38	1	0	0	0	0	3	1301
1115	2	210	84	0	18	10	0	4	10	0	0	0	0	0	1	339
1130	0	194	100	1	18	18	1	2	6	0	0	0	0	0	0	340
1145	0	228	89	0	12	4	2	4	11	0	0	0	0	0	0	350
1200	0	224	86	1	12	14	1	5	4	0	0	0	0	0	1	348
Hourly Total	2	856	359	2	60	46	4	15	31	0	0	0	0	0	2	1377
1215	2	214	86	1	13	6	0	2	8	0	0	0	0	0	3	335
1230	1	253	80	0	19	13	0	2	7	0	0	0	0	0	1	376
1245	4	246	80	1	19	14	0	7	7	0	0	0	0	0	0	378
1300	2	237	91	1	15	10	0	2	1	0	0	0	0	0	0	359
Hourly Total	9	950	337	3	66	43	0	13	23	0	0	0	0	0	4	1448
1315	0	247	92	0	18	8	1	5	14	0	0	0	0	0	0	385
1330	1	254	96	0	19	4	3	5	3	0	0	0	0	0	1	386
1345	2	255	90	0	22	15	2	11	5	0	0	0	0	0	0	402
1400	2	266	82	1	20	8	0	2	3	0	0	0	0	0	1	385
Hourly Total	5	1022	360	1	79	35	6	23	25	0	0	0	0	0	2	1558
1415	2	275	96	2	21	8	0	13	7	0	0	0	0	0	1	425
1430	2	315	111	1	21	3	1	8	4	1	0	0	0	0	0	467
1445	2	313	113	2	15	13	1	2	5	0	0	0	0	0	1	467
1500	2	359	130	1	30	12	2	12	7	0	0	0	0	0	2	557
Hourly Total	8	1262	450	6	87	36	4	35	23	1	0	0	0	0	4	1916
1515	2	425	152	3	25	4	1	6	6	0	0	0	0	0	0	624
1530	6	477	149	0	22	5	0	6	5	0	0	0	0	0	0	670
1545	2	556	195	1	30	7	1	15	6	0	0	0	0	0	1	814
1600	3	585	183	2	35	5	6	13	4	0	0	0	0	0	14	850
Hourly Total	13	2043	679	6	112	21	8	40	21	0	0	0	0	0	15	2958
1615	4	512	148	2	25	29	2	24	7	1	0	0	2	0	93	849
1630	0	537	150	6	31	24	0	9	4	0	0	0	1	0	112	874
1645	3	501	140	3	11	35	1	11	6	0	0	0	0	0	143	854
1700	3	534	141	0	13	20	1	18	10	0	0	0	1	0	117	858
Hourly Total	10	2084	579	11	80	108	4	62	27	1	0	0	4	0	465	3435
1715	4	526	130	7	25	22	2	20	4	0	0	0	0	0	98	838
1730	2	535	144	1	30	21	1	13	5	0	0	0	1	0	103	856
1745	1	568	131	1	21	13	0	15	10	0	0	0	0	0	77	837
1800	3	567	132	1	15	4	0	11	5	0	0	0	0	0	4	742
Hourly Total	10	2196	537	10	91	60	3	59	24	0	0	0	1	0	282	3273
1815	4	514	114	1	13	2	0	6	4	0	0	0	0	0	2	660
1830	6	506	125	2	16	2	0	5	8	0	0	0	0	0	1	671
1845	1	420	90	0	14	2	0	10	5	0	0	0	0	0	2	544

1900	2	344	79	0	12	0	0	7	3	0	0	0	0	0	1	448
Hourly Total	13	1784	408	3	55	6	0	28	20	0	0	0	0	0	6	2323
1915	1	272	70	2	12	2	0	2	1	0	0	0	0	0	1	363
1930	0	271	57	0	5	0	0	1	2	0	0	0	0	0	1	337
1945	0	193	44	1	5	0	0	0	2	0	0	0	0	0	0	245
2000	0	189	45	1	3	1	0	1	1	0	0	0	0	0	0	241
Hourly Total	1	925	216	4	25	3	0	4	6	0	0	0	0	0	2	1186
2015	4	157	42	0	4	0	0	0	2	0	0	0	0	0	0	209
2030	1	185	38	0	4	0	0	4	2	0	0	0	0	0	0	234
2045	0	125	31	0	1	0	0	0	2	0	0	0	0	0	0	159
2100	1	145	35	1	6	0	0	2	1	0	0	0	0	0	0	191
Hourly Total	6	612	146	1	15	0	0	6	7	0	0	0	0	0	0	793
2115	1	140	16	0	1	0	0	1	2	0	0	0	0	0	1	162
2130	0	126	26	0	1	0	0	0	1	0	0	0	0	0	0	154
2145	0	123	21	0	2	0	0	0	1	0	1	0	0	0	0	148
2200	0	119	15	0	4	0	0	0	1	0	0	0	0	0	0	139
Hourly Total	1	508	78	0	8	0	0	1	5	0	1	0	0	0	1	603
2215	0	90	20	2	3	0	0	0	0	0	0	0	0	0	0	115
2230	0	98	17	2	2	1	0	1	0	0	0	0	0	0	0	121
2245	1	63	22	1	0	0	0	0	1	0	0	0	0	0	0	88
2300	0	61	9	0	1	0	0	1	2	0	0	0	0	0	0	74
Hourly Total	1	312	68	5	6	1	0	2	3	0	0	0	0	0	0	398
2315	1	66	10	1	2	1	0	0	1	0	1	0	0	0	1	84
2330	0	49	15	0	1	0	0	1	1	0	0	0	0	0	0	67
2345	0	45	8	1	0	1	0	1	1	0	0	0	0	0	0	57
2400	0	39	11	0	0	0	0	1	2	0	0	0	0	0	0	53
Hourly Total	1	199	44	2	3	2	0	3	5	0	1	0	0	0	1	261
DAILY TOTAL	108	21733	6245	89	970	495	47	409	386	5	5	1	5	0	803	31301
Percentages	0.3%	69.4%	20.0%	0.3%	3.1%	1.6%	0.2%	1.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Westbound
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total		
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass	
15	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37
30	0	27	4	0	0	0	0	0	2	0	0	0	0	0	0	0	33
45	0	36	6	0	1	0	0	2	0	0	0	0	0	0	0	0	45
100	0	20	3	0	1	0	0	0	2	0	0	0	0	0	0	0	26
Hourly Total	0	115	18	0	2	0	0	2	4	0	0	0	0	0	0	0	141
115	0	21	5	0	3	0	0	0	0	0	0	0	0	0	0	0	29
130	0	16	1	0	0	0	0	1	1	0	0	0	0	0	0	0	19
145	0	13	0	0	0	0	0	0	2	0	0	0	0	0	0	0	15
200	1	15	2	0	0	0	0	1	0	0	0	0	0	0	0	0	19
Hourly Total	1	65	8	0	3	0	0	2	3	0	0	0	0	0	0	0	82
215	0	12	4	0	0	0	0	2	1	0	1	0	0	0	0	0	20
230	0	14	3	0	1	0	0	1	0	0	0	0	0	0	0	0	19
245	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
300	1	7	3	0	0	0	0	1	0	0	0	0	0	0	0	0	12
Hourly Total	1	42	13	0	1	0	0	4	1	0	1	0	0	0	0	0	63
315	0	10	5	0	0	0	0	0	2	0	0	0	0	0	0	0	17
330	1	14	2	0	3	1	0	4	1	0	0	0	0	0	0	0	26
345	1	14	10	0	2	0	0	2	0	0	0	0	0	0	0	0	29
400	1	27	7	0	1	1	0	2	1	0	0	0	0	0	0	0	40
Hourly Total	3	65	24	0	6	2	0	8	4	0	0	0	0	0	0	0	112
415	0	15	6	0	4	0	0	0	1	0	0	0	0	0	0	0	26
430	1	30	6	0	0	2	0	3	0	0	0	0	0	0	0	0	42
445	1	41	10	0	3	2	0	3	2	0	0	0	0	0	0	0	62
500	1	50	26	1	3	2	0	1	4	0	0	0	0	0	0	0	88
Hourly Total	3	136	48	1	10	6	0	7	7	0	0	0	0	0	0	0	218
515	2	90	25	1	5	2	0	3	3	0	0	0	0	0	0	0	131
530	2	134	41	0	5	0	0	6	4	0	0	0	0	0	0	1	193
545	3	184	74	1	9	2	0	4	3	0	0	0	0	0	0	0	280
600	4	246	85	2	10	2	0	5	4	0	0	0	0	0	0	0	358
Hourly Total	11	654	225	4	29	6	0	18	14	0	0	0	0	0	0	1	962
615	3	334	123	2	21	2	0	1	5	0	0	0	0	0	0	0	491
630	8	440	152	2	14	10	0	6	4	0	0	0	0	0	0	0	636
645	3	488	151	4	24	8	0	10	7	0	0	0	0	0	0	3	698
700	2	490	167	6	22	8	3	7	10	0	0	0	0	0	0	1	716
Hourly Total	16	1752	593	14	81	28	3	24	26	0	0	0	0	0	0	4	2541
715	2	564	178	2	18	6	1	13	8	1	0	0	0	0	0	1	794
730	4	535	151	9	17	16	1	9	6	0	0	0	0	0	0	0	748
745	1	496	142	3	25	6	1	12	10	0	0	0	0	0	0	2	698
800	6	506	154	5	30	6	4	16	10	0	0	0	0	0	0	2	739
Hourly Total	13	2101	625	19	90	34	7	50	34	1	0	0	0	0	0	5	2979
815	3	485	132	3	28	7	6	7	6	0	0	0	0	0	0	2	679
830	5	422	167	2	26	7	2	12	8	2	0	0	0	0	0	1	654

845	3	450	145	1	25	4	4	8	7	0	0	0	0	0	4	651
900	1	427	155	2	42	11	0	12	8	0	0	0	0	0	1	659
Hourly Total	12	1784	599	8	121	29	12	39	29	2	0	0	0	0	8	2643
915	2	389	153	2	25	8	5	8	11	0	0	0	0	0	1	604
930	2	287	123	1	39	3	8	7	10	0	0	0	0	0	1	481
945	0	265	107	1	25	5	6	9	10	0	0	0	0	0	0	428
1000	2	269	88	0	27	8	3	3	7	1	0	0	0	0	1	409
Hourly Total	6	1210	471	4	116	24	22	27	38	1	0	0	0	0	3	1922
1015	6	221	87	2	22	12	3	5	7	0	1	0	0	0	1	367
1030	1	213	93	1	16	10	2	7	4	0	0	0	0	0	0	347
1045	1	227	86	3	8	4	9	7	5	0	0	0	0	0	1	351
1100	2	211	96	2	18	5	6	3	3	1	1	0	0	0	0	348
Hourly Total	10	872	362	8	64	31	20	22	19	1	2	0	0	0	2	1413
1115	5	238	94	2	16	5	3	10	6	0	0	0	0	0	1	380
1130	2	248	83	1	19	9	4	7	9	1	0	0	0	0	1	384
1145	4	249	95	2	23	4	7	5	2	0	0	0	0	0	1	392
1200	0	287	92	1	18	7	8	4	8	0	0	1	0	0	1	427
Hourly Total	11	1022	364	6	76	25	22	26	25	1	0	1	0	0	4	1583
1215	1	256	95	1	19	5	8	10	7	0	0	0	0	0	1	403
1230	1	247	108	3	26	4	8	10	4	2	0	0	0	0	3	416
1245	2	227	109	1	13	4	3	8	11	0	0	0	0	0	0	378
1300	3	233	80	0	14	7	8	5	5	0	1	0	0	0	0	356
Hourly Total	7	963	392	5	72	20	27	33	27	2	1	0	0	0	4	1553
1315	4	223	91	1	18	11	9	4	5	0	0	0	0	0	0	366
1330	3	243	100	0	12	9	2	3	8	1	0	0	0	0	0	381
1345	1	232	84	1	14	5	6	5	3	1	0	0	0	0	0	352
1400	1	225	97	4	19	2	3	4	4	0	0	0	0	0	0	359
Hourly Total	9	923	372	6	63	27	20	16	20	2	0	0	0	0	0	1458
1415	2	207	93	2	16	8	6	3	5	0	0	0	0	0	0	342
1430	0	229	87	1	13	2	5	2	2	1	0	0	0	0	0	342
1445	2	269	79	3	22	5	3	5	6	0	0	0	0	0	0	394
1500	4	257	92	4	11	6	1	3	3	0	0	0	0	0	1	382
Hourly Total	8	962	351	10	62	21	15	13	16	1	0	0	0	0	1	1460
1515	3	286	109	3	11	7	3	5	6	0	0	0	0	0	0	433
1530	2	288	124	2	19	6	4	4	6	0	0	0	0	0	2	457
1545	1	361	150	2	16	3	1	7	5	0	0	0	0	0	0	546
1600	1	389	148	1	17	6	4	3	2	0	0	0	0	0	0	571
Hourly Total	7	1324	531	8	63	22	12	19	19	0	0	0	0	0	2	2007
1615	0	520	180	2	17	4	0	4	1	0	0	0	0	0	2	730
1630	1	471	140	2	15	4	1	4	4	0	0	0	0	0	1	643
1645	4	501	157	2	17	6	0	2	3	0	0	0	0	0	0	692
1700	3	566	135	0	11	5	0	5	7	0	0	0	0	0	0	732
Hourly Total	8	2058	612	6	60	19	1	15	15	0	0	0	0	0	3	2797
1715	1	586	150	0	12	4	0	0	3	0	0	0	0	0	5	761
1730	3	613	151	1	27	1	0	3	3	0	0	0	1	0	19	822
1745	1	569	151	0	13	1	1	3	7	0	0	0	0	0	2	748
1800	2	500	94	1	11	0	0	1	6	0	0	0	0	0	0	615
Hourly Total	7	2268	546	2	63	6	1	7	19	0	0	0	1	0	26	2946
1815	2	429	103	0	14	0	0	4	1	0	0	0	0	0	1	554
1830	1	413	90	0	9	2	0	2	1	0	0	0	0	0	0	518
1845	1	332	68	0	6	1	0	2	4	0	0	0	0	0	0	414

1900	0	217	62	1	11	1	0	2	0	0	0	0	0	0	0	294
Hourly Total	4	1391	323	1	40	4	0	10	6	0	0	0	0	0	1	1780
1915	0	198	61	0	2	0	0	1	2	0	0	0	0	0	1	265
1930	2	177	49	0	5	1	0	0	0	0	0	0	0	0	1	235
1945	0	171	39	1	3	0	0	0	1	0	0	0	0	0	0	215
2000	1	160	48	1	3	1	0	1	3	0	0	0	0	0	0	218
Hourly Total	3	706	197	2	13	2	0	2	6	0	0	0	0	0	2	933
2015	0	170	41	0	4	0	0	2	1	0	0	0	0	0	1	219
2030	1	141	32	0	1	0	0	0	2	0	0	0	0	0	0	177
2045	0	143	32	0	2	1	0	1	1	0	0	0	0	0	0	180
2100	1	140	27	1	0	2	0	0	1	0	0	0	0	0	0	172
Hourly Total	2	594	132	1	7	3	0	3	5	0	0	0	0	0	1	748
2115	0	131	19	0	1	0	0	0	0	0	0	0	0	0	1	152
2130	1	118	20	0	2	0	0	0	0	0	0	0	0	0	0	141
2145	2	109	22	0	3	0	0	1	2	0	0	0	0	0	0	139
2200	1	105	14	1	1	0	0	0	4	0	0	0	0	0	0	126
Hourly Total	4	463	75	1	7	0	0	1	6	0	0	0	0	0	1	558
2215	0	79	19	0	2	0	0	1	0	0	0	0	0	0	0	101
2230	2	70	13	0	0	1	0	0	0	0	0	0	0	0	1	87
2245	3	57	13	0	0	1	0	0	2	0	0	0	0	0	0	76
2300	0	79	15	0	0	0	0	1	1	0	0	0	0	0	0	96
Hourly Total	5	285	60	0	2	2	0	2	3	0	0	0	0	0	1	360
2315	0	63	18	0	2	0	0	1	4	0	0	0	0	0	1	89
2330	2	68	7	0	1	1	0	0	1	0	0	0	0	0	0	80
2345	0	37	3	0	5	0	0	0	1	0	0	0	0	0	0	46
2400	1	45	11	0	1	0	0	1	0	0	0	0	0	0	0	59
Hourly Total	3	213	39	0	9	1	0	2	6	0	0	0	0	0	1	274
DAILY TOTAL	154	21968	6980	106	1060	312	162	352	352	11	4	1	1	0	70	31533
Percentages	0.5%	69.7%	22.1%	0.3%	3.4%	1.0%	0.5%	1.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Selmon Expy east of S Blvd
 Direction: Combined
 Start Date: 5/16/2019
 Stop Date: 5/16/2019

City: Tampa
 County: Hillsborough
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	3	63	10	0	1	0	0	0	1	0	0	1	0	0	0	1	80
30	0	53	7	0	1	0	0	0	3	0	0	0	0	0	0	0	64
45	0	51	9	0	2	0	0	3	0	0	0	0	0	0	0	0	65
100	0	36	6	0	1	1	0	1	3	0	1	0	0	0	0	0	49
Hourly Total	3	203	32	0	5	1	0	4	7	0	1	1	0	0	1	258	
115	0	31	8	0	3	1	0	0	0	0	0	0	0	0	0	0	43
130	0	24	6	0	1	0	0	1	5	0	0	0	0	0	0	0	37
145	0	26	2	0	2	0	0	1	2	0	0	0	0	0	0	0	33
200	1	33	4	0	2	0	0	3	2	0	0	0	0	0	0	0	45
Hourly Total	1	114	20	0	8	1	0	5	9	0	0	0	0	0	0	158	
215	0	23	5	0	1	0	0	2	1	0	2	0	0	0	0	0	34
230	0	23	5	0	1	0	0	1	0	0	0	0	0	0	0	0	30
245	0	15	7	0	1	0	0	0	2	0	1	0	0	0	0	0	26
300	1	20	4	0	2	0	0	2	0	0	0	0	0	0	0	0	29
Hourly Total	1	81	21	0	5	0	0	5	3	0	3	0	0	0	0	119	
315	0	15	7	0	1	1	0	0	3	0	0	0	0	0	0	0	27
330	1	17	6	0	3	2	0	4	3	0	0	0	0	0	0	0	36
345	1	23	15	0	4	0	0	4	0	0	0	0	0	0	0	0	47
400	1	37	10	0	3	2	1	2	1	0	0	0	0	0	0	0	57
Hourly Total	3	92	38	0	11	5	1	10	7	0	0	0	0	0	0	167	
415	0	23	10	0	6	1	0	0	1	0	0	0	0	0	0	0	41
430	1	45	13	0	2	2	1	4	2	0	0	0	0	0	0	0	70
445	1	54	16	0	5	3	0	4	5	0	0	0	0	0	0	0	88
500	2	65	40	1	5	3	0	3	5	0	0	0	0	0	0	0	124
Hourly Total	4	187	79	1	18	9	1	11	13	0	0	0	0	0	0	323	
515	2	112	36	1	6	2	0	4	5	0	0	0	0	0	0	0	168
530	2	172	57	0	9	1	0	6	5	0	0	0	0	0	0	2	254
545	4	263	99	2	16	5	0	5	6	0	0	0	0	0	0	2	402
600	4	314	122	3	15	3	0	8	6	0	0	0	0	0	0	0	475
Hourly Total	12	861	314	6	46	11	0	23	22	0	0	0	0	0	4	1299	
615	4	442	172	3	25	6	0	2	9	0	0	0	0	0	0	0	663
630	9	623	220	3	25	10	1	7	11	1	0	0	0	0	0	0	910
645	4	703	232	5	32	10	0	13	17	0	0	0	0	0	0	6	1022
700	4	776	250	7	34	9	4	11	16	0	0	0	0	0	0	1	1112
Hourly Total	21	2544	874	18	116	35	5	33	53	1	0	0	0	0	7	3707	
715	3	877	261	2	26	9	1	15	13	1	0	0	0	0	0	1	1209
730	4	986	267	13	30	19	2	13	8	0	0	0	0	0	0	1	1343
745	2	1047	256	5	35	9	1	20	14	0	0	0	0	0	0	2	1391
800	7	1088	291	7	44	10	6	19	17	0	0	0	0	0	0	3	1492
Hourly Total	16	3998	1075	27	135	47	10	67	52	1	0	0	0	0	7	5435	
815	4	964	248	5	39	11	6	13	13	0	0	0	0	0	0	4	1307
830	9	901	261	5	47	20	2	22	14	2	0	0	0	0	0	4	1287

845	6	864	238	1	38	8	5	11	11	1	0	0	0	0	4	1187
900	2	825	281	5	51	20	3	22	14	0	0	0	0	0	2	1225
Hourly Total	21	3554	1028	16	175	59	16	68	52	3	0	0	0	0	14	5006
915	3	740	226	7	37	12	6	12	17	0	0	0	0	0	1	1061
930	4	608	210	3	58	10	10	13	15	0	0	0	0	0	1	932
945	0	581	212	1	39	13	7	15	22	0	0	0	0	0	1	891
1000	3	538	154	3	33	17	3	9	16	1	0	0	0	0	1	778
Hourly Total	10	2467	802	14	167	52	26	49	70	1	0	0	0	0	4	3662
1015	7	405	173	2	36	26	3	8	15	0	1	0	0	0	1	677
1030	1	430	183	2	31	18	2	14	19	0	0	0	0	0	0	700
1045	1	452	165	4	17	13	9	10	13	0	0	0	0	0	1	685
1100	3	388	166	3	36	17	9	14	10	2	1	0	0	0	3	652
Hourly Total	12	1675	687	11	120	74	23	46	57	2	2	0	0	0	5	2714
1115	7	448	178	2	34	15	3	14	16	0	0	0	0	0	2	719
1130	2	442	183	2	37	27	5	9	15	1	0	0	0	0	1	724
1145	4	477	184	2	35	8	9	9	13	0	0	0	0	0	1	742
1200	0	511	178	2	30	21	9	9	12	0	0	1	0	0	2	775
Hourly Total	13	1878	723	8	136	71	26	41	56	1	0	1	0	0	6	2960
1215	3	470	181	2	32	11	8	12	15	0	0	0	0	0	4	738
1230	2	500	188	3	45	17	8	12	11	2	0	0	0	0	4	792
1245	6	473	189	2	32	18	3	15	18	0	0	0	0	0	0	756
1300	5	470	171	1	29	17	8	7	6	0	1	0	0	0	0	715
Hourly Total	16	1913	729	8	138	63	27	46	50	2	1	0	0	0	8	3001
1315	4	470	183	1	36	19	10	9	19	0	0	0	0	0	0	751
1330	4	497	196	0	31	13	5	8	11	1	0	0	0	0	1	767
1345	3	487	174	1	36	20	8	16	8	1	0	0	0	0	0	754
1400	3	491	179	5	39	10	3	6	7	0	0	0	0	0	1	744
Hourly Total	14	1945	732	7	142	62	26	39	45	2	0	0	0	0	2	3016
1415	4	482	189	4	37	16	6	16	12	0	0	0	0	0	1	767
1430	2	544	198	2	34	5	6	10	6	2	0	0	0	0	0	809
1445	4	582	192	5	37	18	4	7	11	0	0	0	0	0	1	861
1500	6	616	222	5	41	18	3	15	10	0	0	0	0	0	3	939
Hourly Total	16	2224	801	16	149	57	19	48	39	2	0	0	0	0	5	3376
1515	5	711	261	6	36	11	4	11	12	0	0	0	0	0	0	1057
1530	8	765	273	2	41	11	4	10	11	0	0	0	0	0	2	1127
1545	3	917	345	3	46	10	2	22	11	0	0	0	0	0	1	1360
1600	4	974	331	3	52	11	10	16	6	0	0	0	0	0	14	1421
Hourly Total	20	3367	1210	14	175	43	20	59	40	0	0	0	0	0	17	4965
1615	4	1032	328	4	42	33	2	28	8	1	0	0	2	0	95	1579
1630	1	1008	290	8	46	28	1	13	8	0	0	0	1	0	113	1517
1645	7	1002	297	5	28	41	1	13	9	0	0	0	0	0	143	1546
1700	6	1100	276	0	24	25	1	23	17	0	0	0	1	0	117	1590
Hourly Total	18	4142	1191	17	140	127	5	77	42	1	0	0	4	0	468	6232
1715	5	1112	280	7	37	26	2	20	7	0	0	0	0	0	103	1599
1730	5	1148	295	2	57	22	1	16	8	0	0	0	2	0	122	1678
1745	2	1137	282	1	34	14	1	18	17	0	0	0	0	0	79	1585
1800	5	1067	226	2	26	4	0	12	11	0	0	0	0	0	4	1357
Hourly Total	17	4464	1083	12	154	66	4	66	43	0	0	0	2	0	308	6219
1815	6	943	217	1	27	2	0	10	5	0	0	0	0	0	3	1214
1830	7	919	215	2	25	4	0	7	9	0	0	0	0	0	1	1189
1845	2	752	158	0	20	3	0	12	9	0	0	0	0	0	2	958

1900	2	561	141	1	23	1	0	9	3	0	0	0	0	0	1	742
Hourly Total	17	3175	731	4	95	10	0	38	26	0	0	0	0	0	7	4103
1915	1	470	131	2	14	2	0	3	3	0	0	0	0	0	2	628
1930	2	448	106	0	10	1	0	1	2	0	0	0	0	0	2	572
1945	0	364	83	2	8	0	0	0	3	0	0	0	0	0	0	460
2000	1	349	93	2	6	2	0	2	4	0	0	0	0	0	0	459
Hourly Total	4	1631	413	6	38	5	0	6	12	0	0	0	0	0	4	2119
2015	4	327	83	0	8	0	0	2	3	0	0	0	0	0	1	428
2030	2	326	70	0	5	0	0	4	4	0	0	0	0	0	0	411
2045	0	268	63	0	3	1	0	1	3	0	0	0	0	0	0	339
2100	2	285	62	2	6	2	0	2	2	0	0	0	0	0	0	363
Hourly Total	8	1206	278	2	22	3	0	9	12	0	0	0	0	0	1	1541
2115	1	271	35	0	2	0	0	1	2	0	0	0	0	0	2	314
2130	1	244	46	0	3	0	0	0	1	0	0	0	0	0	0	295
2145	2	232	43	0	5	0	0	1	3	0	1	0	0	0	0	287
2200	1	224	29	1	5	0	0	0	5	0	0	0	0	0	0	265
Hourly Total	5	971	153	1	15	0	0	2	11	0	1	0	0	0	2	1161
2215	0	169	39	2	5	0	0	1	0	0	0	0	0	0	0	216
2230	2	168	30	2	2	2	0	1	0	0	0	0	0	0	1	208
2245	4	120	35	1	0	1	0	0	3	0	0	0	0	0	0	164
2300	0	140	24	0	1	0	0	2	3	0	0	0	0	0	0	170
Hourly Total	6	597	128	5	8	3	0	4	6	0	0	0	0	0	1	758
2315	1	129	28	1	4	1	0	1	5	0	1	0	0	0	2	173
2330	2	117	22	0	2	1	0	1	2	0	0	0	0	0	0	147
2345	0	82	11	1	5	1	0	1	2	0	0	0	0	0	0	103
2400	1	84	22	0	1	0	0	2	2	0	0	0	0	0	0	112
Hourly Total	4	412	83	2	12	3	0	5	11	0	1	0	0	0	2	535
DAILY TOTAL	262	43701	13225	195	2030	807	209	761	738	16	9	2	6	0	873	62834
Percentages	0.4%	69.5%	21.0%	0.3%	3.2%	1.3%	0.3%	1.2%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	100.0%

48-Hour Volume Approach Counts

Volume Count Report

Start Date: May 14, 2019	Start Time: 0:00	
Stop Date: May 15, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy Off Ramp to Euclid Ave		

Southbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	1	1	0	16	48	88	88	73	51	70
30	9	6	0	1	1	22	70	114	75	56	54	66
45	5	1	4	1	3	21	85	80	99	63	47	55
00	3	4	2	2	5	53	101	88	101	59	65	77
Hr Total	26	12	7	5	9	112	304	370	363	251	217	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	64	64	85	113	163	128	55	49	37	29	16
30	66	68	56	91	154	223	100	62	41	39	22	15
45	76	67	60	85	108	173	86	53	44	35	19	8
00	63	74	83	100	132	168	73	47	37	38	10	10
Hr Total	265	273	263	361	507	727	387	217	171	149	80	49

24 Hour Total:	5,393	AM Peak Volume:	388	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:30	PM Peak Volume:	727	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:00				

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	1	1	0	16	48	88	88	73	51	70
30	9	6	0	1	1	22	70	114	75	56	54	66
45	5	1	4	1	3	21	85	80	99	63	47	55
00	3	4	2	2	5	53	101	88	101	59	65	77
Hr Total	26	12	7	5	9	112	304	370	363	251	217	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	64	64	85	113	163	128	55	49	37	29	16
30	66	68	56	91	154	223	100	62	41	39	22	15
45	76	67	60	85	108	173	86	53	44	35	19	8
00	63	74	83	100	132	168	73	47	37	38	10	10
Hr Total	265	273	263	361	507	727	387	217	171	149	80	49

24 Hour Total:	5,393	AM Peak Volume:	388	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:30	PM Peak Volume:	727	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 15, 2019	Start Time: 0:00	
Stop Date: May 16, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy Off Ramp to Euclid Ave		

Southbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	1	2	1	21	57	90	85	60	59	42
30	8	4	0	4	2	17	83	116	83	67	56	71
45	6	4	1	2	7	25	96	81	93	65	48	66
00	7	4	1	4	6	40	93	88	98	64	64	78
Hr Total	27	18	3	12	16	103	329	375	359	256	227	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	57	63	81	122	176	149	84	40	25	27	13
30	66	78	83	100	137	209	124	60	39	38	17	6
45	62	75	73	86	134	208	127	42	37	37	21	7
00	71	74	77	121	198	167	110	49	50	22	19	7
Hr Total	263	284	296	388	591	760	510	235	166	122	84	33

24 Hour Total:	5,714	AM Peak Volume:	395	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:30	PM Peak Volume:	791	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	1	2	1	21	57	90	85	60	59	42
30	8	4	0	4	2	17	83	116	83	67	56	71
45	6	4	1	2	7	25	96	81	93	65	48	66
00	7	4	1	4	6	40	93	88	98	64	64	78
Hr Total	27	18	3	12	16	103	329	375	359	256	227	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	57	63	81	122	176	149	84	40	25	27	13
30	66	78	83	100	137	209	124	60	39	38	17	6
45	62	75	73	86	134	208	127	42	37	37	21	7
00	71	74	77	121	198	167	110	49	50	22	19	7
Hr Total	263	284	296	388	591	760	510	235	166	122	84	33

24 Hour Total:	5,714	AM Peak Volume:	395	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:30	PM Peak Volume:	791	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 14, 2019	Start Time: 0:00	
Stop Date: May 15, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy On Ramp from Euclid Ave		

Northbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	0	4	12	46	124	165	101	63	55
30	3	7	1	2	5	10	52	151	174	77	58	74
45	1	3	1	1	7	21	87	209	139	81	62	77
00	1	4	2	5	8	23	82	186	109	77	54	41
Hr Total	10	17	5	8	24	66	267	670	587	336	237	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	61	69	123	131	116	88	79	43	21	19	13
30	65	58	98	136	141	96	80	46	27	27	8	9
45	80	78	71	150	112	101	72	44	34	19	8	6
00	56	57	93	122	122	101	66	40	27	25	12	6
Hr Total	266	254	331	531	506	414	306	209	131	92	47	34

24 Hour Total:	5,595	AM Peak Volume:	734	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	544	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30				

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	0	4	12	46	124	165	101	63	55
30	3	7	1	2	5	10	52	151	174	77	58	74
45	1	3	1	1	7	21	87	209	139	81	62	77
00	1	4	2	5	8	23	82	186	109	77	54	41
Hr Total	10	17	5	8	24	66	267	670	587	336	237	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	61	69	123	131	116	88	79	43	21	19	13
30	65	58	98	136	141	96	80	46	27	27	8	9
45	80	78	71	150	112	101	72	44	34	19	8	6
00	56	57	93	122	122	101	66	40	27	25	12	6
Hr Total	266	254	331	531	506	414	306	209	131	92	47	34

24 Hour Total:	5,595	AM Peak Volume:	734	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	544	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Euclid Ave

Northbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	3	3	5	6	43	97	172	111	65	63
30	8	2	0	2	6	16	47	146	167	82	65	48
45	4	2	3	4	7	18	72	201	146	81	58	56
00	3	5	3	6	9	32	75	183	128	62	73	57
Hr Total	21	13	9	15	27	72	237	627	613	336	261	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	65	79	100	130	149	86	78	44	46	18	12
30	63	75	64	127	149	115	72	56	46	42	18	12
45	80	70	76	134	130	108	75	36	47	33	20	13
00	75	73	90	140	128	94	72	40	19	19	11	6
Hr Total	285	283	309	501	537	466	305	210	156	140	67	43

24 Hour Total: 5,757
 AM Peak Hour begins: 7:30 AM Peak Volume: 723 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:15 PM Peak Volume: 556 PM Peak Hour Factor: 0.93

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	3	3	5	6	43	97	172	111	65	63
30	8	2	0	2	6	16	47	146	167	82	65	48
45	4	2	3	4	7	18	72	201	146	81	58	56
00	3	5	3	6	9	32	75	183	128	62	73	57
Hr Total	21	13	9	15	27	72	237	627	613	336	261	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	65	79	100	130	149	86	78	44	46	18	12
30	63	75	64	127	149	115	72	56	46	42	18	12
45	80	70	76	134	130	108	75	36	47	33	20	13
00	75	73	90	140	128	94	72	40	19	19	11	6
Hr Total	285	283	309	501	537	466	305	210	156	140	67	43

24 Hour Total: 5,757
 AM Peak Hour begins: 7:30 AM Peak Volume: 723 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:15 PM Peak Volume: 556 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 14, 2019	Start Time: 0:00	
Stop Date: May 15, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy Off Ramp to Bay to Bay Blvd		

Southbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	2	0	1	14	41	107	115	112	64	77
30	6	1	2	1	0	19	40	103	143	87	53	84
45	1	0	1	1	2	18	61	114	109	90	70	71
00	4	1	0	0	4	37	67	119	115	62	80	85
Hr Total	11	5	5	2	7	88	209	443	482	351	267	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	74	64	77	115	145	138	63	34	17	20	6
30	81	73	66	84	115	187	105	39	25	28	11	3
45	67	73	69	90	135	204	71	31	19	17	4	7
00	68	69	82	120	138	159	93	41	39	16	13	4
Hr Total	292	289	281	371	503	695	407	174	117	78	48	20

24 Hour Total:	5,462	AM Peak Volume:	491	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	695	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00				

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	2	0	1	14	41	107	115	112	64	77
30	6	1	2	1	0	19	40	103	143	87	53	84
45	1	0	1	1	2	18	61	114	109	90	70	71
00	4	1	0	0	4	37	67	119	115	62	80	85
Hr Total	11	5	5	2	7	88	209	443	482	351	267	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	74	64	77	115	145	138	63	34	17	20	6
30	81	73	66	84	115	187	105	39	25	28	11	3
45	67	73	69	90	135	204	71	31	19	17	4	7
00	68	69	82	120	138	159	93	41	39	16	13	4
Hr Total	292	289	281	371	503	695	407	174	117	78	48	20

24 Hour Total:	5,462	AM Peak Volume:	491	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	695	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Bay to Bay Blvd

Southbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	2	1	12	40	95	117	93	70	57
30	4	3	0	0	1	9	44	110	134	80	47	85
45	2	6	0	2	4	19	69	88	133	95	63	83
00	2	1	4	0	8	40	85	115	109	72	60	106
Hr Total	10	11	6	4	14	80	238	408	493	340	240	331

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	65	76	82	122	149	142	48	33	32	10	8
30	77	69	71	92	109	207	123	44	27	25	9	5
45	82	65	88	106	113	193	109	43	35	25	12	4
00	85	70	81	123	154	156	92	38	37	21	11	4
Hr Total	325	269	316	403	498	705	466	173	132	103	42	21

24 Hour Total: 5,628
 AM Peak Hour begins: 7:45 AM Peak Volume: 499 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 705 PM Peak Hour Factor: 0.85

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	2	1	12	40	95	117	93	70	57
30	4	3	0	0	1	9	44	110	134	80	47	85
45	2	6	0	2	4	19	69	88	133	95	63	83
00	2	1	4	0	8	40	85	115	109	72	60	106
Hr Total	10	11	6	4	14	80	238	408	493	340	240	331

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	65	76	82	122	149	142	48	33	32	10	8
30	77	69	71	92	109	207	123	44	27	25	9	5
45	82	65	88	106	113	193	109	43	35	25	12	4
00	85	70	81	123	154	156	92	38	37	21	11	4
Hr Total	325	269	316	403	498	705	466	173	132	103	42	21

24 Hour Total: 5,628
 AM Peak Hour begins: 7:45 AM Peak Volume: 499 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 705 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Bay to Bay Blvd

Northbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	3	1	3	21	89	92	87	54	41
30	2	2	1	0	1	4	34	117	112	74	55	61
45	2	4	1	2	7	9	41	128	87	61	47	65
00	8	1	0	1	0	12	49	123	93	59	67	56
Hr Total	14	10	2	6	9	28	145	457	384	281	223	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	70	68	100	121	115	103	48	41	28	11	11
30	74	71	92	133	148	113	74	55	37	18	10	5
45	62	56	86	153	120	98	80	40	42	14	7	3
00	73	56	110	152	114	111	51	32	25	10	10	4
Hr Total	277	253	356	538	503	437	308	175	145	70	38	23

24 Hour Total: 4,905
 AM Peak Hour begins: 7:15 AM Peak Volume: 460 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:30 PM Peak Volume: 574 PM Peak Hour Factor: 0.94

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	3	1	3	21	89	92	87	54	41
30	2	2	1	0	1	4	34	117	112	74	55	61
45	2	4	1	2	7	9	41	128	87	61	47	65
00	8	1	0	1	0	12	49	123	93	59	67	56
Hr Total	14	10	2	6	9	28	145	457	384	281	223	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	70	68	100	121	115	103	48	41	28	11	11
30	74	71	92	133	148	113	74	55	37	18	10	5
45	62	56	86	153	120	98	80	40	42	14	7	3
00	73	56	110	152	114	111	51	32	25	10	10	4
Hr Total	277	253	356	538	503	437	308	175	145	70	38	23

24 Hour Total: 4,905
 AM Peak Hour begins: 7:15 AM Peak Volume: 460 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:30 PM Peak Volume: 574 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Bay to Bay Blvd

Northbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	1	1	9	19	71	105	88	70	61
30	4	1	0	1	2	5	31	103	124	85	70	65
45	7	3	0	2	4	11	54	116	124	71	59	70
00	2	6	0	2	1	23	58	125	70	69	52	79
Hr Total	14	13	1	6	8	48	162	415	423	313	251	275

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	86	79	99	137	129	97	48	32	54	15	15
30	78	92	68	138	132	124	82	43	38	33	9	4
45	60	67	90	158	132	126	71	38	40	21	14	4
00	65	72	99	135	103	108	64	43	36	27	8	4
Hr Total	263	317	336	530	504	487	314	172	146	135	46	27

24 Hour Total: 5,206
 AM Peak Hour begins: 7:45 AM Peak Volume: 478 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:15 PM Peak Volume: 568 PM Peak Hour Factor: 0.90

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	1	1	9	19	71	105	88	70	61
30	4	1	0	1	2	5	31	103	124	85	70	65
45	7	3	0	2	4	11	54	116	124	71	59	70
00	2	6	0	2	1	23	58	125	70	69	52	79
Hr Total	14	13	1	6	8	48	162	415	423	313	251	275

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	86	79	99	137	129	97	48	32	54	15	15
30	78	92	68	138	132	124	82	43	38	33	9	4
45	60	67	90	158	132	126	71	38	40	21	14	4
00	65	72	99	135	103	108	64	43	36	27	8	4
Hr Total	263	317	336	530	504	487	314	172	146	135	46	27

24 Hour Total: 5,206
 AM Peak Hour begins: 7:45 AM Peak Volume: 478 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:15 PM Peak Volume: 568 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Platt St/Willow Ave

Eastbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	2	16	55	101	60	37	46
30	2	4	0	0	3	6	35	73	107	61	37	41
45	0	4	0	0	2	12	23	104	106	58	39	48
00	1	4	0	5	5	12	47	140	89	57	32	56
Hr Total	5	13	1	6	10	32	121	372	403	236	145	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	40	36	73	47	64	52	42	25	18	10	2
30	47	30	46	63	52	46	45	26	14	15	11	2
45	43	43	46	66	49	41	41	23	20	14	4	6
00	42	31	48	63	67	69	45	18	19	2	7	1
Hr Total	175	144	176	265	215	220	183	109	78	49	32	11

24 Hour Total: 3,192
 AM Peak Hour begins: 7:45 AM Peak Volume: 454 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:00 PM Peak Volume: 265 PM Peak Hour Factor: 0.91

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	2	16	55	101	60	37	46
30	2	4	0	0	3	6	35	73	107	61	37	41
45	0	4	0	0	2	12	23	104	106	58	39	48
00	1	4	0	5	5	12	47	140	89	57	32	56
Hr Total	5	13	1	6	10	32	121	372	403	236	145	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	40	36	73	47	64	52	42	25	18	10	2
30	47	30	46	63	52	46	45	26	14	15	11	2
45	43	43	46	66	49	41	41	23	20	14	4	6
00	42	31	48	63	67	69	45	18	19	2	7	1
Hr Total	175	144	176	265	215	220	183	109	78	49	32	11

24 Hour Total: 3,192
 AM Peak Hour begins: 7:45 AM Peak Volume: 454 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:00 PM Peak Volume: 265 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Platt St/Willow Ave

Eastbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	3	8	13	52	102	80	41	36
30	5	1	1	0	1	15	35	97	110	51	39	48
45	2	0	0	0	7	12	15	98	115	52	54	31
00	0	3	0	4	8	18	46	136	86	49	32	48
Hr Total	9	6	1	4	19	53	109	383	413	232	166	163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	35	53	39	61	61	50	34	22	21	11	4
30	34	40	45	70	64	62	67	21	21	20	8	2
45	45	53	50	59	51	70	48	17	24	13	7	5
00	37	39	53	82	64	56	44	19	16	10	4	3
Hr Total	152	167	201	250	240	249	209	91	83	64	30	14

24 Hour Total: 3,308
 AM Peak Hour begins: 7:45 AM Peak Volume: 463 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:15 PM Peak Volume: 272 PM Peak Hour Factor: 0.83

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	3	8	13	52	102	80	41	36
30	5	1	1	0	1	15	35	97	110	51	39	48
45	2	0	0	0	7	12	15	98	115	52	54	31
00	0	3	0	4	8	18	46	136	86	49	32	48
Hr Total	9	6	1	4	19	53	109	383	413	232	166	163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	35	53	39	61	61	50	34	22	21	11	4
30	34	40	45	70	64	62	67	21	21	20	8	2
45	45	53	50	59	51	70	48	17	24	13	7	5
00	37	39	53	82	64	56	44	19	16	10	4	3
Hr Total	152	167	201	250	240	249	209	91	83	64	30	14

24 Hour Total: 3,308
 AM Peak Hour begins: 7:45 AM Peak Volume: 463 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:15 PM Peak Volume: 272 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Platt St/Willow Ave

Eastbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	2	1	6	10	25	55	114	88	61	73
30	7	7	1	3	3	5	28	98	96	67	74	70
45	1	3	3	2	1	15	50	110	86	90	72	70
00	7	4	6	1	2	16	66	96	92	61	42	90
Hr Total	28	18	12	7	12	46	169	359	388	306	249	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	77	108	121	202	218	145	100	52	31	30	15
30	76	106	95	116	223	261	117	83	51	28	19	16
45	82	111	99	169	242	220	102	74	52	32	17	8
00	75	95	117	160	219	206	112	68	34	32	17	13
Hr Total	332	389	419	566	886	905	476	325	189	123	83	52

24 Hour Total: 6,642
 AM Peak Hour begins: 7:15 AM Peak Volume: 418 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:30 PM Peak Volume: 940 PM Peak Hour Factor: 0.90

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	2	1	6	10	25	55	114	88	61	73
30	7	7	1	3	3	5	28	98	96	67	74	70
45	1	3	3	2	1	15	50	110	86	90	72	70
00	7	4	6	1	2	16	66	96	92	61	42	90
Hr Total	28	18	12	7	12	46	169	359	388	306	249	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	77	108	121	202	218	145	100	52	31	30	15
30	76	106	95	116	223	261	117	83	51	28	19	16
45	82	111	99	169	242	220	102	74	52	32	17	8
00	75	95	117	160	219	206	112	68	34	32	17	13
Hr Total	332	389	419	566	886	905	476	325	189	123	83	52

24 Hour Total: 6,642
 AM Peak Hour begins: 7:15 AM Peak Volume: 418 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:30 PM Peak Volume: 940 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Platt St/Willow Ave

Eastbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	7	6	1	2	17	70	79	72	70	65
30	10	1	7	2	1	5	39	85	79	74	57	66
45	9	4	6	3	8	10	47	115	119	72	63	75
00	7	5	2	3	4	11	67	119	86	77	72	72
Hr Total	35	17	22	14	14	28	170	389	363	295	262	278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	83	105	134	213	237	192	68	59	52	30	26
30	88	94	100	135	218	258	180	69	57	54	35	22
45	78	89	110	140	245	249	161	71	53	43	20	7
00	69	69	111	171	214	248	106	79	53	39	19	8
Hr Total	300	335	426	580	890	992	639	287	222	188	104	63

24 Hour Total: 6,913
 AM Peak Hour begins: 7:15 AM Peak Volume: 398 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 992 PM Peak Hour Factor: 0.96

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	7	6	1	2	17	70	79	72	70	65
30	10	1	7	2	1	5	39	85	79	74	57	66
45	9	4	6	3	8	10	47	115	119	72	63	75
00	7	5	2	3	4	11	67	119	86	77	72	72
Hr Total	35	17	22	14	14	28	170	389	363	295	262	278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	83	105	134	213	237	192	68	59	52	30	26
30	88	94	100	135	218	258	180	69	57	54	35	22
45	78	89	110	140	245	249	161	71	53	43	20	7
00	69	69	111	171	214	248	106	79	53	39	19	8
Hr Total	300	335	426	580	890	992	639	287	222	188	104	63

24 Hour Total: 6,913
 AM Peak Hour begins: 7:15 AM Peak Volume: 398 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 992 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 14, 2019	Start Time: 0:00	
Stop Date: May 15, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy Off Ramp to Cleveland St		

Westbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	6	1	1	6	37	97	194	119	67	79
30	7	3	2	3	4	13	55	113	220	119	69	84
45	2	4	5	2	8	11	93	130	180	86	80	93
00	1	2	3	2	6	25	128	204	178	100	94	107
Hr Total	15	11	16	8	19	55	313	544	772	424	310	363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	72	88	80	139	126	87	44	33	30	23	6
30	86	65	75	94	159	137	69	42	30	29	4	12
45	81	77	84	79	144	147	68	31	25	14	11	9
00	81	89	92	115	111	102	62	30	29	27	9	7
Hr Total	330	303	339	368	553	512	286	147	117	100	47	34

24 Hour Total:	5,986	AM Peak Volume:	798	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	557	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:45				

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	6	1	1	6	37	97	194	119	67	79
30	7	3	2	3	4	13	55	113	220	119	69	84
45	2	4	5	2	8	11	93	130	180	86	80	93
00	1	2	3	2	6	25	128	204	178	100	94	107
Hr Total	15	11	16	8	19	55	313	544	772	424	310	363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	72	88	80	139	126	87	44	33	30	23	6
30	86	65	75	94	159	137	69	42	30	29	4	12
45	81	77	84	79	144	147	68	31	25	14	11	9
00	81	89	92	115	111	102	62	30	29	27	9	7
Hr Total	330	303	339	368	553	512	286	147	117	100	47	34

24 Hour Total:	5,986	AM Peak Volume:	798	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	557	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:45				

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Cleveland St

Westbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	0	1	5	2	11	39	114	182	112	78	62
30	7	11	2	0	2	7	70	143	213	97	65	77
45	5	4	2	1	5	20	83	174	217	108	66	86
00	6	2	4	3	10	20	122	156	156	97	80	78
Hr Total	29	17	9	9	19	58	314	587	768	414	289	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	61	72	138	166	126	57	28	23	14	12
30	90	64	77	65	177	159	98	54	36	24	9	8
45	66	70	69	98	143	128	91	50	22	27	13	8
00	81	71	81	114	147	168	53	51	39	30	17	8
Hr Total	299	271	288	349	605	621	368	212	125	104	53	36

24 Hour Total: 6,147
 AM Peak Hour begins: 7:45 AM Peak Volume: 768 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:15 PM Peak Volume: 633 PM Peak Hour Factor: 0.89

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	0	1	5	2	11	39	114	182	112	78	62
30	7	11	2	0	2	7	70	143	213	97	65	77
45	5	4	2	1	5	20	83	174	217	108	66	86
00	6	2	4	3	10	20	122	156	156	97	80	78
Hr Total	29	17	9	9	19	58	314	587	768	414	289	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	61	72	138	166	126	57	28	23	14	12
30	90	64	77	65	177	159	98	54	36	24	9	8
45	66	70	69	98	143	128	91	50	22	27	13	8
00	81	71	81	114	147	168	53	51	39	30	17	8
Hr Total	299	271	288	349	605	621	368	212	125	104	53	36

24 Hour Total: 6,147
 AM Peak Hour begins: 7:45 AM Peak Volume: 768 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:15 PM Peak Volume: 633 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Willow Ave/Cleveland St

Westbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	3	0	2	5	5	29	55	49	41	48
30	4	4	1	1	0	6	14	41	39	37	26	44
45	3	2	2	1	0	8	18	42	45	33	37	33
00	0	5	2	1	2	15	27	49	54	35	32	43
Hr Total	14	12	8	3	4	34	64	161	193	154	136	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	51	52	51	78	94	64	58	33	33	23	8
30	46	37	38	63	83	134	77	37	27	22	16	4
45	42	41	45	67	83	105	45	36	24	17	15	6
00	33	56	55	78	88	80	43	41	33	6	10	7
Hr Total	174	185	190	259	332	413	229	172	117	78	64	25

24 Hour Total: 3,189
 AM Peak Hour begins: 8:00 AM Peak Volume: 193 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 421 PM Peak Hour Factor: 0.79

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	3	0	2	5	5	29	55	49	41	48
30	4	4	1	1	0	6	14	41	39	37	26	44
45	3	2	2	1	0	8	18	42	45	33	37	33
00	0	5	2	1	2	15	27	49	54	35	32	43
Hr Total	14	12	8	3	4	34	64	161	193	154	136	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	51	52	51	78	94	64	58	33	33	23	8
30	46	37	38	63	83	134	77	37	27	22	16	4
45	42	41	45	67	83	105	45	36	24	17	15	6
00	33	56	55	78	88	80	43	41	33	6	10	7
Hr Total	174	185	190	259	332	413	229	172	117	78	64	25

24 Hour Total: 3,189
 AM Peak Hour begins: 8:00 AM Peak Volume: 193 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 421 PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Willow Ave/Cleveland St

Westbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	5	4	3	11	8	26	54	28	33	40
30	6	9	0	4	4	1	18	36	60	43	32	34
45	8	8	4	1	0	7	19	43	55	34	28	39
00	3	3	3	2	3	9	27	48	53	36	37	48
Hr Total	19	24	12	11	10	28	72	153	222	141	130	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	54	65	57	92	94	72	59	33	17	15	16
30	60	30	53	59	69	89	57	41	38	21	11	7
45	50	49	47	80	74	90	81	45	46	20	13	10
00	32	41	51	86	67	72	69	38	27	22	16	8
Hr Total	190	174	216	282	302	345	279	183	144	80	55	41

24 Hour Total: 3,274
 AM Peak Hour begins: 8:00 AM Peak Volume: 222 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 345 PM Peak Hour Factor: 0.92

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	5	4	3	11	8	26	54	28	33	40
30	6	9	0	4	4	1	18	36	60	43	32	34
45	8	8	4	1	0	7	19	43	55	34	28	39
00	3	3	3	2	3	9	27	48	53	36	37	48
Hr Total	19	24	12	11	10	28	72	153	222	141	130	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	54	65	57	92	94	72	59	33	17	15	16
30	60	30	53	59	69	89	57	41	38	21	11	7
45	50	49	47	80	74	90	81	45	46	20	13	10
00	32	41	51	86	67	72	69	38	27	22	16	8
Hr Total	190	174	216	282	302	345	279	183	144	80	55	41

24 Hour Total: 3,274
 AM Peak Hour begins: 8:00 AM Peak Volume: 222 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 345 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 14, 2019	Start Time: 0:00	
Stop Date: May 15, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy On Ramp from Plant St		

Eastbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	2	2	5	15	42	60	41	44	42
30	1	1	3	1	2	5	17	61	46	30	50	43
45	3	4	1	4	4	3	37	86	55	52	40	43
00	2	9	1	4	3	8	38	70	47	37	50	60
Hr Total	12	16	7	11	11	21	107	259	208	160	184	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	54	70	68	145	196	90	56	42	26	14	10
30	48	50	58	79	154	157	55	57	29	27	10	15
45	55	54	66	101	186	122	57	39	36	14	9	11
00	39	43	75	119	161	103	55	49	23	18	16	5
Hr Total	184	201	269	367	646	578	257	201	130	85	49	41

24 Hour Total:	4,192	AM Peak Volume:	277	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:15	PM Peak Volume:	700	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	2	2	5	15	42	60	41	44	42
30	1	1	3	1	2	5	17	61	46	30	50	43
45	3	4	1	4	4	3	37	86	55	52	40	43
00	2	9	1	4	3	8	38	70	47	37	50	60
Hr Total	12	16	7	11	11	21	107	259	208	160	184	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	54	70	68	145	196	90	56	42	26	14	10
30	48	50	58	79	154	157	55	57	29	27	10	15
45	55	54	66	101	186	122	57	39	36	14	9	11
00	39	43	75	119	161	103	55	49	23	18	16	5
Hr Total	184	201	269	367	646	578	257	201	130	85	49	41

24 Hour Total:	4,192	AM Peak Volume:	277	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:15	PM Peak Volume:	700	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 15, 2019	Start Time: 0:00	
Stop Date: May 16, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy On Ramp from Plant St		

Eastbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	2	1	4	12	51	52	45	38	47
30	7	2	3	3	4	4	16	56	59	35	38	46
45	9	5	2	2	3	7	30	69	59	33	42	48
00	7	3	2	1	3	11	38	72	52	34	33	62
Hr Total	28	14	8	8	11	26	96	248	222	147	151	203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	45	58	77	137	172	91	57	33	27	14	12
30	60	58	58	98	181	155	74	55	38	30	15	12
45	46	63	54	112	167	128	47	58	23	34	20	7
00	52	60	60	134	162	112	49	54	27	28	11	11
Hr Total	211	226	230	421	647	567	261	224	121	119	60	42

24 Hour Total:	4,291	AM Peak Volume:	252	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	682	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:15				

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	2	1	4	12	51	52	45	38	47
30	7	2	3	3	4	4	16	56	59	35	38	46
45	9	5	2	2	3	7	30	69	59	33	42	48
00	7	3	2	1	3	11	38	72	52	34	33	62
Hr Total	28	14	8	8	11	26	96	248	222	147	151	203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	45	58	77	137	172	91	57	33	27	14	12
30	60	58	58	98	181	155	74	55	38	30	15	12
45	46	63	54	112	167	128	47	58	23	34	20	7
00	52	60	60	134	162	112	49	54	27	28	11	11
Hr Total	211	226	230	421	647	567	261	224	121	119	60	42

24 Hour Total:	4,291	AM Peak Volume:	252	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	682	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Plant St/Brerein St

Westbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	3	2	6	63	114	197	116	65	52
30	3	5	3	2	2	18	99	124	198	104	73	90
45	3	1	5	6	5	32	136	187	175	87	70	68
00	4	0	1	4	9	32	130	194	176	70	65	83
Hr Total	13	8	10	15	18	88	428	619	746	377	273	293

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	55	53	66	75	77	93	38	20	11	18	5
30	54	57	48	63	81	107	104	22	17	20	11	5
45	69	67	59	62	78	91	95	26	20	16	14	5
00	69	58	51	67	100	71	38	26	12	10	11	2
Hr Total	261	237	211	258	334	346	330	112	69	57	54	17

24 Hour Total: 5,174
 AM Peak Hour begins: 7:30 AM Peak Volume: 776 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:45 PM Peak Volume: 375 PM Peak Hour Factor: 0.88

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	3	2	6	63	114	197	116	65	52
30	3	5	3	2	2	18	99	124	198	104	73	90
45	3	1	5	6	5	32	136	187	175	87	70	68
00	4	0	1	4	9	32	130	194	176	70	65	83
Hr Total	13	8	10	15	18	88	428	619	746	377	273	293

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	55	53	66	75	77	93	38	20	11	18	5
30	54	57	48	63	81	107	104	22	17	20	11	5
45	69	67	59	62	78	91	95	26	20	16	14	5
00	69	58	51	67	100	71	38	26	12	10	11	2
Hr Total	261	237	211	258	334	346	330	112	69	57	54	17

24 Hour Total: 5,174
 AM Peak Hour begins: 7:30 AM Peak Volume: 776 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:45 PM Peak Volume: 375 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Plant St/Brorein St

Westbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	1	3	3	8	69	105	162	111	83	57
30	3	9	2	4	5	19	116	146	198	85	61	52
45	1	1	2	5	9	30	136	193	205	101	59	78
00	3	4	3	2	4	36	125	206	166	80	73	82
Hr Total	15	15	8	14	21	93	446	650	731	377	276	269

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	62	55	59	62	98	81	29	26	25	16	6
30	52	56	67	62	72	103	107	24	22	16	10	5
45	65	83	61	73	84	97	102	33	15	16	7	5
00	71	54	56	62	85	87	52	25	15	20	17	6
Hr Total	253	255	239	256	303	385	342	111	78	77	50	22

24 Hour Total: 5,286
 AM Peak Hour begins: 7:45 AM Peak Volume: 771 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 385 PM Peak Hour Factor: 0.93

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	1	3	3	8	69	105	162	111	83	57
30	3	9	2	4	5	19	116	146	198	85	61	52
45	1	1	2	5	9	30	136	193	205	101	59	78
00	3	4	3	2	4	36	125	206	166	80	73	82
Hr Total	15	15	8	14	21	93	446	650	731	377	276	269

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	62	55	59	62	98	81	29	26	25	16	6
30	52	56	67	62	72	103	107	24	22	16	10	5
45	65	83	61	73	84	97	102	33	15	16	7	5
00	71	54	56	62	85	87	52	25	15	20	17	6
Hr Total	253	255	239	256	303	385	342	111	78	77	50	22

24 Hour Total: 5,286
 AM Peak Hour begins: 7:45 AM Peak Volume: 771 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 385 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Tampa St

Southbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	3	4	1	23	25	30	32	28	34
30	2	7	0	4	1	6	21	38	26	27	23	34
45	2	0	1	1	7	14	26	31	30	25	20	35
00	4	0	0	0	3	13	32	32	25	27	28	38
Hr Total	12	9	3	8	15	34	102	126	111	111	99	141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	35	50	36	68	108	80	47	26	22	15	6
30	31	40	26	51	69	139	67	36	17	26	9	7
45	46	43	26	47	77	94	59	35	20	15	10	6
00	38	31	43	55	90	94	42	23	26	21	16	4
Hr Total	157	149	145	189	304	435	248	141	89	84	50	23

24 Hour Total: 2,785
 AM Peak Hour begins: 11:15 AM Peak Volume: 149 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 435 PM Peak Hour Factor: 0.78

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	3	4	1	23	25	30	32	28	34
30	2	7	0	4	1	6	21	38	26	27	23	34
45	2	0	1	1	7	14	26	31	30	25	20	35
00	4	0	0	0	3	13	32	32	25	27	28	38
Hr Total	12	9	3	8	15	34	102	126	111	111	99	141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	35	50	36	68	108	80	47	26	22	15	6
30	31	40	26	51	69	139	67	36	17	26	9	7
45	46	43	26	47	77	94	59	35	20	15	10	6
00	38	31	43	55	90	94	42	23	26	21	16	4
Hr Total	157	149	145	189	304	435	248	141	89	84	50	23

24 Hour Total: 2,785
 AM Peak Hour begins: 11:15 AM Peak Volume: 149 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 435 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: May 15, 2019	Start Time: 0:00	
Stop Date: May 16, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy On Ramp from Tampa St		

Southbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	2	2	2	21	22	49	45	19	30
30	2	5	1	2	5	5	38	29	37	21	4	31
45	3	2	0	0	8	11	29	30	28	34	27	41
00	0	0	1	2	2	17	28	29	28	23	22	43
Hr Total	10	7	3	6	17	35	116	110	142	123	72	145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	40	28	41	53	85	64	48	24	24	18	6
30	40	26	37	37	68	116	84	37	29	27	13	4
45	40	35	39	55	68	97	92	27	31	18	7	3
00	44	33	36	54	88	90	53	34	26	20	7	8
Hr Total	162	134	140	187	277	388	293	146	110	89	45	21

24 Hour Total:	2,778	AM Peak Volume:	162	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	388	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	2	2	2	21	22	49	45	19	30
30	2	5	1	2	5	5	38	29	37	21	4	31
45	3	2	0	0	8	11	29	30	28	34	27	41
00	0	0	1	2	2	17	28	29	28	23	22	43
Hr Total	10	7	3	6	17	35	116	110	142	123	72	145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	40	28	41	53	85	64	48	24	24	18	6
30	40	26	37	37	68	116	84	37	29	27	13	4
45	40	35	39	55	68	97	92	27	31	18	7	3
00	44	33	36	54	88	90	53	34	26	20	7	8
Hr Total	162	134	140	187	277	388	293	146	110	89	45	21

24 Hour Total:	2,778	AM Peak Volume:	162	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	388	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 14, 2019	Start Time: 0:00	
Stop Date: May 15, 2019	Stop Time: 0:00	
City: Tampa	County: Hillsborough	
Location: Selmon Expy Off Ramp to Florida Ave		

Northbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	4	0	2	8	27	83	168	155	59	42
30	1	2	2	0	3	4	41	134	169	103	50	62
45	1	2	2	0	5	12	55	168	129	81	42	54
00	0	3	1	5	6	18	62	173	161	61	38	64
Hr Total	10	9	9	5	16	42	185	558	627	400	189	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	52	57	72	58	53	77	37	23	22	16	10
30	60	46	52	54	77	66	66	42	15	16	9	7
45	44	36	49	69	61	62	43	32	13	15	5	3
00	56	47	52	65	63	89	51	35	19	11	9	5
Hr Total	230	181	210	260	259	270	237	146	70	64	39	25

24 Hour Total:	4,263	AM Peak Volume:	678	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:30	PM Peak Volume:	294	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:15				

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total:	0	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00
PM Peak Hour begins:	12:00				

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	4	0	2	8	27	83	168	155	59	42
30	1	2	2	0	3	4	41	134	169	103	50	62
45	1	2	2	0	5	12	55	168	129	81	42	54
00	0	3	1	5	6	18	62	173	161	61	38	64
Hr Total	10	9	9	5	16	42	185	558	627	400	189	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	52	57	72	58	53	77	37	23	22	16	10
30	60	46	52	54	77	66	66	42	15	16	9	7
45	44	36	49	69	61	62	43	32	13	15	5	3
00	56	47	52	65	63	89	51	35	19	11	9	5
Hr Total	230	181	210	260	259	270	237	146	70	64	39	25

24 Hour Total:	4,263	AM Peak Volume:	678	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:30	PM Peak Volume:	294	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Florida Ave

Northbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	6	4	5	4	26	85	159	114	51	48
30	3	3	2	0	5	9	32	115	164	111	59	50
45	1	1	3	2	6	16	42	151	180	73	59	50
00	3	3	1	1	5	25	67	187	159	66	49	44
Hr Total	7	9	12	7	21	54	167	538	662	364	218	192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	55	49	49	56	77	67	54	28	23	23	4
30	63	57	55	64	63	75	61	42	29	12	14	7
45	45	50	45	55	76	78	60	28	24	22	9	7
00	80	63	69	67	74	59	59	24	12	19	10	4
Hr Total	228	225	218	235	269	289	247	148	93	76	56	22

24 Hour Total: 4,357
 AM Peak Hour begins: 7:45 AM Peak Volume: 690 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 304 PM Peak Hour Factor: 0.97

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	6	4	5	4	26	85	159	114	51	48
30	3	3	2	0	5	9	32	115	164	111	59	50
45	1	1	3	2	6	16	42	151	180	73	59	50
00	3	3	1	1	5	25	67	187	159	66	49	44
Hr Total	7	9	12	7	21	54	167	538	662	364	218	192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	55	49	49	56	77	67	54	28	23	23	4
30	63	57	55	64	63	75	61	42	29	12	14	7
45	45	50	45	55	76	78	60	28	24	22	9	7
00	80	63	69	67	74	59	59	24	12	19	10	4
Hr Total	228	225	218	235	269	289	247	148	93	76	56	22

24 Hour Total: 4,357
 AM Peak Hour begins: 7:45 AM Peak Volume: 690 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 304 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Channelside Dr

Eastbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	5	0	1	4	12	37	41	51	24	18
30	1	0	2	0	1	4	7	34	60	23	23	18
45	0	3	0	1	5	0	10	55	44	26	23	16
00	0	1	2	0	1	4	20	47	49	23	17	29
Hr Total	3	4	9	1	8	12	49	173	194	123	87	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	24	21	15	31	24	29	14	14	3	7	2
30	25	29	30	27	21	26	27	16	11	10	3	2
45	22	25	20	29	20	27	16	13	17	10	2	1
00	22	18	24	23	21	23	10	10	4	7	2	3
Hr Total	95	96	95	94	93	100	82	53	46	30	14	8

24 Hour Total: 1,550
 AM Peak Hour begins: 8:15 AM Peak Volume: 204 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:15 PM Peak Volume: 110 PM Peak Hour Factor: 0.89

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	5	0	1	4	12	37	41	51	24	18
30	1	0	2	0	1	4	7	34	60	23	23	18
45	0	3	0	1	5	0	10	55	44	26	23	16
00	0	1	2	0	1	4	20	47	49	23	17	29
Hr Total	3	4	9	1	8	12	49	173	194	123	87	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	24	21	15	31	24	29	14	14	3	7	2
30	25	29	30	27	21	26	27	16	11	10	3	2
45	22	25	20	29	20	27	16	13	17	10	2	1
00	22	18	24	23	21	23	10	10	4	7	2	3
Hr Total	95	96	95	94	93	100	82	53	46	30	14	8

24 Hour Total: 1,550
 AM Peak Hour begins: 8:15 AM Peak Volume: 204 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:15 PM Peak Volume: 110 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Channelside Dr

Eastbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	10	28	50	36	15	17
30	2	1	0	0	1	2	12	23	68	26	33	12
45	0	0	1	1	2	3	21	45	41	30	14	13
00	2	3	3	0	3	6	23	66	49	31	16	14
Hr Total	5	5	4	1	7	12	66	162	208	123	78	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	34	28	23	15	26	28	16	14	13	5	4
30	19	19	30	32	24	22	33	15	5	16	8	1
45	17	14	22	18	16	26	18	11	16	3	2	0
00	16	20	21	34	32	21	30	15	14	10	7	1
Hr Total	61	87	101	107	87	95	109	57	49	42	22	6

24 Hour Total: 1,550
 AM Peak Hour begins: 7:30 AM Peak Volume: 229 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 18:00 PM Peak Volume: 109 PM Peak Hour Factor: 0.83

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	10	28	50	36	15	17
30	2	1	0	0	1	2	12	23	68	26	33	12
45	0	0	1	1	2	3	21	45	41	30	14	13
00	2	3	3	0	3	6	23	66	49	31	16	14
Hr Total	5	5	4	1	7	12	66	162	208	123	78	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	34	28	23	15	26	28	16	14	13	5	4
30	19	19	30	32	24	22	33	15	5	16	8	1
45	17	14	22	18	16	26	18	11	16	3	2	0
00	16	20	21	34	32	21	30	15	14	10	7	1
Hr Total	61	87	101	107	87	95	109	57	49	42	22	6

24 Hour Total: 1,550
 AM Peak Hour begins: 7:30 AM Peak Volume: 229 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 18:00 PM Peak Volume: 109 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Morgan St/Brorein St

Southbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	1	1	19	82	127	233	147	37	44
30	3	0	1	1	3	31	113	151	231	109	41	54
45	7	2	6	2	14	56	115	200	222	98	52	55
00	1	2	0	2	9	76	113	248	220	68	45	82
Hr Total	14	5	9	6	27	182	423	726	906	422	175	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	30	47	46	43	75	60	29	21	15	9	12
30	46	35	49	48	45	83	36	29	23	15	7	8
45	45	39	37	50	44	74	47	16	10	14	8	5
00	46	36	56	61	72	62	41	23	23	17	7	11
Hr Total	172	140	189	205	204	294	184	97	77	61	31	36

24 Hour Total: 4,820
 AM Peak Hour begins: 7:45 AM Peak Volume: 934 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 304 PM Peak Hour Factor: 0.92

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	1	1	19	82	127	233	147	37	44
30	3	0	1	1	3	31	113	151	231	109	41	54
45	7	2	6	2	14	56	115	200	222	98	52	55
00	1	2	0	2	9	76	113	248	220	68	45	82
Hr Total	14	5	9	6	27	182	423	726	906	422	175	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	30	47	46	43	75	60	29	21	15	9	12
30	46	35	49	48	45	83	36	29	23	15	7	8
45	45	39	37	50	44	74	47	16	10	14	8	5
00	46	36	56	61	72	62	41	23	23	17	7	11
Hr Total	172	140	189	205	204	294	184	97	77	61	31	36

24 Hour Total: 4,820
 AM Peak Hour begins: 7:45 AM Peak Volume: 934 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 304 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy Off Ramp to Morgan St/Brorein St

Southbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	10	2	6	2	22	81	143	244	154	55	53
30	4	3	2	0	5	32	101	163	258	141	57	71
45	5	1	4	5	5	55	120	270	196	89	48	61
00	2	2	6	4	20	60	127	286	190	63	55	62
Hr Total	15	16	14	15	32	169	429	862	888	447	215	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	46	41	44	54	81	62	30	20	8	12	9
30	43	39	46	59	57	83	37	31	16	12	16	6
45	71	42	44	53	50	82	45	21	21	27	7	8
00	53	49	56	49	70	68	40	17	20	10	6	2
Hr Total	231	176	187	205	231	314	184	99	77	57	41	25

24 Hour Total: 5,176
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,058 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 316 PM Peak Hour Factor: 0.95

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	10	2	6	2	22	81	143	244	154	55	53
30	4	3	2	0	5	32	101	163	258	141	57	71
45	5	1	4	5	5	55	120	270	196	89	48	61
00	2	2	6	4	20	60	127	286	190	63	55	62
Hr Total	15	16	14	15	32	169	429	862	888	447	215	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	46	41	44	54	81	62	30	20	8	12	9
30	43	39	46	59	57	83	37	31	16	12	16	6
45	71	42	44	53	50	82	45	21	21	27	7	8
00	53	49	56	49	70	68	40	17	20	10	6	2
Hr Total	231	176	187	205	231	314	184	99	77	57	41	25

24 Hour Total: 5,176
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,058 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 316 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Brorein St/Morgan St

Westbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	0	1	8	15	61	64	27	29	33
30	0	0	1	1	2	3	20	66	66	20	31	32
45	0	1	5	1	4	6	33	70	55	29	34	36
00	1	3	0	0	3	13	45	76	53	24	27	38
Hr Total	3	4	8	2	10	30	113	273	238	100	121	139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	33	28	41	63	108	76	21	23	12	5	3
30	40	36	36	49	54	105	48	21	17	20	2	6
45	44	32	29	40	61	69	50	19	10	11	1	6
00	39	38	43	47	67	82	32	14	11	15	6	5
Hr Total	172	139	136	177	245	364	206	75	61	58	14	20

24 Hour Total: 2,708
 AM Peak Hour begins: 7:15 AM Peak Volume: 276 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 364 PM Peak Hour Factor: 0.84

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	0	1	8	15	61	64	27	29	33
30	0	0	1	1	2	3	20	66	66	20	31	32
45	0	1	5	1	4	6	33	70	55	29	34	36
00	1	3	0	0	3	13	45	76	53	24	27	38
Hr Total	3	4	8	2	10	30	113	273	238	100	121	139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	33	28	41	63	108	76	21	23	12	5	3
30	40	36	36	49	54	105	48	21	17	20	2	6
45	44	32	29	40	61	69	50	19	10	11	1	6
00	39	38	43	47	67	82	32	14	11	15	6	5
Hr Total	172	139	136	177	245	364	206	75	61	58	14	20

24 Hour Total: 2,708
 AM Peak Hour begins: 7:15 AM Peak Volume: 276 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 364 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Brorein St/Morgan St

Westbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	7	1	0	1	6	13	46	68	32	20	25
30	2	5	2	0	0	7	15	56	58	43	40	35
45	1	3	0	2	4	4	38	55	44	31	36	46
00	4	0	0	0	4	17	37	73	55	37	35	46
Hr Total	8	15	3	2	9	34	103	230	225	143	131	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	31	38	50	61	93	56	24	14	5	9	4
30	42	28	35	52	58	103	57	26	18	14	8	4
45	30	28	38	45	51	92	52	20	15	17	9	4
00	37	26	39	53	67	75	32	27	21	15	6	3
Hr Total	153	113	150	200	237	363	197	97	68	51	32	15

24 Hour Total: 2,731
 AM Peak Hour begins: 7:30 AM Peak Volume: 254 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:00 PM Peak Volume: 363 PM Peak Hour Factor: 0.88

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	7	1	0	1	6	13	46	68	32	20	25
30	2	5	2	0	0	7	15	56	58	43	40	35
45	1	3	0	2	4	4	38	55	44	31	36	46
00	4	0	0	0	4	17	37	73	55	37	35	46
Hr Total	8	15	3	2	9	34	103	230	225	143	131	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	31	38	50	61	93	56	24	14	5	9	4
30	42	28	35	52	58	103	57	26	18	14	8	4
45	30	28	38	45	51	92	52	20	15	17	9	4
00	37	26	39	53	67	75	32	27	21	15	6	3
Hr Total	153	113	150	200	237	363	197	97	68	51	32	15

24 Hour Total: 2,731
 AM Peak Hour begins: 7:30 AM Peak Volume: 254 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:00 PM Peak Volume: 363 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: May 14, 2019 Start Time: 0:00
 Stop Date: May 15, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Brorein St/Jefferson St

Northbound Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	3	4	0	3	14	37	58	26	32	28
30	4	2	4	1	0	5	17	47	24	35	34	22
45	4	6	0	2	0	7	26	52	37	50	23	35
00	0	3	3	6	6	6	22	60	27	37	39	34
Hr Total	11	16	10	13	6	21	79	196	146	148	128	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	44	52	113	141	224	96	40	15	13	6	7
30	30	30	42	111	128	159	93	32	12	14	10	9
45	33	47	44	113	191	147	42	30	21	12	8	1
00	37	33	73	112	166	114	39	26	12	11	4	7
Hr Total	134	154	211	449	626	644	270	128	60	50	28	24

24 Hour Total: 3,671
 AM Peak Hour begins: 7:15 AM Peak Volume: 217 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 740 PM Peak Hour Factor: 0.83

N/A

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Tuesday, May 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	3	4	0	3	14	37	58	26	32	28
30	4	2	4	1	0	5	17	47	24	35	34	22
45	4	6	0	2	0	7	26	52	37	50	23	35
00	0	3	3	6	6	6	22	60	27	37	39	34
Hr Total	11	16	10	13	6	21	79	196	146	148	128	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	44	52	113	141	224	96	40	15	13	6	7
30	30	30	42	111	128	159	93	32	12	14	10	9
45	33	47	44	113	191	147	42	30	21	12	8	1
00	37	33	73	112	166	114	39	26	12	11	4	7
Hr Total	134	154	211	449	626	644	270	128	60	50	28	24

24 Hour Total: 3,671
 AM Peak Hour begins: 7:15 AM Peak Volume: 217 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 740 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: May 15, 2019 Start Time: 0:00
 Stop Date: May 16, 2019 Stop Time: 0:00
 City: Tampa County: Hillsborough
 Location: Selmon Expy On Ramp from Brorein St/Jefferson St

Northbound Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	2	4	4	13	27	52	34	30	33
30	6	0	3	5	0	1	19	44	35	32	13	35
45	2	0	3	0	3	3	26	62	33	30	22	31
00	1	5	2	10	2	7	30	59	34	29	39	44
Hr Total	14	7	9	17	9	15	88	192	154	125	104	143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	42	52	114	145	186	97	44	25	15	14	7
30	34	49	43	104	141	177	65	38	30	5	6	3
45	41	55	69	109	187	135	69	41	18	16	11	3
00	46	52	64	127	149	97	43	32	25	14	4	5
Hr Total	153	198	228	454	622	595	274	155	98	50	35	18

24 Hour Total: 3,757
 AM Peak Hour begins: 7:15 AM Peak Volume: 217 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 699 PM Peak Hour Factor: 0.93

N/A

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: 0.00
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: 0.00

Total Volume

Wednesday, May 15, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	2	4	4	13	27	52	34	30	33
30	6	0	3	5	0	1	19	44	35	32	13	35
45	2	0	3	0	3	3	26	62	33	30	22	31
00	1	5	2	10	2	7	30	59	34	29	39	44
Hr Total	14	7	9	17	9	15	88	192	154	125	104	143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	42	52	114	145	186	97	44	25	15	14	7
30	34	49	43	104	141	177	65	38	30	5	6	3
45	41	55	69	109	187	135	69	41	18	16	11	3
00	46	52	64	127	149	97	43	32	25	14	4	5
Hr Total	153	198	228	454	622	595	274	155	98	50	35	18

24 Hour Total: 3,757
 AM Peak Hour begins: 7:15 AM Peak Volume: 217 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 699 PM Peak Hour Factor: 0.93

6-Hour Turning Movement Counts

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&Himes
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	4	1	1	10	15	56	2	0	73	16	25	11	3	55	0	61	7	2	70	208
06:45 AM	3	31	1	0	35	19	59	0	0	78	17	48	13	2	80	1	73	9	1	84	277
Total	7	35	2	1	45	34	115	2	0	151	33	73	24	5	135	1	134	16	3	154	485
07:00 AM	5	19	3	0	27	16	66	5	0	87	17	46	15	2	80	3	86	7	0	96	290
07:15 AM	6	32	4	0	42	22	81	4	2	109	31	78	29	3	141	0	113	11	1	125	417
07:30 AM	10	58	6	0	74	14	103	13	3	133	32	80	47	11	170	2	129	10	2	143	520
07:45 AM	14	55	6	2	77	18	103	13	1	135	40	69	38	0	147	1	144	17	2	164	523
Total	35	164	19	2	220	70	353	35	6	464	120	273	129	16	538	6	472	45	5	528	1750
08:00 AM	16	46	7	1	70	24	100	11	3	138	23	79	28	1	131	3	147	7	3	160	499
08:15 AM	10	39	5	1	55	17	106	0	0	123	40	72	28	4	144	2	126	15	2	145	467
08:30 AM	9	49	4	1	63	22	102	9	1	134	23	57	20	3	103	2	122	10	2	136	436
08:45 AM	8	56	2	1	67	23	94	7	0	124	18	67	18	4	107	3	106	22	1	132	430
Total	43	190	18	4	255	86	402	27	4	519	104	275	94	12	485	10	501	54	8	573	1832
09:00 AM	11	50	2	0	63	19	72	5	1	97	25	72	27	1	125	1	104	16	2	123	408
09:15 AM	7	43	5	4	59	17	76	5	1	99	20	51	17	5	93	1	93	19	4	117	368
*** BREAK ***																					
Total	18	93	7	4	122	36	148	10	2	196	45	123	44	6	218	2	197	35	6	240	776
*** BREAK ***																					
04:00 PM	4	67	8	1	80	33	155	9	0	197	16	60	24	1	101	11	134	23	2	170	548
04:15 PM	5	78	3	0	86	31	146	5	0	182	16	64	24	3	107	7	115	26	4	152	527
04:30 PM	2	86	3	0	91	30	165	6	0	201	14	59	27	1	101	8	143	26	1	178	571
04:45 PM	6	80	7	0	93	28	192	4	0	224	13	63	20	4	100	6	139	36	2	183	600
Total	17	311	21	1	350	122	658	24	0	804	59	246	95	9	409	32	531	111	9	683	2246
05:00 PM	7	76	2	0	85	32	209	9	0	250	12	61	24	3	100	6	174	44	2	226	661
05:15 PM	3	81	2	0	86	47	196	11	0	254	9	59	27	0	95	9	133	56	3	201	636
05:30 PM	3	84	2	0	89	42	190	7	0	239	8	62	22	2	94	13	137	48	1	199	621
05:45 PM	2	79	5	0	86	51	179	8	1	239	12	59	26	3	100	6	104	41	1	152	577
Total	15	320	11	0	346	172	774	35	1	982	41	241	99	8	389	34	548	189	7	778	2495
06:00 PM	11	87	3	0	101	34	142	11	1	188	18	54	22	7	101	4	124	33	2	163	553
06:15 PM	8	87	3	0	98	47	136	4	0	187	10	62	23	5	100	5	116	39	1	161	546
06:30 PM	5	75	5	0	85	33	111	2	0	146	39	80	28	6	153	5	98	33	2	138	522
06:45 PM	2	55	3	2	62	29	110	6	1	146	17	61	25	6	109	7	104	24	5	140	457
Total	26	304	14	2	346	143	499	23	2	667	84	257	98	24	463	21	442	129	10	602	2078
Grand Total	161	1417	92	14	1684	663	2949	156	15	3783	486	1488	583	80	2637	106	2825	579	48	3558	11662
Apprch %	9.6	84.1	5.5	0.8		17.5	78	4.1	0.4		18.4	56.4	22.1	3		3	79.4	16.3	1.3		
Total %	1.4	12.2	0.8	0.1	14.4	5.7	25.3	1.3	0.1	32.4	4.2	12.8	5	0.7	22.6	0.9	24.2	5	0.4	30.5	
Passenger Vehicles	159	1413	92	14	1678	658	2904	152	15	3729	482	1482	579	79	2622	105	2783	576	47	3511	11540
% Passenger Vehicles	98.8	99.7	100	100	99.6	99.2	98.5	97.4	100	98.6	99.2	99.6	99.3	98.8	99.4	99.1	98.5	99.5	97.9	98.7	99
Heavy Vehicles	2	4	0	0	6	5	45	4	0	54	4	6	4	1	15	1	42	3	1	47	122
% Heavy Vehicles	1.2	0.3	0	0	0.4	0.8	1.5	2.6	0	1.4	0.8	0.4	0.7	1.2	0.6	0.9	1.5	0.5	2.1	1.3	1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&Himes
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	10	58	6	0	74	14	103	13	3	133	32	80	47	11	170	2	129	10	2	143	520
07:45 AM	14	55	6	2	77	18	103	13	1	135	40	69	38	0	147	1	144	17	2	164	523
08:00 AM	16	46	7	1	70	24	100	11	3	138	23	79	28	1	131	3	147	7	3	160	499
08:15 AM	10	39	5	1	55	17	106	0	0	123	40	72	28	4	144	2	126	15	2	145	467
Total Volume	50	198	24	4	276	73	412	37	7	529	135	300	141	16	592	8	546	49	9	612	2009
% App. Total	18.1	71.7	8.7	1.4		13.8	77.9	7	1.3		22.8	50.7	23.8	2.7		1.3	89.2	8	1.5		
PHF	.781	.853	.857	.500	.896	.760	.972	.712	.583	.958	.844	.938	.750	.364	.871	.667	.929	.721	.750	.933	.960
Passenger Vehicles	50	198	24	4	276	72	403	37	7	519	134	300	140	15	589	8	540	49	9	606	1990
% Passenger Vehicles	100	100	100	100	100	98.6	97.8	100	100	98.1	99.3	100	99.3	93.8	99.5	100	98.9	100	100	99.0	99.1
Heavy Vehicles	0	0	0	0	0	1	9	0	0	10	1	0	1	1	3	0	6	0	0	6	19
% Heavy Vehicles	0	0	0	0	0	1.4	2.2	0	0	1.9	0.7	0	0.7	6.3	0.5	0	1.1	0	0	1.0	0.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:30 AM					07:30 AM				
+0 mins.	10	58	6	0	74	18	103	13	1	135	32	80	47	11	170	2	129	10	2	143
+15 mins.	14	55	6	2	77	24	100	11	3	138	40	69	38	0	147	1	144	17	2	164
+30 mins.	16	46	7	1	70	17	106	0	0	123	23	79	28	1	131	3	147	7	3	160
+45 mins.	10	39	5	1	55	22	102	9	1	134	40	72	28	4	144	2	126	15	2	145
Total Volume	50	198	24	4	276	81	411	33	5	530	135	300	141	16	592	8	546	49	9	612
% App. Total	18.1	71.7	8.7	1.4		15.3	77.5	6.2	0.9		22.8	50.7	23.8	2.7		1.3	89.2	8	1.5	
PHF	.781	.853	.857	.500	.896	.844	.969	.635	.417	.960	.844	.938	.750	.364	.871	.667	.929	.721	.750	.933
Passenger Vehicles	50	198	24	4	276	80	401	33	5	519	134	300	140	15	589	8	540	49	9	606
% Passenger Vehicles	100	100	100	100	100	98.8	97.6	100	100	97.9	99.3	100	99.3	93.8	99.5	100	98.9	100	100	99
Heavy Vehicles	0	0	0	0	0	1	10	0	0	11	1	0	1	1	3	0	6	0	0	6
% Heavy Vehicles	0	0	0	0	0	1.2	2.4	0	0	2.1	0.7	0	0.7	6.2	0.5	0	1.1	0	0	1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&Himes
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	4	1	1	10	15	53	2	0	70	16	25	11	3	55	0	61	7	2	70	205
06:45 AM	3	31	1	0	35	18	58	0	0	76	17	48	13	2	80	1	72	8	1	82	273
Total	7	35	2	1	45	33	111	2	0	146	33	73	24	5	135	1	133	15	3	152	478
07:00 AM	5	18	3	0	26	16	64	5	0	85	16	46	15	2	79	3	84	7	0	94	284
07:15 AM	6	32	4	0	42	22	78	4	2	106	30	78	29	3	140	0	111	11	1	123	411
07:30 AM	10	58	6	0	74	14	101	13	3	131	32	80	47	11	170	2	128	10	2	142	517
07:45 AM	14	55	6	2	77	18	99	13	1	131	40	69	37	0	146	1	142	17	2	162	516
Total	35	163	19	2	219	70	342	35	6	453	118	273	128	16	535	6	465	45	5	521	1728
08:00 AM	16	46	7	1	70	24	98	11	3	136	23	79	28	0	130	3	144	7	3	157	493
08:15 AM	10	39	5	1	55	16	105	0	0	121	39	72	28	4	143	2	126	15	2	145	464
08:30 AM	9	48	4	1	62	22	99	9	1	131	23	57	20	3	103	2	120	10	1	133	429
08:45 AM	7	55	2	1	65	22	89	6	0	117	18	67	17	4	106	3	104	21	1	129	417
Total	42	188	18	4	252	84	391	26	4	505	103	275	93	11	482	10	494	53	7	564	1803
09:00 AM	11	50	2	0	63	18	70	5	1	94	24	72	27	1	124	1	103	16	2	122	403
09:15 AM	7	43	5	4	59	17	74	4	1	96	20	50	17	5	92	1	92	19	4	116	363
*** BREAK ***																					
Total	18	93	7	4	122	35	144	9	2	190	44	122	44	6	216	2	195	35	6	238	766
*** BREAK ***																					
04:00 PM	4	67	8	1	80	33	152	9	0	194	16	59	24	1	100	11	132	23	2	168	542
04:15 PM	5	78	3	0	86	31	143	4	0	178	16	63	24	3	106	6	113	26	4	149	519
04:30 PM	2	85	3	0	90	30	164	6	0	200	14	59	27	1	101	8	138	25	1	172	563
04:45 PM	5	80	7	0	92	28	192	4	0	224	13	62	19	4	98	6	138	36	2	182	596
Total	16	310	21	1	348	122	651	23	0	796	59	243	94	9	405	31	521	110	9	671	2220
05:00 PM	7	76	2	0	85	32	208	9	0	249	12	60	24	3	99	6	169	44	2	221	654
05:15 PM	3	81	2	0	86	47	196	11	0	254	9	58	26	0	93	9	132	56	3	200	633
05:30 PM	3	84	2	0	89	41	189	6	0	236	8	62	22	2	94	13	136	48	1	198	617
05:45 PM	2	79	5	0	86	51	177	8	1	237	12	59	26	3	100	6	101	41	1	149	572
Total	15	320	11	0	346	171	770	34	1	976	41	239	98	8	386	34	538	189	7	768	2476
06:00 PM	11	87	3	0	101	34	141	11	1	187	18	54	22	7	101	4	121	33	2	160	549
06:15 PM	8	87	3	0	98	47	134	4	0	185	10	62	23	5	100	5	116	39	1	161	544
06:30 PM	5	75	5	0	85	33	110	2	0	145	39	80	28	6	153	5	98	33	2	138	521
06:45 PM	2	55	3	2	62	29	110	6	1	146	17	61	25	6	109	7	102	24	5	138	455
Total	26	304	14	2	346	143	495	23	2	663	84	257	98	24	463	21	437	129	10	597	2069
Grand Total	159	1413	92	14	1678	658	2904	152	15	3729	482	1482	579	79	2622	105	2783	576	47	3511	11540
Apprch %	9.5	84.2	5.5	0.8		17.6	77.9	4.1	0.4		18.4	56.5	22.1	3		3	79.3	16.4	1.3		
Total %	1.4	12.2	0.8	0.1	14.5	5.7	25.2	1.3	0.1	32.3	4.2	12.8	5	0.7	22.7	0.9	24.1	5	0.4	30.4	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&Himes
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Start Time	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	10	58	6	0	74	14	101	13	3	131	32	80	47	11	170	2	128	10	2	142	517
07:45 AM	14	55	6	2	77	18	99	13	1	131	40	69	37	0	146	1	142	17	2	162	516
08:00 AM	16	46	7	1	70	24	98	11	3	136	23	79	28	0	130	3	144	7	3	157	493
08:15 AM	10	39	5	1	55	16	105	0	0	121	39	72	28	4	143	2	126	15	2	145	464
Total Volume	50	198	24	4	276	72	403	37	7	519	134	300	140	15	589	8	540	49	9	606	1990
% App. Total	18.1	71.7	8.7	1.4		13.9	77.6	7.1	1.3		22.8	50.9	23.8	2.5		1.3	89.1	8.1	1.5		
PHF	.781	.853	.857	.500	.896	.750	.960	.712	.583	.954	.838	.938	.745	.341	.866	.667	.938	.721	.750	.935	.962

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	10	58	6	0	74	14	101	13	3	131	32	80	47	11	170	2	128	10	2	142	
+15 mins.	14	55	6	2	77	18	99	13	1	131	40	69	37	0	146	1	142	17	2	162	
+30 mins.	16	46	7	1	70	24	98	11	3	136	23	79	28	0	130	3	144	7	3	157	
+45 mins.	10	39	5	1	55	16	105	0	0	121	39	72	28	4	143	2	126	15	2	145	
Total Volume	50	198	24	4	276	72	403	37	7	519	134	300	140	15	589	8	540	49	9	606	
% App. Total	18.1	71.7	8.7	1.4		13.9	77.6	7.1	1.3		22.8	50.9	23.8	2.5		1.3	89.1	8.1	1.5		
PHF	.781	.853	.857	.500	.896	.750	.960	.712	.583	.954	.838	.938	.745	.341	.866	.667	.938	.721	.750	.935	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	5	80	7	0	92	28	192	4	0	224	13	62	19	4	98	6	138	36	2	182	596
05:00 PM	7	76	2	0	85	32	208	9	0	249	12	60	24	3	99	6	169	44	2	221	654
05:15 PM	3	81	2	0	86	47	196	11	0	254	9	58	26	0	93	9	132	56	3	200	633
05:30 PM	3	84	2	0	89	41	189	6	0	236	8	62	22	2	94	13	136	48	1	198	617
Total Volume	18	321	13	0	352	148	785	30	0	963	42	242	91	9	384	34	575	184	8	801	2500
% App. Total	5.1	91.2	3.7	0		15.4	81.5	3.1	0		10.9	63	23.7	2.3		4.2	71.8	23	1		
PHF	.643	.955	.464	.000	.957	.787	.944	.682	.000	.948	.808	.976	.875	.563	.970	.654	.851	.821	.667	.906	.956

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:30 PM					05:00 PM					06:00 PM					04:45 PM					
+0 mins.	3	84	2	0	89	32	208	9	0	249	18	54	22	7	101	6	138	36	2	182	
+15 mins.	2	79	5	0	86	47	196	11	0	254	10	62	23	5	100	6	169	44	2	221	
+30 mins.	11	87	3	0	101	41	189	6	0	236	39	80	28	6	153	9	132	56	3	200	
+45 mins.	8	87	3	0	98	51	177	8	1	237	17	61	25	6	109	13	136	48	1	198	
Total Volume	24	337	13	0	374	171	770	34	1	976	84	257	98	24	463	34	575	184	8	801	
% App. Total	6.4	90.1	3.5	0		17.5	78.9	3.5	0.1		18.1	55.5	21.2	5.2		4.2	71.8	23	1		
PHF	.545	.968	.650	.000	.926	.838	.925	.773	.250	.961	.538	.803	.875	.857	.757	.654	.851	.821	.667	.906	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&Himes
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	7
07:00 AM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
07:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	6
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	7
Total	0	1	0	0	1	0	11	0	0	11	2	0	1	0	3	0	7	0	0	7	22
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	0	3	0	0	3	6
08:15 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	1	3	7
08:45 AM	1	1	0	0	2	1	5	1	0	7	0	0	1	0	1	0	2	1	0	3	13
Total	1	2	0	0	3	2	11	1	0	14	1	0	1	1	3	0	7	1	1	9	29
09:00 AM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5
09:15 AM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	5
*** BREAK ***																					
Total	0	0	0	0	0	1	4	1	0	6	1	1	0	0	2	0	2	0	0	2	10
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	6
04:15 PM	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	1	2	0	0	3	8
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	8
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	4
Total	1	1	0	0	2	0	7	1	0	8	0	3	1	0	4	1	10	1	0	12	26
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	1	4	1	0	6	0	2	1	0	3	0	10	0	0	10	19
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
Grand Total	2	4	0	0	6	5	45	4	0	54	4	6	4	1	15	1	42	3	1	47	122
Apprch %	33.3	66.7	0	0		9.3	83.3	7.4	0		26.7	40	26.7	6.7		2.1	89.4	6.4	2.1		
Total %	1.6	3.3	0	0	4.9	4.1	36.9	3.3	0	44.3	3.3	4.9	3.3	0.8	12.3	0.8	34.4	2.5	0.8	38.5	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&Himes
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Start Time	HIMES AVENUE Southbound					EUCLID AVENUE Westbound					HIMES AVENUE Northbound					EUCLID AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	1	3	7
08:45 AM	1	1	0	0	2	1	5	1	0	7	0	0	1	0	1	0	2	1	0	3	13
09:00 AM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5
09:15 AM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	5
Total Volume	1	2	0	0	3	2	12	2	0	16	1	1	1	0	3	0	6	1	1	8	30
% App. Total	33.3	66.7	0	0		12.5	75	12.5	0		33.3	33.3	33.3	0		0	75	12.5	12.5		
PHF	.250	.500	.000	.000	.375	.500	.600	.500	.000	.571	.250	.250	.250	.000	.750	.000	.750	.250	.250	.667	.577

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					08:30 AM					07:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3
+15 mins.	0	0	0	0	0	1	5	1	0	7	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	1	3
+45 mins.	1	1	0	0	2	0	2	1	0	3	0	0	1	0	1	0	2	1	0	3
Total Volume	1	2	0	0	3	2	12	2	0	16	2	0	1	0	3	0	7	1	1	9
% App. Total	33.3	66.7	0	0		12.5	75	12.5	0		66.7	0	33.3	0		0	77.8	11.1	11.1	
PHF	.250	.500	.000	.000	.375	.500	.600	.500	.000	.571	.500	.000	.250	.000	.750	.000	.583	.250	.250	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	1	2	0	0	3	8
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	8
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	7
Total Volume	1	1	0	0	2	0	5	1	0	6	0	3	1	0	4	1	13	1	0	15	27
% App. Total	50	50	0	0		0	83.3	16.7	0		0	75	25	0		6.7	86.7	6.7	0		
PHF	.250	.250	.000	.000	.500	.000	.417	.250	.000	.375	.000	.750	.250	.000	.500	.250	.650	.250	.000	.625	.844

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:30 PM					04:15 PM				
+0 mins.	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3
+15 mins.	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	0	5	1	0	6
+30 mins.	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1
+45 mins.	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	5	0	0	5
Total Volume	1	1	0	0	2	0	7	1	0	8	0	3	2	0	5	1	13	1	0	15
% App. Total	50	50	0	0		0	87.5	12.5	0		0	60	40	0		6.7	86.7	6.7	0	
PHF	.250	.250	.000	.000	.500	.000	.583	.250	.000	.500	.000	.750	.500	.000	.625	.250	.650	.250	.000	.625

Intersection Pedestrian & Bicycle Count

Date: 5/15/19

Day: Wednesday

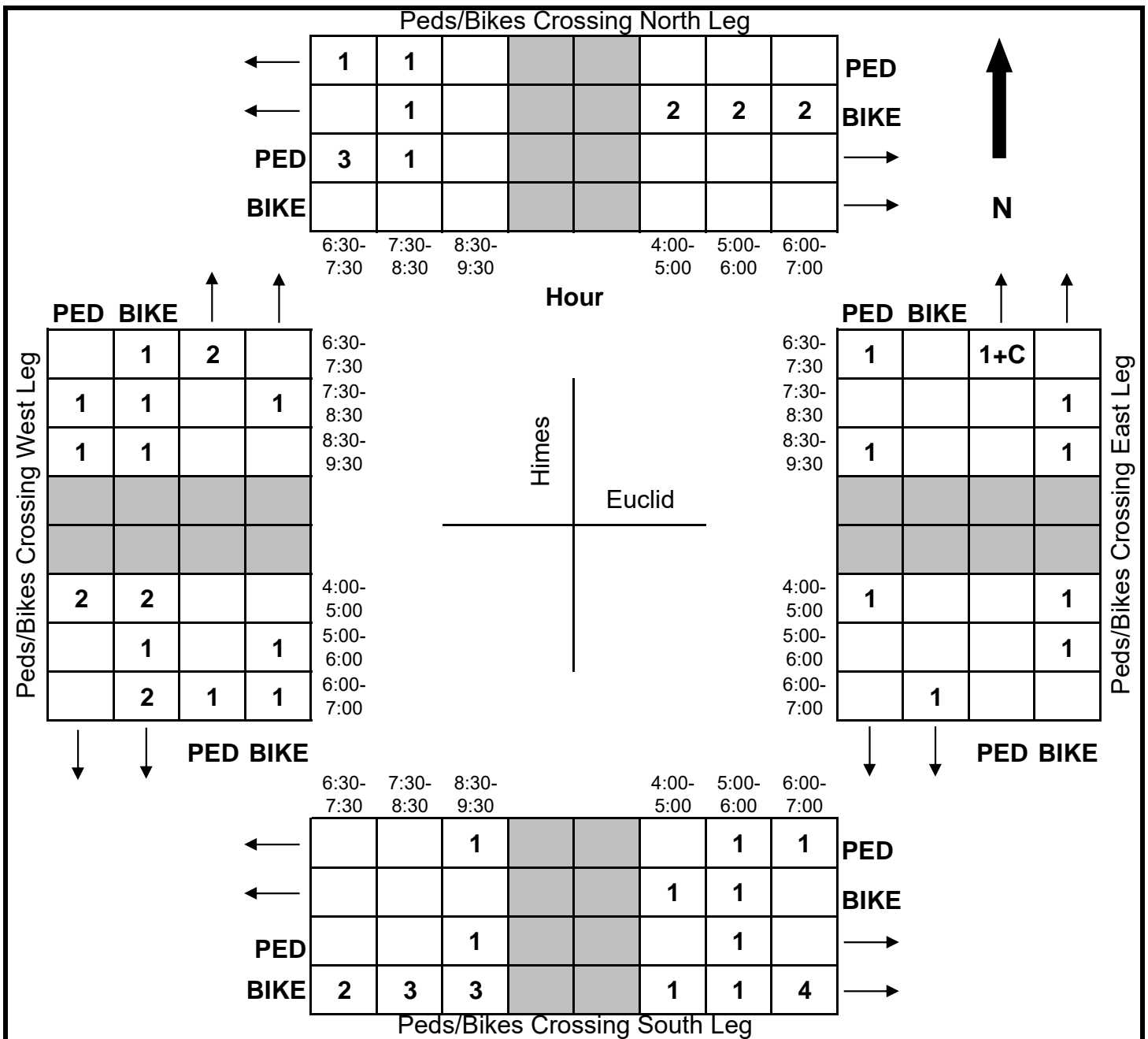
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Euclid Avenue at Himes Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	63	0	41	104	0	32	0	32	0	79	0	79	215
06:45 AM	57	0	46	103	0	41	0	41	0	93	0	93	237
Total	120	0	87	207	0	73	0	73	0	172	0	172	452
07:00 AM	58	0	42	100	0	46	0	46	0	107	0	107	253
07:15 AM	57	0	58	115	0	53	0	53	0	154	0	154	322
07:30 AM	39	0	57	96	0	96	0	96	0	199	0	199	391
07:45 AM	33	0	61	94	0	76	0	76	0	202	0	202	372
Total	187	0	218	405	0	271	0	271	0	662	0	662	1338
08:00 AM	31	0	58	89	0	75	0	75	0	192	0	192	356
08:15 AM	27	0	60	87	0	64	0	64	0	169	0	169	320
08:30 AM	28	0	74	102	0	62	0	62	1	152	0	153	317
08:45 AM	35	0	64	99	0	60	0	60	0	141	0	141	300
Total	121	0	256	377	0	261	0	261	1	654	0	655	1293
09:00 AM	19	0	43	62	0	55	0	55	0	144	0	144	261
09:15 AM	19	0	51	70	0	49	0	49	0	121	0	121	240
*** BREAK ***													
Total	38	0	94	132	0	104	0	104	0	265	0	265	501
*** BREAK ***													
04:00 PM	29	0	96	125	0	96	0	96	0	167	0	167	388
04:15 PM	32	0	105	137	0	77	0	77	0	142	0	142	356
04:30 PM	25	0	115	140	0	84	0	84	0	173	0	173	397
04:45 PM	39	0	162	201	0	79	0	79	0	167	0	167	447
Total	125	0	478	603	0	336	0	336	0	649	0	649	1588
05:00 PM	33	0	142	175	0	95	0	95	0	198	0	198	468
05:15 PM	48	0	154	202	0	98	0	98	0	164	0	164	464
05:30 PM	70	0	170	240	0	88	0	88	0	167	0	167	495
05:45 PM	41	0	141	182	0	87	0	87	0	138	0	138	407
Total	192	0	607	799	0	368	0	368	0	667	0	667	1834
06:00 PM	53	0	104	157	0	90	0	90	0	158	0	158	405
06:15 PM	35	0	103	138	0	83	0	83	0	153	0	153	374
06:30 PM	46	0	87	133	0	58	0	58	0	139	0	139	330
06:45 PM	35	0	81	116	0	69	0	69	0	130	0	130	315
Total	169	0	375	544	0	300	0	300	0	580	0	580	1424
Grand Total	952	0	2115	3067	0	1713	0	1713	1	3649	0	3650	8430
Apprch %	31	0	69		0	100	0		0	100	0		
Total %	11.3	0	25.1	36.4	0	20.3	0	20.3	0	43.3	0	43.3	
Passenger Vehicles	945	0	2076	3021	0	1699	0	1699	0	3601	0	3601	8321
% Passenger Vehicles	99.3	0	98.2	98.5	0	99.2	0	99.2	0	98.7	0	98.7	98.7
Heavy Vehicles	7	0	39	46	0	14	0	14	0	48	0	48	108
% Heavy Vehicles	0.7	0	1.8	1.5	0	0.8	0	0.8	0	1.3	0	1.3	1.3
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	100	0	0	0	0

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	57	0	58	115	0	53	0	53	0	154	0	154	322
07:30 AM	39	0	57	96	0	96	0	96	0	199	0	199	391
07:45 AM	33	0	61	94	0	76	0	76	0	202	0	202	372
08:00 AM	31	0	58	89	0	75	0	75	0	192	0	192	356
Total Volume	160	0	234	394	0	300	0	300	0	747	0	747	1441
% App. Total	40.6	0	59.4		0	100	0		0	100	0		
PHF	.702	.000	.959	.857	.000	.781	.000	.781	.000	.925	.000	.925	.921
Passenger Vehicles	158	0	226	384	0	296	0	296	0	737	0	737	1417

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	63	0	38	101	0	32	0	32	0	79	0	79	212
06:45 AM	55	0	46	101	0	39	0	39	0	92	0	92	232
Total	118	0	84	202	0	71	0	71	0	171	0	171	444
07:00 AM	58	0	41	99	0	45	0	45	0	105	0	105	249
07:15 AM	55	0	55	110	0	53	0	53	0	152	0	152	315
07:30 AM	39	0	56	95	0	94	0	94	0	198	0	198	387
07:45 AM	33	0	58	91	0	75	0	75	0	199	0	199	365
Total	185	0	210	395	0	267	0	267	0	654	0	654	1316
08:00 AM	31	0	57	88	0	74	0	74	0	188	0	188	350
08:15 AM	26	0	59	85	0	64	0	64	0	169	0	169	318
08:30 AM	28	0	72	100	0	61	0	61	0	150	0	150	311
08:45 AM	33	0	58	91	0	59	0	59	0	137	0	137	287
Total	118	0	246	364	0	258	0	258	0	644	0	644	1266
09:00 AM	19	0	41	60	0	54	0	54	0	143	0	143	257
09:15 AM	19	0	49	68	0	49	0	49	0	120	0	120	237
*** BREAK ***													
Total	38	0	90	128	0	103	0	103	0	263	0	263	494
*** BREAK ***													
04:00 PM	29	0	94	123	0	95	0	95	0	165	0	165	383
04:15 PM	32	0	102	134	0	76	0	76	0	140	0	140	350
04:30 PM	25	0	114	139	0	83	0	83	0	168	0	168	390
04:45 PM	39	0	162	201	0	79	0	79	0	164	0	164	444
Total	125	0	472	597	0	333	0	333	0	637	0	637	1567
05:00 PM	33	0	141	174	0	95	0	95	0	194	0	194	463
05:15 PM	48	0	154	202	0	98	0	98	0	162	0	162	462
05:30 PM	70	0	168	238	0	87	0	87	0	166	0	166	491
05:45 PM	41	0	140	181	0	87	0	87	0	135	0	135	403
Total	192	0	603	795	0	367	0	367	0	657	0	657	1819
06:00 PM	53	0	103	156	0	90	0	90	0	155	0	155	401
06:15 PM	35	0	101	136	0	83	0	83	0	153	0	153	372
06:30 PM	46	0	86	132	0	58	0	58	0	139	0	139	329
06:45 PM	35	0	81	116	0	69	0	69	0	128	0	128	313
Total	169	0	371	540	0	300	0	300	0	575	0	575	1415
Grand Total	945	0	2076	3021	0	1699	0	1699	0	3601	0	3601	8321
Apprch %	31.3	0	68.7		0	100	0		0	100	0		
Total %	11.4	0	24.9	36.3	0	20.4	0	20.4	0	43.3	0	43.3	

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	39	0	56	95	0	94	0	94	0	198	0	198	387
07:45 AM	33	0	58	91	0	75	0	75	0	199	0	199	365
08:00 AM	31	0	57	88	0	74	0	74	0	188	0	188	350
08:15 AM	26	0	59	85	0	64	0	64	0	169	0	169	318
Total Volume	129	0	230	359	0	307	0	307	0	754	0	754	1420
% App. Total	35.9	0	64.1		0	100	0		0	100	0		
PHF	.827	.000	.975	.945	.000	.816	.000	.816	.000	.947	.000	.947	.917

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM				07:30 AM				07:30 AM				
+0 mins.	63	0	38	101	0	94	0	94	0	198	0	198	
+15 mins.	55	0	46	101	0	75	0	75	0	199	0	199	
+30 mins.	58	0	41	99	0	74	0	74	0	188	0	188	
+45 mins.	55	0	55	110	0	64	0	64	0	169	0	169	
Total Volume	231	0	180	411	0	307	0	307	0	754	0	754	
% App. Total	56.2	0	43.8		0	100	0		0	100	0		
PHF	.917	.000	.818	.934	.000	.816	.000	.816	.000	.947	.000	.947	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	39	0	162	201	0	79	0	79	0	164	0	164	444
05:00 PM	33	0	141	174	0	95	0	95	0	194	0	194	463
05:15 PM	48	0	154	202	0	98	0	98	0	162	0	162	462
05:30 PM	70	0	168	238	0	87	0	87	0	166	0	166	491
Total Volume	190	0	625	815	0	359	0	359	0	686	0	686	1860
% App. Total	23.3	0	76.7		0	100	0		0	100	0		
PHF	.679	.000	.930	.856	.000	.916	.000	.916	.000	.884	.000	.884	.947

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:30 PM				
+0 mins.	39	0	162	201	0	95	0	95	0	168	0	168	
+15 mins.	33	0	141	174	0	98	0	98	0	164	0	164	
+30 mins.	48	0	154	202	0	87	0	87	0	194	0	194	
+45 mins.	70	0	168	238	0	87	0	87	0	162	0	162	
Total Volume	190	0	625	815	0	367	0	367	0	688	0	688	
% App. Total	23.3	0	76.7		0	100	0		0	100	0		
PHF	.679	.000	.930	.856	.000	.936	.000	.936	.000	.887	.000	.887	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
06:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	3
06:45 AM	2	0	0	2	0	2	0	2	0	1	0	1	1	5
Total	2	0	3	5	0	2	0	2	0	1	0	1	1	8
07:00 AM	0	0	1	1	0	1	0	1	0	2	0	2	2	4
07:15 AM	2	0	3	5	0	0	0	0	0	2	0	2	2	7
07:30 AM	0	0	1	1	0	2	0	2	0	1	0	1	1	4
07:45 AM	0	0	3	3	0	1	0	1	0	3	0	3	3	7
Total	2	0	8	10	0	4	0	4	0	8	0	8	8	22
08:00 AM	0	0	1	1	0	1	0	1	0	4	0	4	4	6
08:15 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	2	2	0	1	0	1	0	2	0	2	2	5
08:45 AM	2	0	6	8	0	1	0	1	0	4	0	4	4	13
Total	3	0	10	13	0	3	0	3	0	10	0	10	10	26
09:00 AM	0	0	2	2	0	1	0	1	0	1	0	1	1	4
09:15 AM	0	0	2	2	0	0	0	0	0	1	0	1	1	3
*** BREAK ***														
Total	0	0	4	4	0	1	0	1	0	2	0	2	2	7
*** BREAK ***														
04:00 PM	0	0	2	2	0	1	0	1	0	2	0	2	2	5
04:15 PM	0	0	3	3	0	1	0	1	0	2	0	2	2	6
04:30 PM	0	0	1	1	0	1	0	1	0	5	0	5	5	7
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	3
Total	0	0	6	6	0	3	0	3	0	12	0	12	12	21
05:00 PM	0	0	1	1	0	0	0	0	0	4	0	4	4	5
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
05:30 PM	0	0	2	2	0	1	0	1	0	1	0	1	1	4
05:45 PM	0	0	1	1	0	0	0	0	0	3	0	3	3	4
Total	0	0	4	4	0	1	0	1	0	10	0	10	10	15
06:00 PM	0	0	1	1	0	0	0	0	0	3	0	3	3	4
06:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Total	0	0	4	4	0	0	0	0	0	5	0	5	5	9
Grand Total	7	0	39	46	0	14	0	14	0	48	0	48	48	108
Apprch %	15.2	0	84.8		0	100	0		0	100	0			
Total %	6.5	0	36.1	42.6	0	13	0	13	0	44.4	0	44.4		

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
08:00 AM	0	0	1	1	0	1	0	1	0	4	0	4	4	6
08:15 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	2	2	0	1	0	1	0	2	0	2	2	5
08:45 AM	2	0	6	8	0	1	0	1	0	4	0	4	4	13
Total Volume	3	0	10	13	0	3	0	3	0	10	0	10	10	26
% App. Total	23.1	0	76.9		0	100	0		0	100	0			
PHF	.375	.000	.417	.406	.000	.750	.000	.750	.000	.625	.000	.625	.625	.500

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				06:45 AM				07:15 AM			
+0 mins.	1	0	1	2	0	2	0	2	0	2	0	2
+15 mins.	0	0	2	2	0	1	0	1	0	1	0	1
+30 mins.	2	0	6	8	0	0	0	0	0	3	0	3
+45 mins.	0	0	2	2	0	2	0	2	0	4	0	4
Total Volume	3	0	11	14	0	5	0	5	0	10	0	10
% App. Total	21.4	0	78.6		0	100	0		0	100	0	
PHF	.375	.000	.458	.438	.000	.625	.000	.625	.000	.625	.000	.625

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	2	2	0	1	0	1	0	2	0	2	5
04:15 PM	0	0	3	3	0	1	0	1	0	2	0	2	6
04:30 PM	0	0	1	1	0	1	0	1	0	5	0	5	7
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	6	6	0	3	0	3	0	12	0	12	21
% App. Total	0	0	100		0	100	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.750	.000	.750	.000	.600	.000	.600	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	2	2	0	1	0	1	0	2	0	2
+15 mins.	0	0	3	3	0	1	0	1	0	5	0	5
+30 mins.	0	0	1	1	0	1	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	4	0	4
Total Volume	0	0	6	6	0	3	0	3	0	14	0	14
% App. Total	0	0	100		0	100	0		0	100	0	
PHF	.000	.000	.500	.500	.000	.750	.000	.750	.000	.700	.000	.700

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- UTurns

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	SELMON EXPWY WB OFF RAMP Southbound				EUCLID AVENUE Westbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 5/15/19

Day: Wednesday

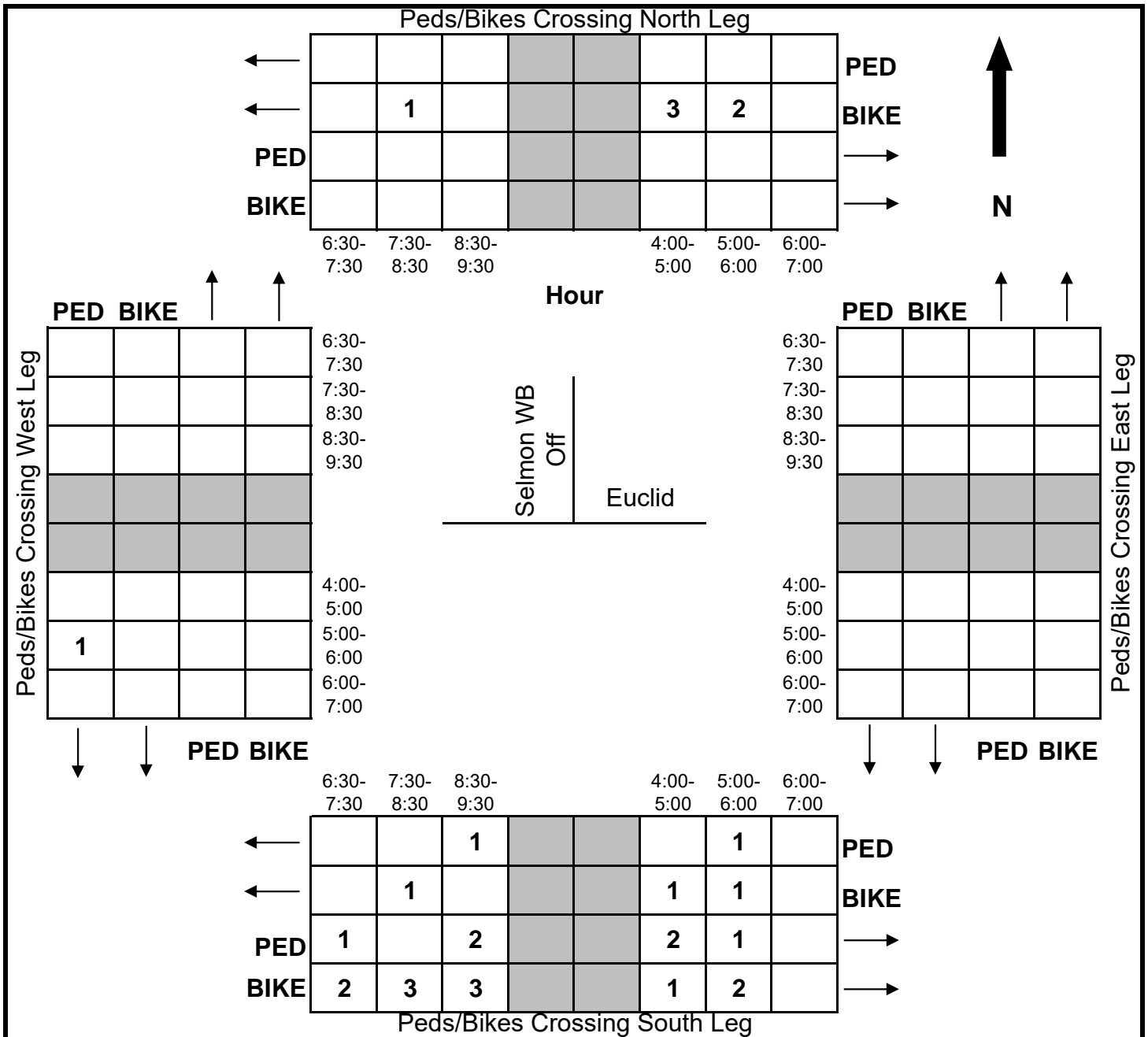
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Euclid Avenue at Selmon Expressway WB Off Ramp

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	28	19	48	3	4	0	7	49	92	1	142	197
06:45 AM	0	32	14	46	8	3	1	12	58	88	3	149	207
Total	1	60	33	94	11	7	1	19	107	180	4	291	404
07:00 AM	3	39	27	69	9	5	13	27	63	94	3	160	256
07:15 AM	3	46	39	88	8	10	13	31	96	102	10	208	327
07:30 AM	10	81	63	154	15	7	11	33	129	102	7	238	425
07:45 AM	3	66	57	126	12	5	3	20	117	109	5	231	377
Total	19	232	186	437	44	27	40	111	405	407	25	837	1385
08:00 AM	1	64	35	100	8	9	3	20	127	89	8	224	344
08:15 AM	0	60	42	102	5	10	4	19	115	70	9	194	315
08:30 AM	4	55	37	96	5	9	4	18	96	80	5	181	295
08:45 AM	4	52	34	90	11	8	4	23	86	83	5	174	287
Total	9	231	148	388	29	36	15	80	424	322	27	773	1241
09:00 AM	1	44	21	66	9	4	3	16	86	71	4	161	243
09:15 AM	1	46	19	66	3	2	0	5	61	69	8	138	209
*** BREAK ***													
Total	2	90	40	132	12	6	3	21	147	140	12	299	452
*** BREAK ***													
04:00 PM	4	80	51	135	14	1	3	18	78	104	16	198	351
04:15 PM	4	74	62	140	9	5	5	19	82	81	13	176	335
04:30 PM	5	74	40	119	8	4	3	15	83	94	16	193	327
04:45 PM	3	70	41	114	10	5	5	20	81	101	22	204	338
Total	16	298	194	508	41	15	16	72	324	380	67	771	1351
05:00 PM	5	91	44	140	6	6	4	16	95	120	13	228	384
05:15 PM	6	85	36	127	11	2	5	18	73	117	22	212	357
05:30 PM	4	73	37	114	11	2	3	16	69	144	16	229	359
05:45 PM	6	83	29	118	5	1	2	8	63	99	15	177	303
Total	21	332	146	499	33	11	14	58	300	480	66	846	1403
06:00 PM	2	83	21	106	7	2	1	10	63	125	18	206	322
06:15 PM	6	76	13	95	8	1	3	12	57	112	16	185	292
06:30 PM	0	50	12	62	7	2	1	10	59	104	21	184	256
06:45 PM	0	63	15	78	8	0	2	10	59	88	23	170	258
Total	8	272	61	341	30	5	7	42	238	429	78	745	1128
Grand Total	76	1515	808	2399	200	107	96	403	1945	2338	279	4562	7364
Apprch %	3.2	63.2	33.7		49.6	26.6	23.8		42.6	51.2	6.1		
Total %	1	20.6	11	32.6	2.7	1.5	1.3	5.5	26.4	31.7	3.8	62	
Passenger Vehicles	75	1502	799	2376	199	107	94	400	1917	2316	274	4507	7283
% Passenger Vehicles	98.7	99.1	98.9	99	99.5	100	97.9	99.3	98.6	99.1	98.2	98.8	98.9
Heavy Vehicles	1	13	9	23	1	0	2	3	28	22	5	55	81
% Heavy Vehicles	1.3	0.9	1.1	1	0.5	0	2.1	0.7	1.4	0.9	1.8	1.2	1.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	3	46	39	88	8	10	13	31	96	102	10	208	327
07:30 AM	10	81	63	154	15	7	11	33	129	102	7	238	425
07:45 AM	3	66	57	126	12	5	3	20	117	109	5	231	377
08:00 AM	1	64	35	100	8	9	3	20	127	89	8	224	344
Total Volume	17	257	194	468	43	31	30	104	469	402	30	901	1473
% App. Total	3.6	54.9	41.5		41.3	29.8	28.8		52.1	44.6	3.3		
PHF	.425	.793	.770	.760	.717	.775	.577	.788	.909	.922	.750	.946	.866
Passenger Vehicles	17	253	193	463	43	31	29	103	463	395	30	888	1454

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	28	18	47	3	4	0	7	49	92	1	142	196
06:45 AM	0	30	14	44	8	3	1	12	58	86	2	146	202
Total	1	58	32	91	11	7	1	19	107	178	3	288	398
07:00 AM	3	38	26	67	9	5	13	27	62	94	3	159	253
07:15 AM	3	46	39	88	8	10	12	30	95	99	10	204	322
07:30 AM	10	79	63	152	15	7	11	33	128	101	7	236	421
07:45 AM	3	65	56	124	12	5	3	20	116	107	5	228	372
Total	19	228	184	431	44	27	39	110	401	401	25	827	1368
08:00 AM	1	63	35	99	8	9	3	20	124	88	8	220	339
08:15 AM	0	60	42	102	5	10	4	19	115	69	9	193	314
08:30 AM	4	54	37	95	5	9	4	18	94	80	5	179	292
08:45 AM	4	52	34	90	10	8	4	22	84	79	5	168	280
Total	9	229	148	386	28	36	15	79	417	316	27	760	1225
09:00 AM	1	43	21	65	9	4	3	16	86	70	4	160	241
09:15 AM	1	46	19	66	3	2	0	5	60	69	8	137	208
*** BREAK ***													
Total	2	89	40	131	12	6	3	21	146	139	12	297	449
*** BREAK ***													
04:00 PM	4	79	49	132	14	1	3	18	77	103	16	196	346
04:15 PM	4	73	62	139	9	5	4	18	81	80	13	174	331
04:30 PM	5	73	40	118	8	4	3	15	81	92	15	188	321
04:45 PM	2	70	39	111	10	5	5	20	79	101	21	201	332
Total	15	295	190	500	41	15	15	71	318	376	65	759	1330
05:00 PM	5	91	44	140	6	6	4	16	93	118	13	224	380
05:15 PM	6	85	36	127	11	2	5	18	72	117	21	210	355
05:30 PM	4	72	36	112	11	2	3	16	68	144	16	228	356
05:45 PM	6	83	28	117	5	1	2	8	60	99	15	174	299
Total	21	331	144	496	33	11	14	58	293	478	65	836	1390
06:00 PM	2	83	21	106	7	2	1	10	62	124	17	203	319
06:15 PM	6	76	13	95	8	1	3	12	57	112	16	185	292
06:30 PM	0	50	12	62	7	2	1	10	59	104	21	184	256
06:45 PM	0	63	15	78	8	0	2	10	57	88	23	168	256
Total	8	272	61	341	30	5	7	42	235	428	77	740	1123
Grand Total	75	1502	799	2376	199	107	94	400	1917	2316	274	4507	7283
Apprch %	3.2	63.2	33.6		49.8	26.8	23.5		42.5	51.4	6.1		
Total %	1	20.6	11	32.6	2.7	1.5	1.3	5.5	26.3	31.8	3.8	61.9	

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	3	46	39	88	8	10	12	30	95	99	10	204	322
07:30 AM	10	79	63	152	15	7	11	33	128	101	7	236	421
07:45 AM	3	65	56	124	12	5	3	20	116	107	5	228	372
08:00 AM	1	63	35	99	8	9	3	20	124	88	8	220	339
Total Volume	17	253	193	463	43	31	29	103	463	395	30	888	1454
% App. Total	3.7	54.6	41.7		41.7	30.1	28.2		52.1	44.5	3.4		
PHF	.425	.801	.766	.762	.717	.775	.604	.780	.904	.923	.750	.941	.863

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM			
+0 mins.	10	79	63	152	9	5	13	27	95	99	10	204
+15 mins.	3	65	56	124	8	10	12	30	128	101	7	236
+30 mins.	1	63	35	99	15	7	11	33	116	107	5	228
+45 mins.	0	60	42	102	12	5	3	20	124	88	8	220
Total Volume	14	267	196	477	44	27	39	110	463	395	30	888
% App. Total	2.9	56	41.1		40	24.5	35.5		52.1	44.5	3.4	
PHF	.350	.845	.778	.785	.733	.675	.750	.833	.904	.923	.750	.941

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	70	39	111	10	5	5	20	79	101	21	201	332
05:00 PM	5	91	44	140	6	6	4	16	93	118	13	224	380
05:15 PM	6	85	36	127	11	2	5	18	72	117	21	210	355
05:30 PM	4	72	36	112	11	2	3	16	68	144	16	228	356
Total Volume	17	318	155	490	38	15	17	70	312	480	71	863	1423
% App. Total	3.5	64.9	31.6		54.3	21.4	24.3		36.2	55.6	8.2		
PHF	.708	.874	.881	.875	.864	.625	.850	.875	.839	.833	.845	.946	.936

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:45 PM			
+0 mins.	4	73	62	139	14	1	3	18	79	101	21	201
+15 mins.	5	73	40	118	9	5	4	18	93	118	13	224
+30 mins.	2	70	39	111	8	4	3	15	72	117	21	210
+45 mins.	5	91	44	140	10	5	5	20	68	144	16	228
Total Volume	16	307	185	508	41	15	15	71	312	480	71	863
% App. Total	3.1	60.4	36.4		57.7	21.1	21.1		36.2	55.6	8.2	
PHF	.800	.843	.746	.907	.732	.750	.750	.888	.839	.833	.845	.946

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1
06:45 AM	0	2	0	2	0	0	0	0	0	2	1	3	5
Total	0	2	1	3	0	0	0	0	0	2	1	3	6
07:00 AM	0	1	1	2	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	1	1	1	3	0	4	5
07:30 AM	0	2	0	2	0	0	0	0	1	1	0	2	4
07:45 AM	0	1	1	2	0	0	0	0	1	2	0	3	5
Total	0	4	2	6	0	0	1	1	4	6	0	10	17
08:00 AM	0	1	0	1	0	0	0	0	3	1	0	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	0	1	0	0	0	0	2	0	0	2	3
08:45 AM	0	0	0	0	1	0	0	1	2	4	0	6	7
Total	0	2	0	2	1	0	0	1	7	6	0	13	16
09:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
09:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	1	0	1	0	0	0	0	1	1	0	2	3
*** BREAK ***													
04:00 PM	0	1	2	3	0	0	0	0	1	1	0	2	5
04:15 PM	0	1	0	1	0	0	1	1	1	1	0	2	4
04:30 PM	0	1	0	1	0	0	0	0	2	2	1	5	6
04:45 PM	1	0	2	3	0	0	0	0	2	0	1	3	6
Total	1	3	4	8	0	0	1	1	6	4	2	12	21
05:00 PM	0	0	0	0	0	0	0	0	2	2	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	2
05:30 PM	0	1	1	2	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	1	1	0	0	0	0	3	0	0	3	4
Total	0	1	2	3	0	0	0	0	7	2	1	10	13
06:00 PM	0	0	0	0	0	0	0	0	1	1	1	3	3
*** BREAK ***													
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	3	1	1	5	5
Grand Total	1	13	9	23	1	0	2	3	28	22	5	55	81
Apprch %	4.3	56.5	39.1		33.3	0	66.7		50.9	40	9.1		
Total %	1.2	16	11.1	28.4	1.2	0	2.5	3.7	34.6	27.2	6.2	67.9	

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	1	1	1	3	0	4	5
07:30 AM	0	2	0	2	0	0	0	0	1	1	0	2	4
07:45 AM	0	1	1	2	0	0	0	0	1	2	0	3	5
08:00 AM	0	1	0	1	0	0	0	0	3	1	0	4	5
Total Volume	0	4	1	5	0	0	1	1	6	7	0	13	19
% App. Total	0	80	20		0	0	100		46.2	53.8	0		
PHF	.000	.500	.250	.625	.000	.000	.250	.250	.500	.583	.000	.813	.950

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Euclid&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/15/2019
 Page No : 2

Start Time	EUCLID AVENUE Westbound				LINWOOD AVENUE Northbound				EUCLID AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				06:30 AM				07:15 AM			
+0 mins.	0	2	0	2	0	0	0	0	1	3	0	4
+15 mins.	0	1	1	2	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	1	2	0	3
+45 mins.	0	2	0	2	0	0	1	1	3	1	0	4
Total Volume	0	5	1	6	0	0	1	1	6	7	0	13
% App. Total	0	83.3	16.7		0	0	100		46.2	53.8	0	
PHF	.000	.625	.250	.750	.000	.000	.250	.250	.500	.583	.000	.813

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	2	3	0	0	0	0	1	1	0	2	5
04:15 PM	0	1	0	1	0	0	1	1	1	1	0	2	4
04:30 PM	0	1	0	1	0	0	0	0	2	2	1	5	6
04:45 PM	1	0	2	3	0	0	0	0	2	0	1	3	6
Total Volume	1	3	4	8	0	0	1	1	6	4	2	12	21
% App. Total	12.5	37.5	50		0	0	100		50	33.3	16.7		
PHF	.250	.750	.500	.667	.000	.000	.250	.250	.750	.500	.500	.600	.875

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	1	2	3	0	0	0	0	1	1	0	2
+15 mins.	0	1	0	1	0	0	1	1	2	2	1	5
+30 mins.	0	1	0	1	0	0	0	0	2	0	1	3
+45 mins.	1	0	2	3	0	0	0	0	2	2	0	4
Total Volume	1	3	4	8	0	0	1	1	7	5	2	14
% App. Total	12.5	37.5	50		0	0	100		50	35.7	14.3	
PHF	.250	.750	.500	.667	.000	.000	.250	.250	.875	.625	.500	.700

Intersection Pedestrian & Bicycle Count

Date: 5/15/19

Day: Wednesday

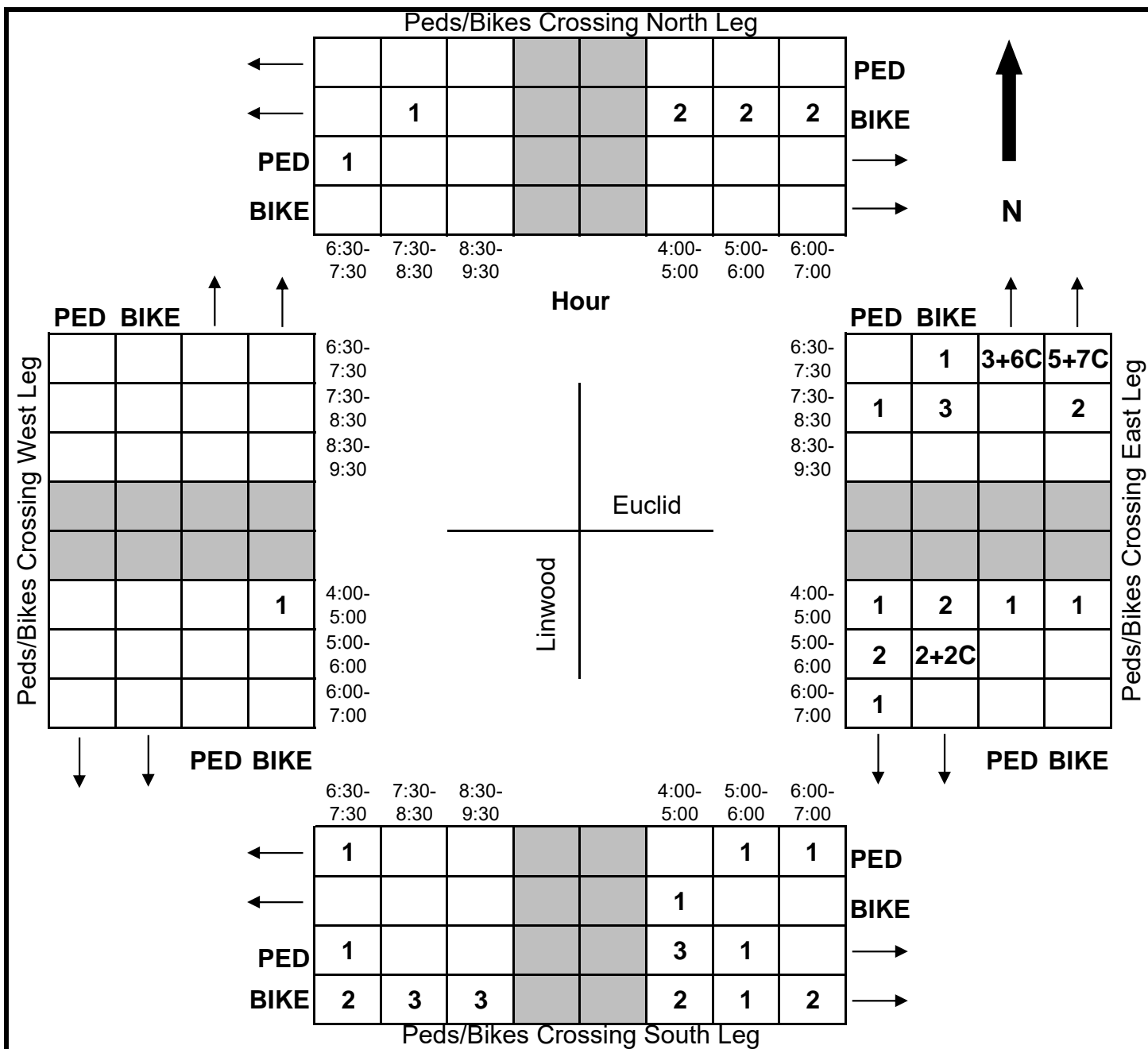
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Euclid Avenue at Selmon Expressway EB On Ramp/Linwood Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Concordia
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	2	2	0	48	0	0	48	0	0	1	1	2	2	68	1	1	72	124
06:45 AM	1	0	0	2	3	4	80	1	0	85	1	0	1	5	7	0	89	2	0	91	186
Total	1	0	0	4	5	4	128	1	0	133	1	0	2	6	9	2	157	3	1	163	310
07:00 AM	0	2	1	1	4	5	100	2	0	107	7	3	6	1	17	1	127	4	0	132	260
07:15 AM	1	0	1	1	3	3	116	0	0	119	25	9	30	5	69	0	151	2	1	154	345
07:30 AM	4	3	1	2	10	6	147	4	0	157	18	8	21	7	54	0	218	3	0	221	442
07:45 AM	3	0	1	0	4	6	171	9	0	186	2	1	4	4	11	1	182	4	0	187	388
Total	8	5	4	4	21	20	534	15	0	569	52	21	61	17	151	2	678	13	1	694	1435
08:00 AM	5	0	0	2	7	4	218	6	1	229	4	2	4	4	14	0	188	0	0	188	438
08:15 AM	7	2	4	4	17	1	176	3	0	180	6	5	4	2	17	2	180	3	0	185	399
08:30 AM	5	1	4	3	13	5	177	0	1	183	3	0	2	4	9	3	190	5	0	198	403
08:45 AM	1	3	1	2	7	3	214	0	0	217	2	0	2	0	4	1	172	2	1	176	404
Total	18	6	9	11	44	13	785	9	2	809	15	7	12	10	44	6	730	10	1	747	1644
09:00 AM	1	3	2	3	9	1	179	2	0	182	2	2	3	4	11	3	145	2	0	150	352
09:15 AM	0	0	0	3	3	1	157	1	1	160	3	0	2	3	8	5	122	2	0	129	300
*** BREAK ***																					
Total	1	3	2	6	12	2	336	3	1	342	5	2	5	7	19	8	267	4	0	279	652
*** BREAK ***																					
04:00 PM	1	1	1	2	5	7	177	1	0	185	7	1	1	2	11	3	159	3	0	165	366
04:15 PM	3	1	1	4	9	9	211	2	0	222	2	2	6	4	14	1	168	2	1	172	417
04:30 PM	1	1	4	2	8	11	196	2	0	209	5	1	3	3	12	3	161	6	0	170	399
04:45 PM	2	5	2	0	9	10	238	4	1	253	4	2	2	2	10	1	151	2	0	154	426
Total	7	8	8	8	31	37	822	9	1	869	18	6	12	11	47	8	639	13	1	661	1608
05:00 PM	5	3	0	2	10	11	288	1	0	300	0	1	4	2	7	2	173	5	0	180	497
05:15 PM	3	2	3	1	9	13	237	1	0	251	2	0	1	4	7	1	191	4	0	196	463
05:30 PM	1	3	1	2	7	9	220	2	0	231	1	1	1	4	7	3	188	3	0	194	439
05:45 PM	6	2	2	1	11	10	216	3	1	230	7	3	1	2	13	5	177	8	1	191	445
Total	15	10	6	6	37	43	961	7	1	1012	10	5	7	12	34	11	729	20	1	761	1844
06:00 PM	0	1	0	1	2	6	208	0	0	214	6	1	1	3	11	3	156	4	0	163	390
06:15 PM	3	3	1	3	10	4	201	3	2	210	3	1	0	0	4	2	160	3	0	165	389
06:30 PM	4	1	2	0	7	3	161	2	0	166	3	1	0	1	5	2	149	6	1	158	336
06:45 PM	0	1	0	3	4	4	131	4	0	139	3	0	0	1	4	1	159	1	0	161	308
Total	7	6	3	7	23	17	701	9	2	729	15	3	1	5	24	8	624	14	1	647	1423
Grand Total	57	38	32	46	173	136	4267	53	7	4463	116	44	100	68	328	45	3824	77	6	3952	8916
Apprch %	32.9	22	18.5	26.6		3	95.6	1.2	0.2		35.4	13.4	30.5	20.7		1.1	96.8	1.9	0.2		
Total %	0.6	0.4	0.4	0.5	1.9	1.5	47.9	0.6	0.1	50.1	1.3	0.5	1.1	0.8	3.7	0.5	42.9	0.9	0.1	44.3	
Passenger Vehicles	56	38	32	45	171	133	4206	53	6	4398	115	44	98	67	324	44	3783	77	6	3910	8803
% Passenger Vehicles	98.2	100	100	97.8	98.8	97.8	98.6	100	85.7	98.5	99.1	100	98	98.5	98.8	97.8	98.9	100	100	98.9	98.7

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Concordia
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Heavy Vehicles	1	0	0	1	2	3	61	0	1	65	1	0	2	1	4	1	41	0	0	42	113
% Heavy Vehicles	1.8	0	0	2.2	1.2	2.2	1.4	0	14.3	1.5	0.9	0	2	1.5	1.2	2.2	1.1	0	0	1.1	1.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	4	3	1	2	10	6	147	4	0	157	18	8	21	7	54	0	218	3	0	221	442
07:45 AM	3	0	1	0	4	6	171	9	0	186	2	1	4	4	11	1	182	4	0	187	388
08:00 AM	5	0	0	2	7	4	218	6	1	229	4	2	4	4	14	0	188	0	0	188	438
08:15 AM	7	2	4	4	17	1	176	3	0	180	6	5	4	2	17	2	180	3	0	185	399
Total Volume	19	5	6	8	38	17	712	22	1	752	30	16	33	17	96	3	768	10	0	781	1667
% App. Total	50	13.2	15.8	21.1		2.3	94.7	2.9	0.1		31.2	16.7	34.4	17.7		0.4	98.3	1.3	0		
PHF	.679	.417	.375	.500	.559	.708	.817	.611	.250	.821	.417	.500	.393	.607	.444	.375	.881	.625	.000	.883	.943
Passenger Vehicles	18	5	6	7	36	17	693	22	1	733	29	16	32	17	94	2	759	10	0	771	1634
% Passenger Vehicles	94.7	100	100	87.5	94.7	100	97.3	100	100	97.5	96.7	100	97.0	100	97.9	66.7	98.8	100	0	98.7	98.0
Heavy Vehicles	1	0	0	1	2	0	19	0	0	19	1	0	1	0	2	1	9	0	0	10	33
% Heavy Vehicles	5.3	0	0	12.5	5.3	0	2.7	0	0	2.5	3.3	0	3.0	0	2.1	33.3	1.2	0	0	1.3	2.0
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					08:00 AM					07:00 AM					07:30 AM				
+0 mins.	7	2	4	4	17	4	218	6	1	229	7	3	6	1	17	0	218	3	0	221
+15 mins.	5	1	4	3	13	1	176	3	0	180	25	9	30	5	69	1	182	4	0	187
+30 mins.	1	3	1	2	7	5	177	0	1	183	18	8	21	7	54	0	188	0	0	188
+45 mins.	1	3	2	3	9	3	214	0	0	217	2	1	4	4	11	2	180	3	0	185
Total Volume	14	9	11	12	46	13	785	9	2	809	52	21	61	17	151	3	768	10	0	781
% App. Total	30.4	19.6	23.9	26.1		1.6	97	1.1	0.2		34.4	13.9	40.4	11.3		0.4	98.3	1.3	0	
PHF	.500	.750	.688	.750	.676	.650	.900	.375	.500	.883	.520	.583	.508	.607	.547	.375	.881	.625	.000	.883
Passenger Vehicles	14	9	11	12	46	11	765	9	2	787	51	21	61	17	150	2	759	10	0	771
% Passenger Vehicles	100	100	100	100	100	84.6	97.5	100	100	97.3	98.1	100	100	100	99.3	66.7	98.8	100	0	98.7
Heavy Vehicles	0	0	0	0	0	2	20	0	0	22	1	0	0	0	1	1	9	0	0	10

Intersection Turning Movement Count

% Heavy Vehicles	0	0	0	0	0	15.4	2.5	0	0	2.7	1.9	0	0	0	0.7	33.3	1.2	0	0	1.3	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	3	0	2	10	11	288	1	0	300	0	1	4	2	7	2	173	5	0	180	497
05:15 PM	3	2	3	1	9	13	237	1	0	251	2	0	1	4	7	1	191	4	0	196	463
05:30 PM	1	3	1	2	7	9	220	2	0	231	1	1	1	4	7	3	188	3	0	194	439
05:45 PM	6	2	2	1	11	10	216	3	1	230	7	3	1	2	13	5	177	8	1	191	445
Total Volume	15	10	6	6	37	43	961	7	1	1012	10	5	7	12	34	11	729	20	1	761	1844
% App. Total	40.5	27	16.2	16.2		4.2	95	0.7	0.1		29.4	14.7	20.6	35.3		1.4	95.8	2.6	0.1		
PHF	.625	.833	.500	.750	.841	.827	.834	.583	.250	.843	.357	.417	.438	.750	.654	.550	.954	.625	.250	.971	.928
Passenger Vehicles	15	10	6	6	37	43	956	7	1	1007	10	5	7	12	34	11	724	20	1	756	1834
% Passenger Vehicles	100	100	100	100	100	100	99.5	100	100	99.5	100	100	100	100	100	100	99.3	100	100	99.3	99.5
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% Heavy Vehicles	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.7	0	0	0.7	0.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					04:00 PM					05:00 PM				
+0 mins.	5	3	0	2	10	10	238	4	1	253	7	1	1	2	11	2	173	5	0	180
+15 mins.	3	2	3	1	9	11	288	1	0	300	2	2	6	4	14	1	191	4	0	196
+30 mins.	1	3	1	2	7	13	237	1	0	251	5	1	3	3	12	3	188	3	0	194
+45 mins.	6	2	2	1	11	9	220	2	0	231	4	2	2	2	10	5	177	8	1	191
Total Volume	15	10	6	6	37	43	983	8	1	1035	18	6	12	11	47	11	729	20	1	761
% App. Total	40.5	27	16.2	16.2		4.2	95	0.8	0.1		38.3	12.8	25.5	23.4		1.4	95.8	2.6	0.1	
PHF	.625	.833	.500	.750	.841	.827	.853	.500	.250	.863	.643	.750	.500	.688	.839	.550	.954	.625	.250	.971
Passenger Vehicles	15	10	6	6	37	43	975	8	1	1027	18	6	11	11	46	11	724	20	1	756
% Passenger Vehicles	100	100	100	100	100	100	99.2	100	100	99.2	100	100	91.7	100	97.9	100	99.3	100	100	99.3
Heavy Vehicles	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	5	0	0	5
% Heavy Vehicles	0	0	0	0	0	0	0.8	0	0	0.8	0	0	8.3	0	2.1	0	0.7	0	0	0.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Concordia
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	2	2	0	47	0	0	47	0	0	1	1	2	2	66	1	1	70	121
06:45 AM	1	0	0	2	3	3	76	1	0	80	1	0	1	5	7	0	87	2	0	89	179
Total	1	0	0	4	5	3	123	1	0	127	1	0	2	6	9	2	153	3	1	159	300
07:00 AM	0	2	1	1	4	5	98	2	0	105	7	3	6	1	17	1	126	4	0	131	257
07:15 AM	1	0	1	1	3	3	112	0	0	115	25	9	30	5	69	0	150	2	1	153	340
07:30 AM	4	3	1	2	10	6	144	4	0	154	17	8	21	7	53	0	217	3	0	220	437
07:45 AM	2	0	1	0	3	6	168	9	0	183	2	1	4	4	11	0	178	4	0	182	379
Total	7	5	4	4	20	20	522	15	0	557	51	21	61	17	150	1	671	13	1	686	1413
08:00 AM	5	0	0	1	6	4	214	6	1	225	4	2	3	4	13	0	186	0	0	186	430
08:15 AM	7	2	4	4	17	1	167	3	0	171	6	5	4	2	17	2	178	3	0	183	388
08:30 AM	5	1	4	3	13	4	173	0	1	178	3	0	2	4	9	3	187	5	0	195	395
08:45 AM	1	3	1	2	7	2	211	0	0	213	2	0	2	0	4	1	170	2	1	174	398
Total	18	6	9	10	43	11	765	9	2	787	15	7	11	10	43	6	721	10	1	738	1611
09:00 AM	1	3	2	3	9	1	175	2	0	178	2	2	3	4	11	3	143	2	0	148	346
09:15 AM	0	0	0	3	3	1	154	1	0	156	3	0	2	2	7	5	120	2	0	127	293
*** BREAK ***																					
Total	1	3	2	6	12	2	329	3	0	334	5	2	5	6	18	8	263	4	0	275	639
*** BREAK ***																					
04:00 PM	1	1	1	2	5	7	176	1	0	184	7	1	1	2	11	3	158	3	0	164	364
04:15 PM	3	1	1	4	9	9	209	2	0	220	2	2	5	4	13	1	163	2	1	167	409
04:30 PM	1	1	4	2	8	11	195	2	0	208	5	1	3	3	12	3	160	6	0	169	397
04:45 PM	2	5	2	0	9	10	234	4	1	249	4	2	2	2	10	1	150	2	0	153	421
Total	7	8	8	8	31	37	814	9	1	861	18	6	11	11	46	8	631	13	1	653	1591
05:00 PM	5	3	0	2	10	11	286	1	0	298	0	1	4	2	7	2	173	5	0	180	495
05:15 PM	3	2	3	1	9	13	235	1	0	249	2	0	1	4	7	1	190	4	0	195	460
05:30 PM	1	3	1	2	7	9	220	2	0	231	1	1	1	4	7	3	187	3	0	193	438
05:45 PM	6	2	2	1	11	10	215	3	1	229	7	3	1	2	13	5	174	8	1	188	441
Total	15	10	6	6	37	43	956	7	1	1007	10	5	7	12	34	11	724	20	1	756	1834
06:00 PM	0	1	0	1	2	6	206	0	0	212	6	1	1	3	11	3	156	4	0	163	388
06:15 PM	3	3	1	3	10	4	201	3	2	210	3	1	0	0	4	2	158	3	0	163	387
06:30 PM	4	1	2	0	7	3	160	2	0	165	3	1	0	1	5	2	149	6	1	158	335
06:45 PM	0	1	0	3	4	4	130	4	0	138	3	0	0	1	4	1	157	1	0	159	305
Total	7	6	3	7	23	17	697	9	2	725	15	3	1	5	24	8	620	14	1	643	1415
Grand Total	56	38	32	45	171	133	4206	53	6	4398	115	44	98	67	324	44	3783	77	6	3910	8803
Aprch %	32.7	22.2	18.7	26.3		3	95.6	1.2	0.1		35.5	13.6	30.2	20.7		1.1	96.8	2	0.2		
Total %	0.6	0.4	0.4	0.5	1.9	1.5	47.8	0.6	0.1	50	1.3	0.5	1.1	0.8	3.7	0.5	43	0.9	0.1	44.4	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Concordia
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	3	1	2	10	6	144	4	0	154	17	8	21	7	53	0	217	3	0	220	437
07:45 AM	2	0	1	0	3	6	168	9	0	183	2	1	4	4	11	0	178	4	0	182	379
08:00 AM	5	0	0	1	6	4	214	6	1	225	4	2	3	4	13	0	186	0	0	186	430
08:15 AM	7	2	4	4	17	1	167	3	0	171	6	5	4	2	17	2	178	3	0	183	388
Total Volume	18	5	6	7	36	17	693	22	1	733	29	16	32	17	94	2	759	10	0	771	1634
% App. Total	50	13.9	16.7	19.4		2.3	94.5	3	0.1		30.9	17	34	18.1		0.3	98.4	1.3	0		
PHF	.643	.417	.375	.438	.529	.708	.810	.611	.250	.814	.426	.500	.381	.607	.443	.250	.874	.625	.000	.876	.935

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM					08:00 AM					07:00 AM					07:30 AM				
+0 mins.	7	2	4	4	17	4	214	6	1	225	7	3	6	1	17	0	217	3	0	220
+15 mins.	5	1	4	3	13	1	167	3	0	171	25	9	30	5	69	0	178	4	0	182
+30 mins.	1	3	1	2	7	4	173	0	1	178	17	8	21	7	53	0	186	0	0	186
+45 mins.	1	3	2	3	9	2	211	0	0	213	2	1	4	4	11	2	178	3	0	183
Total Volume	14	9	11	12	46	11	765	9	2	787	51	21	61	17	150	2	759	10	0	771
% App. Total	30.4	19.6	23.9	26.1		1.4	97.2	1.1	0.3		34	14	40.7	11.3		0.3	98.4	1.3	0	
PHF	.500	.750	.688	.750	.676	.688	.894	.375	.500	.874	.510	.583	.508	.607	.543	.250	.874	.625	.000	.876

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	5	3	0	2	10	11	286	1	0	298	0	1	4	2	7	2	173	5	0	180	495
05:15 PM	3	2	3	1	9	13	235	1	0	249	2	0	1	4	7	1	190	4	0	195	460
05:30 PM	1	3	1	2	7	9	220	2	0	231	1	1	1	4	7	3	187	3	0	193	438
05:45 PM	6	2	2	1	11	10	215	3	1	229	7	3	1	2	13	5	174	8	1	188	441
Total Volume	15	10	6	6	37	43	956	7	1	1007	10	5	7	12	34	11	724	20	1	756	1834
% App. Total	40.5	27	16.2	16.2		4.3	94.9	0.7	0.1		29.4	14.7	20.6	35.3		1.5	95.8	2.6	0.1		
PHF	.625	.833	.500	.750	.841	.827	.836	.583	.250	.845	.357	.417	.438	.750	.654	.550	.953	.625	.250	.969	.926

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					04:00 PM					05:00 PM				
+0 mins.	5	3	0	2	10	10	234	4	1	249	7	1	1	2	11	2	173	5	0	180
+15 mins.	3	2	3	1	9	11	286	1	0	298	2	2	5	4	13	1	190	4	0	195
+30 mins.	1	3	1	2	7	13	235	1	0	249	5	1	3	3	12	3	187	3	0	193
+45 mins.	6	2	2	1	11	9	220	2	0	231	4	2	2	2	10	5	174	8	1	188
Total Volume	15	10	6	6	37	43	975	8	1	1027	18	6	11	11	46	11	724	20	1	756
% App. Total	40.5	27	16.2	16.2		4.2	94.9	0.8	0.1		39.1	13	23.9	23.9		1.5	95.8	2.6	0.1	
PHF	.625	.833	.500	.750	.841	.827	.852	.500	.250	.862	.643	.750	.550	.688	.885	.550	.953	.625	.250	.969

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Concordia
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:45 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	5
07:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	9
Total	1	0	0	0	1	0	12	0	0	12	1	0	0	0	1	1	7	0	0	8	22
08:00 AM	0	0	0	1	1	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	8
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	11
08:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	8
08:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	0	0	0	1	1	2	20	0	0	22	0	0	1	0	1	0	9	0	0	9	33
09:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
09:15 AM	0	0	0	0	0	0	3	0	1	4	0	0	0	1	1	0	2	0	0	2	7
*** BREAK ***																					
Total	0	0	0	0	0	0	7	0	1	8	0	0	0	1	1	0	4	0	0	4	13
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	8	0	0	8	17
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Grand Total	1	0	0	1	2	3	61	0	1	65	1	0	2	1	4	1	41	0	0	42	113
Apprch %	50	0	0	50		4.6	93.8	0	1.5		25	0	50	25		2.4	97.6	0	0		
Total %	0.9	0	0	0.9	1.8	2.7	54	0	0.9	57.5	0.9	0	1.8	0.9	3.5	0.9	36.3	0	0	37.2	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Concordia
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	CONCORDIA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					CONCORDIA AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	9
08:00 AM	0	0	0	1	1	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	8
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	11
08:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	8
Total Volume	1	0	0	1	2	1	20	0	0	21	0	0	1	0	1	1	11	0	0	12	36
% App. Total	50	0	0	50		4.8	95.2	0	0		0	0	100	0		8.3	91.7	0	0		
PHF	.250	.000	.000	.250	.500	.250	.556	.000	.000	.583	.000	.000	.250	.000	.250	.250	.688	.000	.000	.600	.818

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					08:00 AM					07:15 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5
+15 mins.	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	2	0	0	2
+30 mins.	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	1	1	1	3	0	0	4	0	0	1	0	1	0	3	0	0	3
Total Volume	1	0	0	1	2	2	20	0	0	22	1	0	1	0	2	1	11	0	0	12
% App. Total	50	0	0	50		9.1	90.9	0	0		50	0	50	0		8.3	91.7	0	0	
PHF	.250	.000	.000	.250	.500	.500	.556	.000	.000	.611	.250	.000	.250	.000	.500	.250	.688	.000	.000	.600

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	8	0	0	8	17
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.000	.400	.000	.000	.400	.531

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:15 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5
+30 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	8	0	0	8
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.250	.000	.250	.000	.400	.000	.000	.400

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

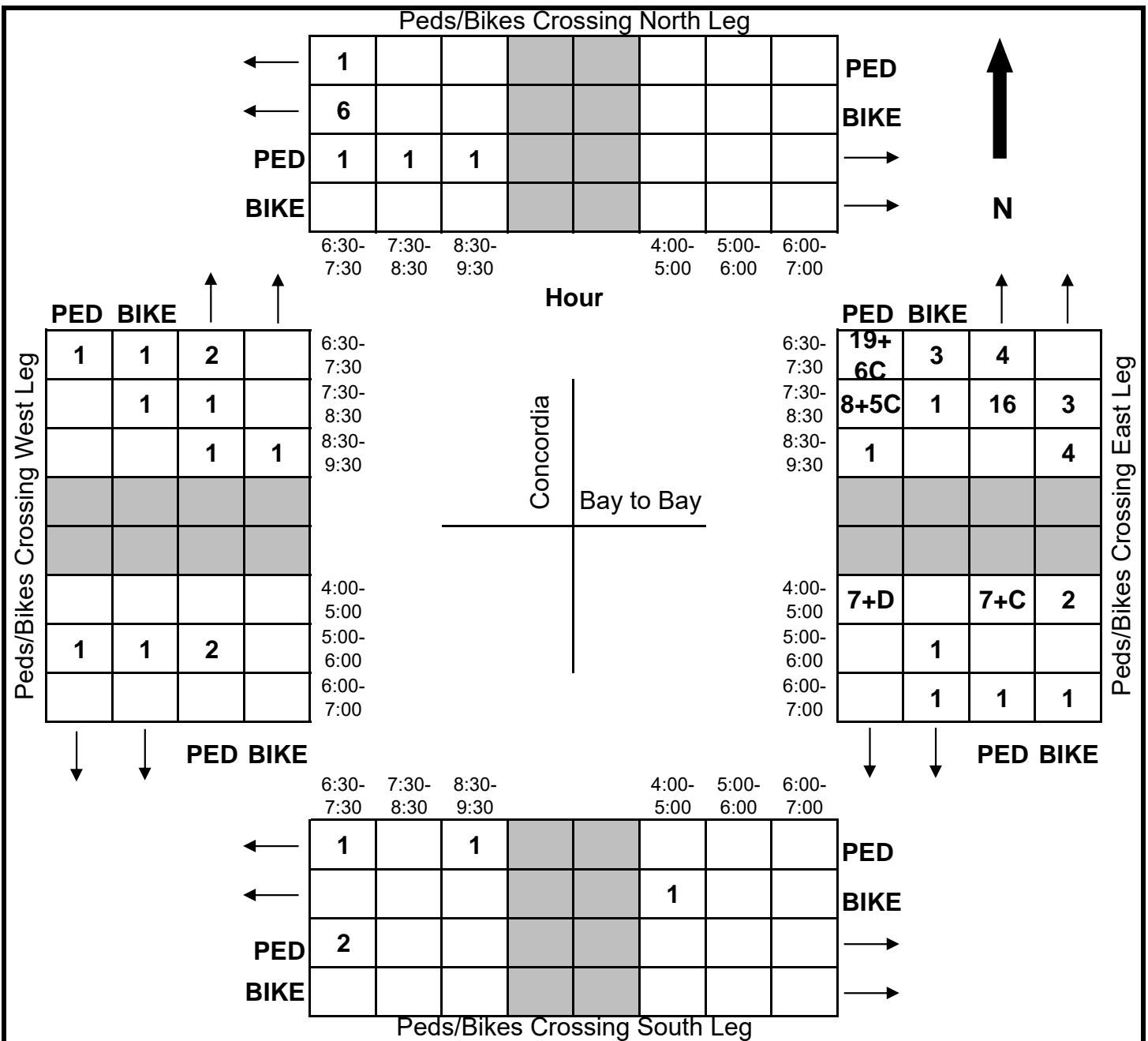
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Bay to Bay Boulevard at Concordia Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	1	2	3	0	26	0	0	26	19	0	6	32	57	1	74	0	0	75	161
06:45 AM	1	0	2	1	4	0	53	0	0	53	34	4	17	33	88	0	92	0	0	92	237
Total	1	0	3	3	7	0	79	0	0	79	53	4	23	65	145	1	166	0	0	167	398
07:00 AM	1	0	1	3	5	0	73	3	0	76	52	0	13	39	104	1	131	0	0	132	317
07:15 AM	2	0	0	2	4	0	81	1	0	82	61	0	20	26	107	1	199	0	0	200	393
07:30 AM	3	0	0	5	8	0	104	2	0	106	53	1	18	23	95	2	263	0	0	265	474
07:45 AM	3	0	3	0	6	0	135	1	0	136	77	2	12	42	133	1	214	0	0	215	490
Total	9	0	4	10	23	0	393	7	0	400	243	3	63	130	439	5	807	0	0	812	1674
08:00 AM	3	0	1	0	4	0	145	4	0	149	84	1	18	25	128	1	223	0	0	224	505
08:15 AM	7	0	2	1	10	0	118	1	1	120	90	1	12	36	139	5	211	0	0	216	485
08:30 AM	4	0	1	2	7	0	101	3	0	104	90	2	10	20	122	3	226	0	0	229	462
08:45 AM	4	0	0	9	13	0	121	4	0	125	90	1	15	30	136	2	187	0	0	189	463
Total	18	0	4	12	34	0	485	12	1	498	354	5	55	111	525	11	847	0	0	858	1915
09:00 AM	4	0	2	1	7	1	90	4	0	95	97	1	21	32	151	5	144	0	0	149	402
09:15 AM	4	0	2	3	9	0	87	2	0	89	62	1	6	24	93	3	125	0	0	128	319
*** BREAK ***																					
Total	8	0	4	4	16	1	177	6	0	184	159	2	27	56	244	8	269	0	0	277	721
*** BREAK ***																					
04:00 PM	1	0	8	2	11	0	103	1	1	105	87	4	19	13	123	5	154	0	0	159	398
04:15 PM	2	0	4	4	10	0	130	8	0	138	109	3	15	14	141	2	174	0	0	176	465
04:30 PM	3	0	6	6	15	0	115	2	1	118	89	3	13	23	128	1	173	0	0	174	435
04:45 PM	5	0	13	8	26	0	114	3	0	117	126	4	26	15	171	1	157	0	0	158	472
Total	11	0	31	20	62	0	462	14	2	478	411	14	73	65	563	9	658	0	0	667	1770
05:00 PM	13	0	13	5	31	0	138	3	0	141	123	4	20	28	175	4	196	0	0	200	547
05:15 PM	8	0	13	17	38	0	109	4	0	113	144	8	41	19	212	2	178	0	0	180	543
05:30 PM	3	0	3	16	22	0	111	4	2	117	117	4	62	11	194	4	183	0	0	187	520
05:45 PM	5	0	6	4	15	0	111	1	1	113	133	7	60	10	210	3	192	0	0	195	533
Total	29	0	35	42	106	0	469	12	3	484	517	23	183	68	791	13	749	0	0	762	2143
06:00 PM	8	0	7	8	23	0	123	3	0	126	81	8	42	26	157	4	174	0	0	178	484
06:15 PM	2	0	7	5	14	0	112	2	0	114	96	2	23	35	156	2	170	0	0	172	456
06:30 PM	5	0	6	6	17	0	101	3	0	104	66	1	13	26	106	3	144	0	0	147	374
06:45 PM	3	0	1	2	6	0	112	4	1	117	52	2	10	17	81	3	148	0	0	151	355
Total	18	0	21	21	60	0	448	12	1	461	295	13	88	104	500	12	636	0	0	648	1669
Grand Total	94	0	102	112	308	1	2513	63	7	2584	2032	64	512	599	3207	59	4132	0	0	4191	10290
Apprch %	30.5	0	33.1	36.4		0	97.3	2.4	0.3		63.4	2	16	18.7		1.4	98.6	0	0		
Total %	0.9	0	1	1.1	3	0	24.4	0.6	0.1	25.1	19.7	0.6	5	5.8	31.2	0.6	40.2	0	0	40.7	
Passenger Vehicles	93	0	102	112	307	0	2498	63	7	2568	1972	62	498	586	3118	58	4093	0	0	4151	10144
% Passenger Vehicles	98.9	0	100	100	99.7	0	99.4	100	100	99.4	97	96.9	97.3	97.8	97.2	98.3	99.1	0	0	99	98.6

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Heavy Vehicles	1	0	0	0	1	0	15	0	0	15	60	2	14	13	89	1	39	0	0	40	145
% Heavy Vehicles	1.1	0	0	0	0.3	0	0.6	0	0	0.6	3	3.1	2.7	2.2	2.8	1.7	0.9	0	0	1	1.4
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% UTurns	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	0	0	5	8	0	104	2	0	106	53	1	18	23	95	2	263	0	0	265	474
07:45 AM	3	0	3	0	6	0	135	1	0	136	77	2	12	42	133	1	214	0	0	215	490
08:00 AM	3	0	1	0	4	0	145	4	0	149	84	1	18	25	128	1	223	0	0	224	505
08:15 AM	7	0	2	1	10	0	118	1	1	120	90	1	12	36	139	5	211	0	0	216	485
Total Volume	16	0	6	6	28	0	502	8	1	511	304	5	60	126	495	9	911	0	0	920	1954
% App. Total	57.1	0	21.4	21.4		0	98.2	1.6	0.2		61.4	1	12.1	25.5		1	99	0	0		
PHF	.571	.000	.500	.300	.700	.000	.866	.500	.250	.857	.844	.625	.833	.750	.890	.450	.866	.000	.000	.868	.967

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					07:30 AM					08:15 AM					07:30 AM				
+0 mins.	7	0	2	1	10	0	104	2	0	106	90	1	12	36	139	2	263	0	0	265
+15 mins.	4	0	1	2	7	0	135	1	0	136	90	2	10	20	122	1	214	0	0	215
+30 mins.	4	0	0	9	13	0	145	4	0	149	90	1	15	30	136	1	223	0	0	224
+45 mins.	4	0	2	1	7	0	118	1	1	120	97	1	21	32	151	5	211	0	0	216
Total Volume	19	0	5	13	37	0	502	8	1	511	367	5	58	118	548	9	911	0	0	920
% App. Total	51.4	0	13.5	35.1		0	98.2	1.6	0.2		67	0.9	10.6	21.5		1	99	0	0	
PHF	.679	.000	.625	.361	.712	.000	.866	.500	.250	.857	.946	.625	.690	.819	.907	.450	.866	.000	.000	.868

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	13	0	13	5	31	0	138	3	0	141	123	4	20	28	175	4	196	0	0	200	547
05:15 PM	8	0	13	17	38	0	109	4	0	113	144	8	41	19	212	2	178	0	0	180	543
05:30 PM	3	0	3	16	22	0	111	4	2	117	117	4	62	11	194	4	183	0	0	187	520
05:45 PM	5	0	6	4	15	0	111	1	1	113	133	7	60	10	210	3	192	0	0	195	533
Total Volume	29	0	35	42	106	0	469	12	3	484	517	23	183	68	791	13	749	0	0	762	2143
% App. Total	27.4	0	33	39.6		0	96.9	2.5	0.6		65.4	2.9	23.1	8.6		1.7	98.3	0	0		
PHF	.558	.000	.673	.618	.697	.000	.850	.750	.375	.858	.898	.719	.738	.607	.933	.813	.955	.000	.000	.953	.979

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 3

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					05:00 PM					05:00 PM				
+0 mins.	5	0	13	8	26	0	130	8	0	138	123	4	20	28	175	4	196	0	0	200
+15 mins.	13	0	13	5	31	0	115	2	1	118	144	8	41	19	212	2	178	0	0	180
+30 mins.	8	0	13	17	38	0	114	3	0	117	117	4	62	11	194	4	183	0	0	187
+45 mins.	3	0	3	16	22	0	138	3	0	141	133	7	60	10	210	3	192	0	0	195
Total Volume	29	0	42	46	117	0	497	16	1	514	517	23	183	68	791	13	749	0	0	762
% App. Total	24.8	0	35.9	39.3		0	96.7	3.1	0.2		65.4	2.9	23.1	8.6		1.7	98.3	0	0	
PHF	.558	.000	.808	.676	.770	.000	.900	.500	.250	.911	.898	.719	.738	.607	.933	.813	.955	.000	.000	.953

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	1	2	3	0	26	0	0	26	18	0	5	31	54	1	72	0	0	73	156
06:45 AM	1	0	2	1	4	0	52	0	0	52	30	4	17	32	83	0	90	0	0	90	229
Total	1	0	3	3	7	0	78	0	0	78	48	4	22	63	137	1	162	0	0	163	385
07:00 AM	1	0	1	3	5	0	72	3	0	75	49	0	11	38	98	1	130	0	0	131	309
07:15 AM	2	0	0	2	4	0	81	1	0	82	56	0	19	26	101	1	198	0	0	199	386
07:30 AM	2	0	0	5	7	0	103	2	0	105	51	1	17	20	89	2	262	0	0	264	465
07:45 AM	3	0	3	0	6	0	135	1	0	136	74	2	12	42	130	1	209	0	0	210	482
Total	8	0	4	10	22	0	391	7	0	398	230	3	59	126	418	5	799	0	0	804	1642
08:00 AM	3	0	1	0	4	0	144	4	0	148	79	1	17	25	122	1	221	0	0	222	496
08:15 AM	7	0	2	1	10	0	117	1	1	119	80	1	12	35	128	5	210	0	0	215	472
08:30 AM	4	0	1	2	7	0	99	3	0	102	85	1	10	19	115	3	223	0	0	226	450
08:45 AM	4	0	0	9	13	0	119	4	0	123	88	0	12	28	128	2	185	0	0	187	451
Total	18	0	4	12	34	0	479	12	1	492	332	3	51	107	493	11	839	0	0	850	1869
09:00 AM	4	0	2	1	7	0	90	4	0	94	91	1	18	31	141	5	143	0	0	148	390
09:15 AM	4	0	2	3	9	0	86	2	0	88	61	1	6	24	92	3	122	0	0	125	314
*** BREAK ***																					
Total	8	0	4	4	16	0	176	6	0	182	152	2	24	55	233	8	265	0	0	273	704
*** BREAK ***																					
04:00 PM	1	0	8	2	11	0	103	1	1	105	85	4	18	13	120	5	153	0	0	158	394
04:15 PM	2	0	4	4	10	0	130	8	0	138	108	3	15	14	140	1	170	0	0	171	459
04:30 PM	3	0	6	6	15	0	114	2	1	117	89	3	13	23	128	1	172	0	0	173	433
04:45 PM	5	0	13	8	26	0	113	3	0	116	123	4	26	14	167	1	156	0	0	157	466
Total	11	0	31	20	62	0	460	14	2	476	405	14	72	64	555	8	651	0	0	659	1752
05:00 PM	13	0	13	5	31	0	138	3	0	141	121	4	19	28	172	4	196	0	0	200	544
05:15 PM	8	0	13	17	38	0	107	4	0	111	144	8	41	19	212	2	177	0	0	179	540
05:30 PM	3	0	3	16	22	0	111	4	2	117	117	4	62	11	194	4	182	0	0	186	519
05:45 PM	5	0	6	4	15	0	111	1	1	113	132	7	60	10	209	3	190	0	0	193	530
Total	29	0	35	42	106	0	467	12	3	482	514	23	182	68	787	13	745	0	0	758	2133
06:00 PM	8	0	7	8	23	0	122	3	0	125	80	8	42	26	156	4	174	0	0	178	482
06:15 PM	2	0	7	5	14	0	112	2	0	114	96	2	23	34	155	2	168	0	0	170	453
06:30 PM	5	0	6	6	17	0	101	3	0	104	65	1	13	26	105	3	144	0	0	147	373
06:45 PM	3	0	1	2	6	0	112	4	1	117	50	2	10	17	79	3	146	0	0	149	351
Total	18	0	21	21	60	0	447	12	1	460	291	13	88	103	495	12	632	0	0	644	1659
Grand Total	93	0	102	112	307	0	2498	63	7	2568	1972	62	498	586	3118	58	4093	0	0	4151	10144
Apprch %	30.3	0	33.2	36.5		0	97.3	2.5	0.3		63.2	2	16	18.8		1.4	98.6	0	0		
Total %	0.9	0	1	1.1	3	0	24.6	0.6	0.1	25.3	19.4	0.6	4.9	5.8	30.7	0.6	40.3	0	0	40.9	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	0	0	5	7	0	103	2	0	105	51	1	17	20	89	2	262	0	0	264	465
07:45 AM	3	0	3	0	6	0	135	1	0	136	74	2	12	42	130	1	209	0	0	210	482
08:00 AM	3	0	1	0	4	0	144	4	0	148	79	1	17	25	122	1	221	0	0	222	496
08:15 AM	7	0	2	1	10	0	117	1	1	119	80	1	12	35	128	5	210	0	0	215	472
Total Volume	15	0	6	6	27	0	499	8	1	508	284	5	58	122	469	9	902	0	0	911	1915
% App. Total	55.6	0	22.2	22.2		0	98.2	1.6	0.2		60.6	1.1	12.4	26		1	99	0	0		
PHF	.536	.000	.500	.300	.675	.000	.866	.500	.250	.858	.888	.625	.853	.726	.902	.450	.861	.000	.000	.863	.965

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM					07:30 AM					08:15 AM					07:30 AM					
+0 mins.	7	0	2	1	10	0	103	2	0	105	80	1	12	35	128	2	262	0	0	264	
+15 mins.	4	0	1	2	7	0	135	1	0	136	85	1	10	19	115	1	209	0	0	210	
+30 mins.	4	0	0	9	13	0	144	4	0	148	88	0	12	28	128	1	221	0	0	222	
+45 mins.	4	0	2	1	7	0	117	1	1	119	91	1	18	31	141	5	210	0	0	215	
Total Volume	19	0	5	13	37	0	499	8	1	508	344	3	52	113	512	9	902	0	0	911	
% App. Total	51.4	0	13.5	35.1		0	98.2	1.6	0.2		67.2	0.6	10.2	22.1		1	99	0	0		
PHF	.679	.000	.625	.361	.712	.000	.866	.500	.250	.858	.945	.750	.722	.807	.908	.450	.861	.000	.000	.863	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	13	0	13	5	31	0	138	3	0	141	121	4	19	28	172	4	196	0	0	200	544
05:15 PM	8	0	13	17	38	0	107	4	0	111	144	8	41	19	212	2	177	0	0	179	540
05:30 PM	3	0	3	16	22	0	111	4	2	117	117	4	62	11	194	4	182	0	0	186	519
05:45 PM	5	0	6	4	15	0	111	1	1	113	132	7	60	10	209	3	190	0	0	193	530
Total Volume	29	0	35	42	106	0	467	12	3	482	514	23	182	68	787	13	745	0	0	758	2133
% App. Total	27.4	0	33	39.6		0	96.9	2.5	0.6		65.3	2.9	23.1	8.6		1.7	98.3	0	0		
PHF	.558	.000	.673	.618	.697	.000	.846	.750	.375	.855	.892	.719	.734	.607	.928	.813	.950	.000	.000	.948	.980

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					05:00 PM					05:00 PM					
+0 mins.	5	0	13	8	26	0	130	8	0	138	121	4	19	28	172	4	196	0	0	200	
+15 mins.	13	0	13	5	31	0	114	2	1	117	144	8	41	19	212	2	177	0	0	179	
+30 mins.	8	0	13	17	38	0	113	3	0	116	117	4	62	11	194	4	182	0	0	186	
+45 mins.	3	0	3	16	22	0	138	3	0	141	132	7	60	10	209	3	190	0	0	193	
Total Volume	29	0	42	46	117	0	495	16	1	512	514	23	182	68	787	13	745	0	0	758	
% App. Total	24.8	0	35.9	39.3		0	96.7	3.1	0.2		65.3	2.9	23.1	8.6		1.7	98.3	0	0		
PHF	.558	.000	.808	.676	.770	.000	.897	.500	.250	.908	.892	.719	.734	.607	.928	.813	.950	.000	.000	.948	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	2	0	0	2	5
06:45 AM	0	0	0	0	0	0	1	0	0	1	4	0	0	1	5	0	2	0	0	2	8
Total	0	0	0	0	0	0	1	0	0	1	5	0	1	2	8	0	4	0	0	4	13
07:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	2	1	6	0	1	0	0	1	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	0	1	0	0	1	7
07:30 AM	1	0	0	0	1	0	1	0	0	1	2	0	1	3	6	0	1	0	0	1	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	0	0	5	8
Total	1	0	0	0	1	0	2	0	0	2	13	0	4	4	21	0	8	0	0	8	32
08:00 AM	0	0	0	0	0	0	1	0	0	1	5	0	1	0	6	0	2	0	0	2	9
08:15 AM	0	0	0	0	0	0	1	0	0	1	10	0	0	1	11	0	1	0	0	1	13
08:30 AM	0	0	0	0	0	0	2	0	0	2	5	1	0	1	7	0	3	0	0	3	12
08:45 AM	0	0	0	0	0	0	2	0	0	2	2	1	3	2	8	0	2	0	0	2	12
Total	0	0	0	0	0	0	6	0	0	6	22	2	4	4	32	0	8	0	0	8	46
09:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	3	1	10	0	1	0	0	1	11
09:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	7	0	3	1	11	0	4	0	0	4	16
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	6
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	1	4	0	1	0	0	1	6
Total	0	0	0	0	0	0	2	0	0	2	6	0	1	1	8	1	7	0	0	8	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	3	0	1	0	4	0	4	0	0	4	10
06:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	0	1	0	0	1	4	0	0	1	5	0	4	0	0	4	10
Grand Total	1	0	0	0	1	0	15	0	0	15	60	2	14	13	89	1	39	0	0	40	145
Apprch %	100	0	0	0		0	100	0	0		67.4	2.2	15.7	14.6		2.5	97.5	0	0		
Total %	0.7	0	0	0	0.7	0	10.3	0	0	10.3	41.4	1.4	9.7	9	61.4	0.7	26.9	0	0	27.6	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	1	0	0	1	10	0	0	1	11	0	1	0	0	1	13
08:30 AM	0	0	0	0	0	0	2	0	0	2	5	1	0	1	7	0	3	0	0	3	12
08:45 AM	0	0	0	0	0	0	2	0	0	2	2	1	3	2	8	0	2	0	0	2	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	3	1	10	0	1	0	0	1	11
Total Volume	0	0	0	0	0	0	5	0	0	5	23	2	6	5	36	0	7	0	0	7	48
% App. Total	0	0	0	0	0	0	100	0	0	63.9	5.6	16.7	13.9	0	100	0	100	0	0	583	923
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.575	.500	.500	.625	.818	.000	.583	.000	.000	.583	.923

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM					08:00 AM					08:15 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	1	0	0	1	10	0	0	1	11	0	5	0	0	5
+15 mins.	0	0	0	0	0	0	1	0	0	1	5	1	0	1	7	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	2	0	0	2	2	1	3	2	8	0	1	0	0	1
+45 mins.	1	0	0	0	1	0	2	0	0	2	6	0	3	1	10	0	3	0	0	3
Total Volume	1	0	0	0	1	0	6	0	0	6	23	2	6	5	36	0	11	0	0	11
% App. Total	100	0	0	0	100	0	100	0	0	63.9	5.6	16.7	13.9	0	100	0	100	0	0	550
PHF	.250	.000	.000	.000	.250	.000	.750	.000	.000	.750	.575	.500	.500	.625	.818	.000	.550	.000	.000	.550

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	6
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	1	4	0	1	0	0	1	6
Total Volume	0	0	0	0	0	0	2	0	0	2	6	0	1	1	8	1	7	0	0	8	18
% App. Total	0	0	0	0	0	0	100	0	0	75	0	12.5	12.5	0	12.5	12.5	87.5	0	0	400	.750
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.250	.250	.500	.250	.438	.000	.000	.400	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	0	0	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	2	0	0	2	3	0	0	1	4	0	1	0	0	1
Total Volume	0	0	0	0	0	0	4	0	0	4	6	0	1	1	8	1	7	0	0	8
% App. Total	0	0	0	0	0	0	100	0	0	75	0	12.5	12.5	0	12.5	12.5	87.5	0	0	400
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.250	.250	.500	.250	.438	.000	.000	.400

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- UTurns

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM					08:15 AM					06:30 AM					06:30 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonWBOffRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	ESPERANZA AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					SELMON EXPWY WB OFF RAMP Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

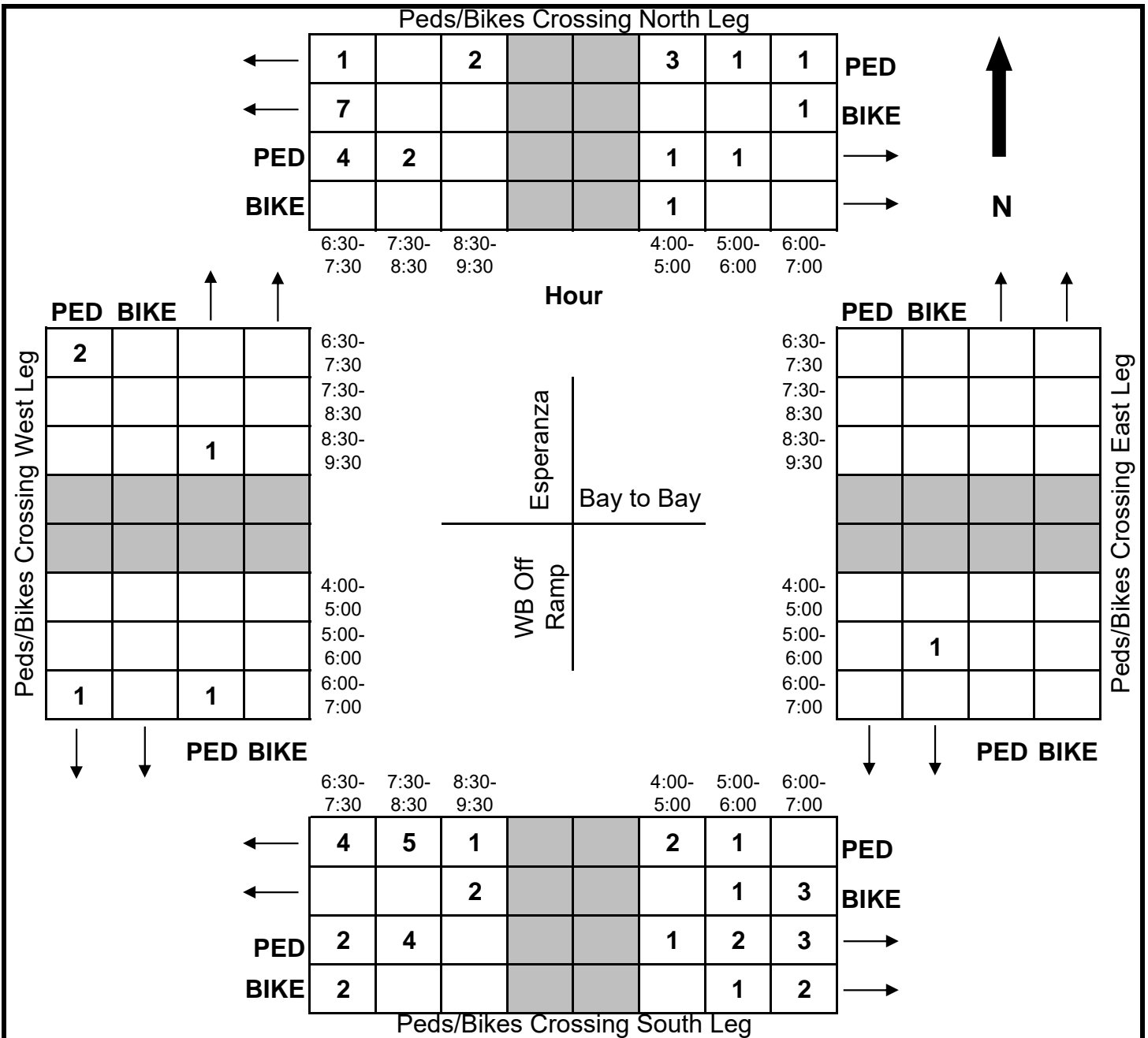
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Bay to Bay Boulevard at Selmon Expressway WB Off Ramp/Esperanza Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	16	73	8	1	98	14	20	9	4	47	8	45	7	6	66	14	75	22	6	117	328
06:45 AM	25	73	15	1	114	7	28	10	2	47	13	68	5	4	90	27	96	15	5	143	394
Total	41	146	23	2	212	21	48	19	6	94	21	113	12	10	156	41	171	37	11	260	722
07:00 AM	39	74	22	8	143	7	24	18	6	55	21	84	11	8	124	47	114	22	4	187	509
07:15 AM	51	106	18	4	179	6	40	10	5	61	15	102	17	13	147	45	167	35	4	251	638
07:30 AM	53	77	15	0	145	14	62	19	8	103	32	121	22	13	188	50	213	40	1	304	740
07:45 AM	55	99	17	0	171	15	67	12	10	104	55	139	23	14	231	42	179	27	7	255	761
Total	198	356	72	12	638	42	193	59	29	323	123	446	73	48	690	184	673	124	16	997	2648
08:00 AM	35	80	24	3	142	5	75	24	1	105	42	112	21	13	188	62	211	20	0	293	728
08:15 AM	55	79	16	2	152	5	75	27	3	110	25	108	13	10	156	64	176	23	1	264	682
08:30 AM	51	82	19	2	154	5	48	19	4	76	30	115	14	9	168	54	192	13	4	263	661
08:45 AM	44	81	23	7	155	4	65	20	6	95	26	110	14	14	164	49	168	16	1	234	648
Total	185	322	82	14	603	19	263	90	14	386	123	445	62	46	676	229	747	72	6	1054	2719
09:00 AM	36	95	21	7	159	12	51	29	4	96	15	97	6	6	124	66	122	22	4	214	593
09:15 AM	36	96	23	2	157	10	49	28	2	89	16	97	7	5	125	43	87	13	8	151	522
*** BREAK ***																					
Total	72	191	44	9	316	22	100	57	6	185	31	194	13	11	249	109	209	35	12	365	1115
*** BREAK ***																					
04:00 PM	35	94	16	0	145	12	65	32	1	110	25	118	25	13	181	48	125	24	3	200	636
04:15 PM	53	82	17	2	154	21	79	26	2	128	30	106	25	14	175	48	113	32	7	200	657
04:30 PM	41	104	22	2	169	14	64	25	1	104	28	114	39	10	191	41	141	35	2	219	683
04:45 PM	44	107	16	0	167	12	75	13	4	104	27	102	19	22	170	43	112	27	14	196	637
Total	173	387	71	4	635	59	283	96	8	446	110	440	108	59	717	180	491	118	26	815	2613
05:00 PM	46	125	15	1	187	16	90	23	3	132	35	125	22	16	198	52	145	42	12	251	768
05:15 PM	39	110	15	0	164	28	74	31	2	135	24	101	14	18	157	63	146	55	7	271	727
05:30 PM	46	127	12	0	185	31	63	24	5	123	32	124	34	13	203	46	121	41	6	214	725
05:45 PM	29	124	17	1	171	21	87	22	2	132	20	111	20	13	164	41	169	59	9	278	745
Total	160	486	59	2	707	96	314	100	12	522	111	461	90	60	722	202	581	197	34	1014	2965
06:00 PM	35	101	13	0	149	22	77	27	2	128	29	122	18	19	188	46	130	61	14	251	716
06:15 PM	37	113	17	0	167	16	65	26	0	107	27	102	15	17	161	49	131	42	2	224	659
06:30 PM	33	112	23	0	168	11	70	22	2	105	15	110	19	8	152	52	104	44	0	200	625
06:45 PM	29	95	19	1	144	11	63	24	0	98	30	112	14	18	174	43	99	17	4	163	579
Total	134	421	72	1	628	60	275	99	4	438	101	446	66	62	675	190	464	164	20	838	2579
Grand Total	963	2309	423	44	3739	319	1476	520	79	2394	620	2545	424	296	3885	1135	3336	747	125	5343	15361
Apprch %	25.8	61.8	11.3	1.2		13.3	61.7	21.7	3.3		16	65.5	10.9	7.6		21.2	62.4	14	2.3		
Total %	6.3	15	2.8	0.3	24.3	2.1	9.6	3.4	0.5	15.6	4	16.6	2.8	1.9	25.3	7.4	21.7	4.9	0.8	34.8	
Passenger Vehicles	949	2277	418	44	3688	316	1467	514	78	2375	616	2516	415	288	3835	1116	3300	737	124	5277	15175
% Passenger Vehicles	98.5	98.6	98.8	100	98.6	99.1	99.4	98.8	98.7	99.2	99.4	98.9	97.9	97.3	98.7	98.3	98.9	98.7	99.2	98.8	98.8

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Heavy Vehicles	14	32	5	0	51	3	9	6	1	19	4	29	9	8	50	19	36	10	1	66	186
% Heavy Vehicles	1.5	1.4	1.2	0	1.4	0.9	0.6	1.2	1.3	0.8	0.6	1.1	2.1	2.7	1.3	1.7	1.1	1.3	0.8	1.2	1.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	53	77	15	0	145	14	62	19	8	103	32	121	22	13	188	50	213	40	1	304	740
07:45 AM	55	99	17	0	171	15	67	12	10	104	55	139	23	14	231	42	179	27	7	255	761
08:00 AM	35	80	24	3	142	5	75	24	1	105	42	112	21	13	188	62	211	20	0	293	728
08:15 AM	55	79	16	2	152	5	75	27	3	110	25	108	13	10	156	64	176	23	1	264	682
Total Volume	198	335	72	5	610	39	279	82	22	422	154	480	79	50	763	218	779	110	9	1116	2911
% App. Total	32.5	54.9	11.8	0.8		9.2	66.1	19.4	5.2		20.2	62.9	10.4	6.6		19.5	69.8	9.9	0.8		
PHF	.900	.846	.750	.417	.892	.650	.930	.759	.550	.959	.700	.863	.859	.893	.826	.852	.914	.688	.321	.918	.956

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	39	74	22	8	143	14	62	19	8	103	32	121	22	13	188	50	213	40	1	304
+15 mins.	51	106	18	4	179	15	67	12	10	104	55	139	23	14	231	42	179	27	7	255
+30 mins.	53	77	15	0	145	5	75	24	1	105	42	112	21	13	188	62	211	20	0	293
+45 mins.	55	99	17	0	171	5	75	27	3	110	25	108	13	10	156	64	176	23	1	264
Total Volume	198	356	72	12	638	39	279	82	22	422	154	480	79	50	763	218	779	110	9	1116
% App. Total	31	55.8	11.3	1.9		9.2	66.1	19.4	5.2		20.2	62.9	10.4	6.6		19.5	69.8	9.9	0.8	
PHF	.900	.840	.818	.375	.891	.650	.930	.759	.550	.959	.700	.863	.859	.893	.826	.852	.914	.688	.321	.918

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	46	125	15	1	187	16	90	23	3	132	35	125	22	16	198	52	145	42	12	251	768
05:15 PM	39	110	15	0	164	28	74	31	2	135	24	101	14	18	157	63	146	55	7	271	727
05:30 PM	46	127	12	0	185	31	63	24	5	123	32	124	34	13	203	46	121	41	6	214	725
05:45 PM	29	124	17	1	171	21	87	22	2	132	20	111	20	13	164	41	169	59	9	278	745
Total Volume	160	486	59	2	707	96	314	100	12	522	111	461	90	60	722	202	581	197	34	1014	2965
% App. Total	22.6	68.7	8.3	0.3		18.4	60.2	19.2	2.3		15.4	63.9	12.5	8.3		19.9	57.3	19.4	3.4		
PHF	.870	.957	.868	.500	.945	.774	.872	.806	.600	.967	.793	.922	.662	.833	.889	.802	.859	.835	.708	.912	.965

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 3

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:15 PM					05:00 PM				
+0 mins.	46	125	15	1	187	16	90	23	3	132	30	106	25	14	175	52	145	42	12	251
+15 mins.	39	110	15	0	164	28	74	31	2	135	28	114	39	10	191	63	146	55	7	271
+30 mins.	46	127	12	0	185	31	63	24	5	123	27	102	19	22	170	46	121	41	6	214
+45 mins.	29	124	17	1	171	21	87	22	2	132	35	125	22	16	198	41	169	59	9	278
Total Volume	160	486	59	2	707	96	314	100	12	522	120	447	105	62	734	202	581	197	34	1014
% App. Total	22.6	68.7	8.3	0.3		18.4	60.2	19.2	2.3		16.3	60.9	14.3	8.4		19.9	57.3	19.4	3.4	
PHF	.870	.957	.868	.500	.945	.774	.872	.806	.600	.967	.857	.894	.673	.705	.927	.802	.859	.835	.708	.912

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	16	71	8	1	96	14	20	9	4	47	8	43	7	6	64	13	73	22	6	114	321
06:45 AM	25	70	15	1	111	6	27	10	2	45	13	68	5	4	90	27	94	13	5	139	385
Total	41	141	23	2	207	20	47	19	6	92	21	111	12	10	154	40	167	35	11	253	706
07:00 AM	39	73	22	8	142	7	24	18	6	55	20	84	11	8	123	45	114	20	4	183	503
07:15 AM	51	104	18	4	177	6	40	10	5	61	15	99	14	13	141	44	166	35	4	249	628
07:30 AM	51	77	15	0	143	14	62	19	8	103	31	119	22	13	185	48	212	38	1	299	730
07:45 AM	54	98	16	0	168	15	67	12	10	104	55	137	23	13	228	42	175	27	7	251	751
Total	195	352	71	12	630	42	193	59	29	323	121	439	70	47	677	179	667	120	16	982	2612
08:00 AM	34	78	23	3	138	5	75	24	1	105	42	110	21	12	185	62	208	20	0	290	718
08:15 AM	54	76	15	2	147	5	75	27	3	110	25	108	13	10	156	62	176	23	1	262	675
08:30 AM	50	78	18	2	148	5	48	19	4	76	29	113	13	9	164	52	190	13	4	259	647
08:45 AM	43	79	22	7	151	4	63	20	6	93	26	109	14	14	163	45	166	16	0	227	634
Total	181	311	78	14	584	19	261	90	14	384	122	440	61	45	668	221	740	72	5	1038	2674
09:00 AM	36	94	21	7	158	12	50	29	4	95	15	93	6	6	120	64	120	21	4	209	582
09:15 AM	34	93	23	2	152	10	48	26	2	86	16	95	6	4	121	43	84	13	8	148	507
*** BREAK ***																					
Total	70	187	44	9	310	22	98	55	6	181	31	188	12	10	241	107	204	34	12	357	1089
*** BREAK ***																					
04:00 PM	35	94	16	0	145	12	65	31	1	109	25	116	25	13	179	47	124	24	3	198	631
04:15 PM	53	80	17	2	152	21	79	26	1	127	30	105	23	13	171	48	109	32	7	196	646
04:30 PM	40	103	22	2	167	14	63	22	1	100	28	113	38	10	189	41	141	34	2	218	674
04:45 PM	43	106	16	0	165	11	74	13	4	102	27	101	19	22	169	43	111	26	14	194	630
Total	171	383	71	4	629	58	281	92	7	438	110	435	105	58	708	179	485	116	26	806	2581
05:00 PM	45	123	15	1	184	16	90	23	3	132	35	124	22	15	196	51	144	42	12	249	761
05:15 PM	38	110	15	0	163	28	73	31	2	134	23	99	14	18	154	63	146	54	7	270	721
05:30 PM	46	127	12	0	185	31	63	24	5	123	32	124	33	13	202	46	120	41	6	213	723
05:45 PM	29	123	17	1	170	21	87	22	2	132	20	111	20	13	164	41	167	59	9	276	742
Total	158	483	59	2	702	96	313	100	12	521	110	458	89	59	716	201	577	196	34	1008	2947
06:00 PM	35	101	13	0	149	22	76	27	2	127	29	121	18	18	186	46	130	61	14	251	713
06:15 PM	37	113	17	0	167	16	65	26	0	107	27	102	15	16	160	48	129	42	2	221	655
06:30 PM	33	112	23	0	168	10	70	22	2	104	15	110	19	8	152	52	104	44	0	200	624
06:45 PM	28	94	19	1	142	11	63	24	0	98	30	112	14	17	173	43	97	17	4	161	574
Total	133	420	72	1	626	59	274	99	4	436	101	445	66	59	671	189	460	164	20	833	2566
Grand Total	949	2277	418	44	3688	316	1467	514	78	2375	616	2516	415	288	3835	1116	3300	737	124	5277	15175
Apprch %	25.7	61.7	11.3	1.2		13.3	61.8	21.6	3.3		16.1	65.6	10.8	7.5		21.1	62.5	14	2.3		
Total %	6.3	15	2.8	0.3	24.3	2.1	9.7	3.4	0.5	15.7	4.1	16.6	2.7	1.9	25.3	7.4	21.7	4.9	0.8	34.8	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	51	77	15	0	143	14	62	19	8	103	31	119	22	13	185	48	212	38	1	299	730
07:45 AM	54	98	16	0	168	15	67	12	10	104	55	137	23	13	228	42	175	27	7	251	751
08:00 AM	34	78	23	3	138	5	75	24	1	105	42	110	21	12	185	62	208	20	0	290	718
08:15 AM	54	76	15	2	147	5	75	27	3	110	25	108	13	10	156	62	176	23	1	262	675
Total Volume	193	329	69	5	596	39	279	82	22	422	153	474	79	48	754	214	771	108	9	1102	2874
% App. Total	32.4	55.2	11.6	0.8		9.2	66.1	19.4	5.2		20.3	62.9	10.5	6.4		19.4	70	9.8	0.8		
PHF	.894	.839	.750	.417	.887	.650	.930	.759	.550	.959	.695	.865	.859	.923	.827	.863	.909	.711	.321	.921	.957

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	39	73	22	8	142	14	62	19	8	103	31	119	22	13	185	48	212	38	1	299	
+15 mins.	51	104	18	4	177	15	67	12	10	104	55	137	23	13	228	42	175	27	7	251	
+30 mins.	51	77	15	0	143	5	75	24	1	105	42	110	21	12	185	62	208	20	0	290	
+45 mins.	54	98	16	0	168	5	75	27	3	110	25	108	13	10	156	62	176	23	1	262	
Total Volume	195	352	71	12	630	39	279	82	22	422	153	474	79	48	754	214	771	108	9	1102	
% App. Total	31	55.9	11.3	1.9		9.2	66.1	19.4	5.2		20.3	62.9	10.5	6.4		19.4	70	9.8	0.8		
PHF	.903	.846	.807	.375	.890	.650	.930	.759	.550	.959	.695	.865	.859	.923	.827	.863	.909	.711	.321	.921	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	45	123	15	1	184	16	90	23	3	132	35	124	22	15	196	51	144	42	12	249	761
05:15 PM	38	110	15	0	163	28	73	31	2	134	23	99	14	18	154	63	146	54	7	270	721
05:30 PM	46	127	12	0	185	31	63	24	5	123	32	124	33	13	202	46	120	41	6	213	723
05:45 PM	29	123	17	1	170	21	87	22	2	132	20	111	20	13	164	41	167	59	9	276	742
Total Volume	158	483	59	2	702	96	313	100	12	521	110	458	89	59	716	201	577	196	34	1008	2947
% App. Total	22.5	68.8	8.4	0.3		18.4	60.1	19.2	2.3		15.4	64	12.4	8.2		19.9	57.2	19.4	3.4		
PHF	.859	.951	.868	.500	.949	.774	.869	.806	.600	.972	.786	.923	.674	.819	.886	.798	.864	.831	.708	.913	.968

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:15 PM					05:15 PM					
+0 mins.	45	123	15	1	184	16	90	23	3	132	30	105	23	13	171	63	146	54	7	270	
+15 mins.	38	110	15	0	163	28	73	31	2	134	28	113	38	10	189	46	120	41	6	213	
+30 mins.	46	127	12	0	185	31	63	24	5	123	27	101	19	22	169	41	167	59	9	276	
+45 mins.	29	123	17	1	170	21	87	22	2	132	35	124	22	15	196	46	130	61	14	251	
Total Volume	158	483	59	2	702	96	313	100	12	521	120	443	102	60	725	196	563	215	36	1010	
% App. Total	22.5	68.8	8.4	0.3		18.4	60.1	19.2	2.3		16.6	61.1	14.1	8.3		19.4	55.7	21.3	3.6		
PHF	.859	.951	.868	.500	.949	.774	.869	.806	.600	.972	.857	.893	.671	.682	.925	.778	.843	.881	.643	.915	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	7
06:45 AM	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	2	2	0	4	9
Total	0	5	0	0	5	1	1	0	0	2	0	2	0	0	2	1	4	2	0	7	16
07:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	2	0	4	6
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	1	1	0	0	2	10
07:30 AM	2	0	0	0	2	0	0	0	0	0	1	2	0	0	3	2	1	2	0	5	10
07:45 AM	1	1	1	0	3	0	0	0	0	0	0	2	0	1	3	0	4	0	0	4	10
Total	3	4	1	0	8	0	0	0	0	0	2	7	3	1	13	5	6	4	0	15	36
08:00 AM	1	2	1	0	4	0	0	0	0	0	0	2	0	1	3	0	3	0	0	3	10
08:15 AM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
08:30 AM	1	4	1	0	6	0	0	0	0	0	1	2	1	0	4	2	2	0	0	4	14
08:45 AM	1	2	1	0	4	0	2	0	0	2	0	1	0	0	1	4	2	0	1	7	14
Total	4	11	4	0	19	0	2	0	0	2	1	5	1	1	8	8	7	0	1	16	45
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	2	2	1	0	5	11
09:15 AM	2	3	0	0	5	0	1	2	0	3	0	2	1	1	4	0	3	0	0	3	15
*** BREAK ***																					
Total	2	4	0	0	6	0	2	2	0	4	0	6	1	1	8	2	5	1	0	8	26
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	1	1	0	0	2	5
04:15 PM	0	2	0	0	2	0	0	0	1	1	0	1	2	1	4	0	4	0	0	4	11
04:30 PM	1	1	0	0	2	0	1	3	0	4	0	1	1	0	2	0	0	1	0	1	9
04:45 PM	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	0	1	1	0	2	7
Total	2	4	0	0	6	1	2	4	1	8	0	5	3	1	9	1	6	2	0	9	32
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	1	2	1	1	0	0	2	7
05:15 PM	1	0	0	0	1	0	1	0	0	1	1	2	0	0	3	0	0	1	0	1	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	2	3	0	0	5	0	1	0	0	1	1	3	1	1	6	1	4	1	0	6	18
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	3	4
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	5
Total	1	1	0	0	2	1	1	0	0	2	0	1	0	3	4	1	4	0	0	5	13
Grand Total	14	32	5	0	51	3	9	6	1	19	4	29	9	8	50	19	36	10	1	66	186
Apprch %	27.5	62.7	9.8	0		15.8	47.4	31.6	5.3		8	58	18	16		28.8	54.5	15.2	1.5		
Total %	7.5	17.2	2.7	0	27.4	1.6	4.8	3.2	0.5	10.2	2.2	15.6	4.8	4.3	26.9	10.2	19.4	5.4	0.5	35.5	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&MacDill
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	MACDILL AVENUE Southbound					BAY TO BAY BOULEVARD Westbound					MACDILL AVENUE Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	1	4	1	0	6	0	0	0	0	0	1	2	1	0	4	2	2	0	0	4	14
08:45 AM	1	2	1	0	4	0	2	0	0	2	0	1	0	0	1	4	2	0	1	7	14
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	2	2	1	0	5	11
09:15 AM	2	3	0	0	5	0	1	2	0	3	0	2	1	1	4	0	3	0	0	3	15
Total Volume	4	10	2	0	16	0	4	2	0	6	1	9	2	1	13	8	9	1	1	19	54
% App. Total	25	62.5	12.5	0		0	66.7	33.3	0		7.7	69.2	15.4	7.7		42.1	47.4	5.3	5.3		
PHF	.500	.625	.500	.000	.667	.000	.500	.250	.000	.500	.250	.563	.500	.250	.813	.500	.750	.250	.250	.679	.900

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					08:30 AM					07:15 AM					08:30 AM				
+0 mins.	1	2	1	0	4	0	0	0	0	0	2	3	3	0	6	2	2	0	0	4
+15 mins.	1	3	1	0	5	0	2	0	0	2	1	2	0	0	3	4	2	0	1	7
+30 mins.	1	4	1	0	6	0	1	0	0	1	0	2	0	1	3	2	2	1	0	5
+45 mins.	1	2	1	0	4	0	1	2	0	3	0	2	0	1	3	0	3	0	0	3
Total Volume	4	11	4	0	19	0	4	2	0	6	1	9	3	2	15	8	9	1	1	19
% App. Total	21.1	57.9	21.1	0		0	66.7	33.3	0		6.7	60	20	13.3		42.1	47.4	5.3	5.3	
PHF	1.000	.688	1.000	.000	.792	.000	.500	.250	.000	.500	.250	.750	.250	.500	.625	.500	.750	.250	.250	.679

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	2	0	0	2	0	0	0	1	1	0	1	2	1	4	0	4	0	0	4	11
04:30 PM	1	1	0	0	2	0	1	3	0	4	0	1	1	0	2	0	0	1	0	1	9
04:45 PM	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	0	1	1	0	2	7
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	1	2	1	1	0	0	2	7
Total Volume	3	6	0	0	9	1	2	3	1	7	0	4	3	2	9	1	6	2	0	9	34
% App. Total	33.3	66.7	0	0		14.3	28.6	42.9	14.3		0	44.4	33.3	22.2		11.1	66.7	22.2	0		
PHF	.750	.750	.000	.000	.750	.250	.500	.250	.250	.438	.000	1.00	.375	.500	.563	.250	.375	.500	.000	.563	.773

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	1	1	0	0	2
+15 mins.	1	1	0	0	2	0	0	0	1	1	0	1	2	1	4	0	4	0	0	4
+30 mins.	1	1	0	0	2	0	1	3	0	4	0	1	1	0	2	0	0	1	0	1
+45 mins.	1	2	0	0	3	1	1	0	0	2	0	1	0	0	1	0	1	1	0	2
Total Volume	3	6	0	0	9	1	2	4	1	8	0	5	3	1	9	1	6	2	0	9
% App. Total	33.3	66.7	0	0		12.5	25	50	12.5		0	55.6	33.3	11.1		11.1	66.7	22.2	0	
PHF	.750	.750	.000	.000	.750	.250	.500	.333	.250	.500	.000	.625	.375	.250	.563	.250	.375	.500	.000	.563

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

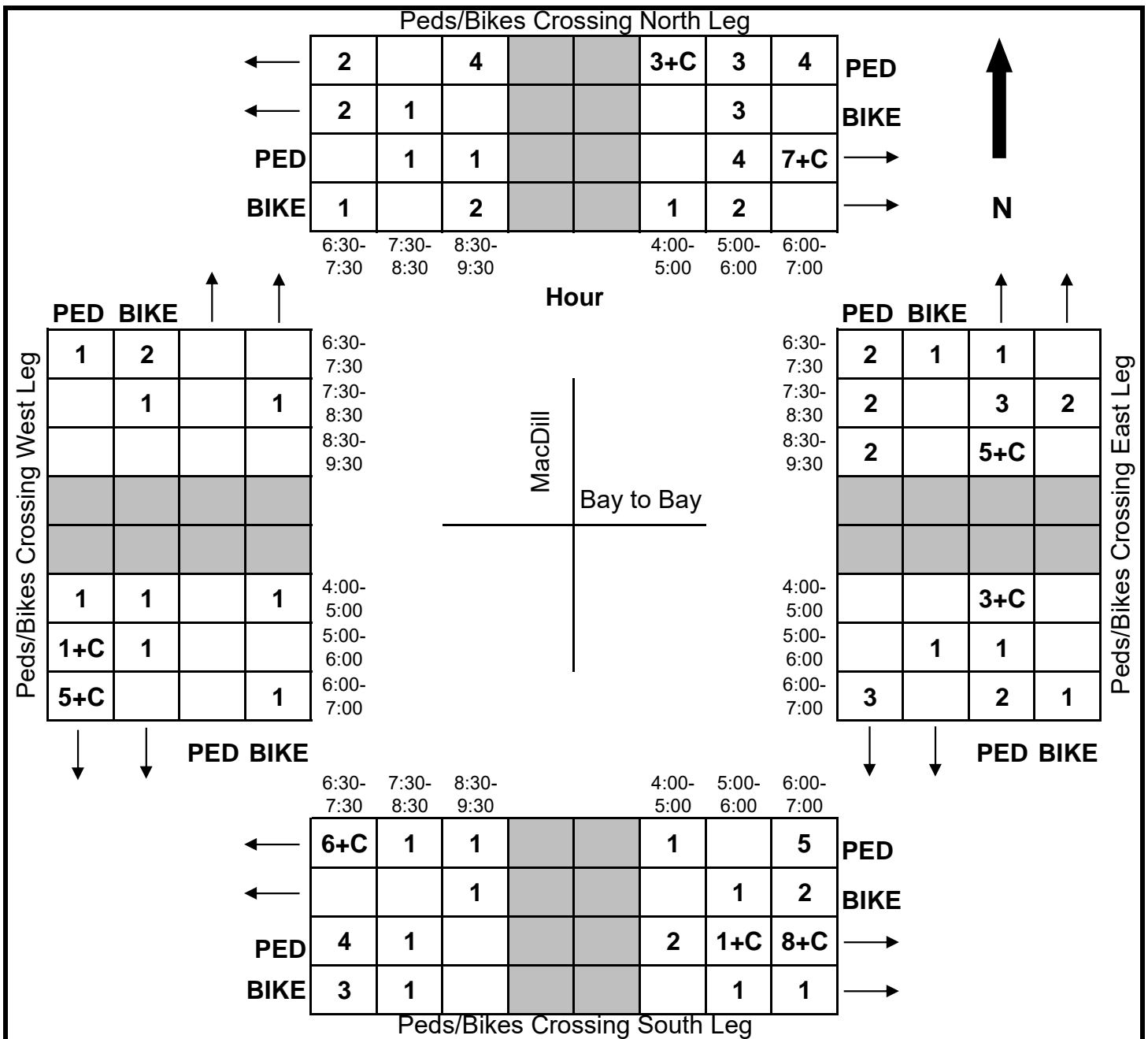
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Bay to Bay Boulevard at MacDill Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonEBOonRamp
 Site Code : 00000000
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	38	8	46	1	0	1	2	42	58	0	100	148
06:45 AM	0	48	16	64	0	0	0	0	35	77	1	113	177
Total	0	86	24	110	1	0	1	2	77	135	1	213	325
07:00 AM	0	62	23	85	0	0	0	0	67	108	0	175	260
07:15 AM	0	64	19	83	0	0	0	0	89	144	0	233	316
07:30 AM	0	107	18	125	4	0	1	5	111	181	2	294	424
07:45 AM	0	115	41	156	0	0	1	1	95	177	0	272	429
Total	0	348	101	449	4	0	2	6	362	610	2	974	1429
08:00 AM	0	112	23	135	0	0	1	1	107	161	0	268	404
08:15 AM	0	112	29	141	0	0	0	0	93	163	0	256	397
08:30 AM	0	68	24	92	0	0	2	2	90	147	1	238	332
08:45 AM	1	100	18	119	0	0	0	0	78	157	0	235	354
Total	1	392	94	487	0	0	3	3	368	628	1	997	1487
09:00 AM	0	87	15	102	1	0	2	3	56	101	1	158	263
09:15 AM	0	88	13	101	0	0	0	0	56	81	0	137	238
*** BREAK ***													
Total	0	175	28	203	1	0	2	3	112	182	1	295	501
*** BREAK ***													
04:00 PM	0	113	58	171	1	0	1	2	75	115	1	191	364
04:15 PM	0	124	44	168	0	0	0	0	82	133	0	215	383
04:30 PM	0	107	49	156	0	0	0	0	95	127	0	222	378
04:45 PM	0	103	37	140	1	0	0	1	70	130	1	201	342
Total	0	447	188	635	2	0	1	3	322	505	2	829	1467
05:00 PM	1	123	43	167	0	0	0	0	84	133	0	217	384
05:15 PM	1	139	28	168	0	0	1	1	77	149	0	226	395
05:30 PM	0	135	30	165	0	0	0	0	70	149	0	219	384
05:45 PM	1	112	26	139	0	0	0	0	84	132	1	217	356
Total	3	509	127	639	0	0	1	1	315	563	1	879	1519
06:00 PM	0	125	27	152	0	0	1	1	67	137	1	205	358
06:15 PM	0	109	26	135	0	0	0	0	57	130	1	188	323
06:30 PM	1	99	17	117	1	0	0	1	49	121	1	171	289
06:45 PM	0	104	16	120	1	0	1	2	39	121	0	160	282
Total	1	437	86	524	2	0	2	4	212	509	3	724	1252
Grand Total	5	2394	648	3047	10	0	12	22	1768	3132	11	4911	7980
Apprch %	0.2	78.6	21.3		45.5	0	54.5		36	63.8	0.2		
Total %	0.1	30	8.1	38.2	0.1	0	0.2	0.3	22.2	39.2	0.1	61.5	
Passenger Vehicles	5	2376	638	3019	10	0	12	22	1725	3108	11	4844	7885
% Passenger Vehicles	100	99.2	98.5	99.1	100	0	100	100	97.6	99.2	100	98.6	98.8
Heavy Vehicles	0	18	10	28	0	0	0	0	42	24	0	66	94
% Heavy Vehicles	0	0.8	1.5	0.9	0	0	0	0	2.4	0.8	0	1.3	1.2
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0.1	0	0	0	0

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	107	18	125	4	0	1	5	111	181	2	294	424
07:45 AM	0	115	41	156	0	0	1	1	95	177	0	272	429
08:00 AM	0	112	23	135	0	0	1	1	107	161	0	268	404
08:15 AM	0	112	29	141	0	0	0	0	93	163	0	256	397
Total Volume	0	446	111	557	4	0	3	7	406	682	2	1090	1654
% App. Total	0	80.1	19.9		57.1	0	42.9		37.2	62.6	0.2		
PHF	.000	.970	.677	.893	.250	.000	.750	.350	.914	.942	.250	.927	.964
Passenger Vehicles	0	446	109	555	4	0	3	7	397	675	2	1074	1636

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

% Passenger Vehicles	0	100	98.2	99.6	100	0	100	100	97.8	99.0	100	98.5	98.9
Heavy Vehicles	0	0	2	2	0	0	0	0	9	7	0	16	18
% Heavy Vehicles	0	0	1.8	0.4	0	0	0	0	2.2	1.0	0	1.5	1.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM			
+0 mins.	0	107	18	125	0	0	0	0	111	181	2	294
+15 mins.	0	115	41	156	4	0	1	5	95	177	0	272
+30 mins.	0	112	23	135	0	0	1	1	107	161	0	268
+45 mins.	0	112	29	141	0	0	1	1	93	163	0	256
Total Volume	0	446	111	557	4	0	3	7	406	682	2	1090
% App. Total	0	80.1	19.9		57.1	0	42.9		37.2	62.6	0.2	
PHF	.000	.970	.677	.893	.250	.000	.750	.350	.914	.942	.250	.927
Passenger Vehicles	0	446	109	555	4	0	3	7	397	675	2	1074
% Passenger Vehicles	0	100	98.2	99.6	100	0	100	100	97.8	99	100	98.5
Heavy Vehicles	0	0	2	2	0	0	0	0	9	7	0	16
% Heavy Vehicles	0	0	1.8	0.4	0	0	0	0	2.2	1	0	1.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	123	43	167	0	0	0	0	84	133	0	217	384
05:15 PM	1	139	28	168	0	0	1	1	77	149	0	226	395
05:30 PM	0	135	30	165	0	0	0	0	70	149	0	219	384
05:45 PM	1	112	26	139	0	0	0	0	84	132	1	217	356
Total Volume	3	509	127	639	0	0	1	1	315	563	1	879	1519
% App. Total	0.5	79.7	19.9		0	0	100		35.8	64.1	0.1		
PHF	.750	.915	.738	.951	.000	.000	.250	.250	.938	.945	.250	.972	.961
Passenger Vehicles	3	508	126	637	0	0	1	1	307	561	1	869	1507
% Passenger Vehicles	100	99.8	99.2	99.7	0	0	100	100	97.5	99.6	100	98.9	99.2
Heavy Vehicles	0	1	1	2	0	0	0	0	7	2	0	9	11
% Heavy Vehicles	0	0.2	0.8	0.3	0	0	0	0	2.2	0.4	0	1.0	0.7
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0.3	0	0	0.1	0.1

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				06:00 PM				05:00 PM			
+0 mins.	0	103	37	140	0	0	1	1	84	133	0	217
+15 mins.	1	123	43	167	0	0	0	0	77	149	0	226
+30 mins.	1	139	28	168	1	0	0	1	70	149	0	219
+45 mins.	0	135	30	165	1	0	1	2	84	132	1	217
Total Volume	2	500	138	640	2	0	2	4	315	563	1	879
% App. Total	0.3	78.1	21.6		50	0	50		35.8	64.1	0.1	
PHF	.500	.899	.802	.952	.500	.000	.500	.500	.938	.945	.250	.972
Passenger Vehicles	2	498	137	637	2	0	2	4	307	561	1	869
% Passenger Vehicles	100	99.6	99.3	99.5	100	0	100	100	97.5	99.6	100	98.9
Heavy Vehicles	0	2	1	3	0	0	0	0	7	2	0	9
% Heavy Vehicles	0	0.4	0.7	0.5	0	0	0	0	2.2	0.4	0	1
UTurns	0	0	0	0	0	0	0	0	1	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0.3	0	0	0.1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonEBOonRamp
 Site Code : 00000000
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	38	8	46	1	0	1	2	42	56	0	98	146
06:45 AM	0	46	16	62	0	0	0	0	34	77	1	112	174
Total	0	84	24	108	1	0	1	2	76	133	1	210	320
07:00 AM	0	62	23	85	0	0	0	0	66	108	0	174	259
07:15 AM	0	64	19	83	0	0	0	0	87	144	0	231	314
07:30 AM	0	107	18	125	4	0	1	5	109	180	2	291	421
07:45 AM	0	115	39	154	0	0	1	1	92	174	0	266	421
Total	0	348	99	447	4	0	2	6	354	606	2	962	1415
08:00 AM	0	112	23	135	0	0	1	1	103	160	0	263	399
08:15 AM	0	112	29	141	0	0	0	0	93	161	0	254	395
08:30 AM	0	68	24	92	0	0	2	2	87	146	1	234	328
08:45 AM	1	98	16	115	0	0	0	0	77	156	0	233	348
Total	1	390	92	483	0	0	3	3	360	623	1	984	1470
09:00 AM	0	86	15	101	1	0	2	3	56	99	1	156	260
09:15 AM	0	86	12	98	0	0	0	0	52	78	0	130	228
*** BREAK ***													
Total	0	172	27	199	1	0	2	3	108	177	1	286	488
*** BREAK ***													
04:00 PM	0	112	57	169	1	0	1	2	74	115	1	190	361
04:15 PM	0	123	44	167	0	0	0	0	77	131	0	208	375
04:30 PM	0	102	48	150	0	0	0	0	94	126	0	220	370
04:45 PM	0	102	36	138	1	0	0	1	68	130	1	199	338
Total	0	439	185	624	2	0	1	3	313	502	2	817	1444
05:00 PM	1	123	43	167	0	0	0	0	83	131	0	214	381
05:15 PM	1	138	28	167	0	0	1	1	75	149	0	224	392
05:30 PM	0	135	30	165	0	0	0	0	67	149	0	216	381
05:45 PM	1	112	25	138	0	0	0	0	82	132	1	215	353
Total	3	508	126	637	0	0	1	1	307	561	1	869	1507
06:00 PM	0	124	27	151	0	0	1	1	67	136	1	204	356
06:15 PM	0	109	25	134	0	0	0	0	55	129	1	185	319
06:30 PM	1	98	17	116	1	0	0	1	49	121	1	171	288
06:45 PM	0	104	16	120	1	0	1	2	36	120	0	156	278
Total	1	435	85	521	2	0	2	4	207	506	3	716	1241
Grand Total	5	2376	638	3019	10	0	12	22	1725	3108	11	4844	7885
Apprch %	0.2	78.7	21.1		45.5	0	54.5		35.6	64.2	0.2		
Total %	0.1	30.1	8.1	38.3	0.1	0	0.2	0.3	21.9	39.4	0.1	61.4	

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	107	18	125	4	0	1	5	109	180	2	291	421
07:45 AM	0	115	39	154	0	0	1	1	92	174	0	266	421
08:00 AM	0	112	23	135	0	0	1	1	103	160	0	263	399
08:15 AM	0	112	29	141	0	0	0	0	93	161	0	254	395
Total Volume	0	446	109	555	4	0	3	7	397	675	2	1074	1636
% App. Total	0	80.4	19.6		57.1	0	42.9		37	62.8	0.2		
PHF	.000	.970	.699	.901	.250	.000	.750	.350	.911	.938	.250	.923	.971

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonEBOonRamp
 Site Code : 00000000
 Start Date : 5/21/2019
 Page No : 2

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM			
+0 mins.	0	107	18	125	0	0	0	0	109	180	2	291
+15 mins.	0	115	39	154	4	0	1	5	92	174	0	266
+30 mins.	0	112	23	135	0	0	1	1	103	160	0	263
+45 mins.	0	112	29	141	0	0	1	1	93	161	0	254
Total Volume	0	446	109	555	4	0	3	7	397	675	2	1074
% App. Total	0	80.4	19.6		57.1	0	42.9		37	62.8	0.2	
PHF	.000	.970	.699	.901	.250	.000	.750	.350	.911	.938	.250	.923

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	123	43	167	0	0	0	0	83	131	0	214	381
05:15 PM	1	138	28	167	0	0	1	1	75	149	0	224	392
05:30 PM	0	135	30	165	0	0	0	0	67	149	0	216	381
05:45 PM	1	112	25	138	0	0	0	0	82	132	1	215	353
Total Volume	3	508	126	637	0	0	1	1	307	561	1	869	1507
% App. Total	0.5	79.7	19.8		0	0	100		35.3	64.6	0.1		
PHF	.750	.920	.733	.954	.000	.000	.250	.250	.925	.941	.250	.970	.961

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				06:00 PM				05:00 PM			
+0 mins.	0	102	36	138	0	0	1	1	83	131	0	214
+15 mins.	1	123	43	167	0	0	0	0	75	149	0	224
+30 mins.	1	138	28	167	1	0	0	1	67	149	0	216
+45 mins.	0	135	30	165	1	0	1	2	82	132	1	215
Total Volume	2	498	137	637	2	0	2	4	307	561	1	869
% App. Total	0.3	78.2	21.5		50	0	50		35.3	64.6	0.1	
PHF	.500	.902	.797	.954	.500	.000	.500	.500	.925	.941	.250	.970

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonEBOonRamp
 Site Code : 00000000
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
06:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:45 AM	0	2	0	2	0	0	0	0	0	1	0	0	1	3
Total	0	2	0	2	0	0	0	0	0	1	2	0	3	5
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	3	3
07:45 AM	0	0	2	2	0	0	0	0	0	3	3	0	6	8
Total	0	0	2	2	0	0	0	0	0	8	4	0	12	14
08:00 AM	0	0	0	0	0	0	0	0	0	4	1	0	5	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	3	1	0	4	4
08:45 AM	0	2	2	4	0	0	0	0	0	1	1	0	2	6
Total	0	2	2	4	0	0	0	0	0	8	5	0	13	17
09:00 AM	0	1	0	1	0	0	0	0	0	0	2	0	2	3
09:15 AM	0	2	1	3	0	0	0	0	0	4	3	0	7	10
*** BREAK ***														
Total	0	3	1	4	0	0	0	0	0	4	5	0	9	13
*** BREAK ***														
04:00 PM	0	1	1	2	0	0	0	0	0	1	0	0	1	3
04:15 PM	0	1	0	1	0	0	0	0	0	5	2	0	7	8
04:30 PM	0	5	1	6	0	0	0	0	0	1	1	0	2	8
04:45 PM	0	1	1	2	0	0	0	0	0	2	0	0	2	4
Total	0	8	3	11	0	0	0	0	0	9	3	0	12	23
05:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	3	3
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:45 PM	0	0	1	1	0	0	0	0	0	2	0	0	2	3
Total	0	1	1	2	0	0	0	0	0	7	2	0	9	11
06:00 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	2
06:15 PM	0	0	1	1	0	0	0	0	0	2	1	0	3	4
06:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Total	0	2	1	3	0	0	0	0	0	5	3	0	8	11
Grand Total	0	18	10	28	0	0	0	0	0	42	24	0	66	94
Apprch %	0	64.3	35.7		0	0	0			63.6	36.4	0		
Total %	0	19.1	10.6	29.8	0	0	0			44.7	25.5	0	70.2	

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
08:30 AM	0	0	0	0	0	0	0	0	0	3	1	0	4	4
08:45 AM	0	2	2	4	0	0	0	0	0	1	1	0	2	6
09:00 AM	0	1	0	1	0	0	0	0	0	0	2	0	2	3
09:15 AM	0	2	1	3	0	0	0	0	0	4	3	0	7	10
Total Volume	0	5	3	8	0	0	0	0	0	8	7	0	15	23
% App. Total	0	62.5	37.5		0	0	0			53.3	46.7	0		
PHF	.000	.625	.375	.500	.000	.000	.000	.000	.000	.500	.583	.000	.536	.575

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonEBOonRamp
 Site Code : 00000000
 Start Date : 5/21/2019
 Page No : 2

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				06:30 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	3	3	0	6
+15 mins.	0	2	2	4	0	0	0	0	4	1	0	5
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	2	1	3	0	0	0	0	3	1	0	4
Total Volume	0	5	3	8	0	0	0	0	10	7	0	17
% App. Total	0	62.5	37.5		0	0	0		58.8	41.2	0	
PHF	.000	.625	.375	.500	.000	.000	.000	.000	.625	.583	.000	.708

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	1	2	0	0	0	0	1	0	0	1	3
04:15 PM	0	1	0	1	0	0	0	0	5	2	0	7	8
04:30 PM	0	5	1	6	0	0	0	0	1	1	0	2	8
04:45 PM	0	1	1	2	0	0	0	0	2	0	0	2	4
Total Volume	0	8	3	11	0	0	0	0	9	3	0	12	23
% App. Total	0	72.7	27.3		0	0	0		75	25	0		
PHF	.000	.400	.750	.458	.000	.000	.000	.000	.450	.375	.000	.429	.719

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	1	1	2	0	0	0	0	5	2	0	7
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2
+30 mins.	0	5	1	6	0	0	0	0	2	0	0	2
+45 mins.	0	1	1	2	0	0	0	0	1	2	0	3
Total Volume	0	8	3	11	0	0	0	0	9	5	0	14
% App. Total	0	72.7	27.3		0	0	0		64.3	35.7	0	
PHF	.000	.400	.750	.458	.000	.000	.000	.000	.450	.625	.000	.500

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&SelmonEBOonRamp
 Site Code : 00000000
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- UTurns

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	BAY TO BAY BOULEVARD Westbound				DRIVEWAY Northbound				BAY TO BAY BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:30 AM													
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

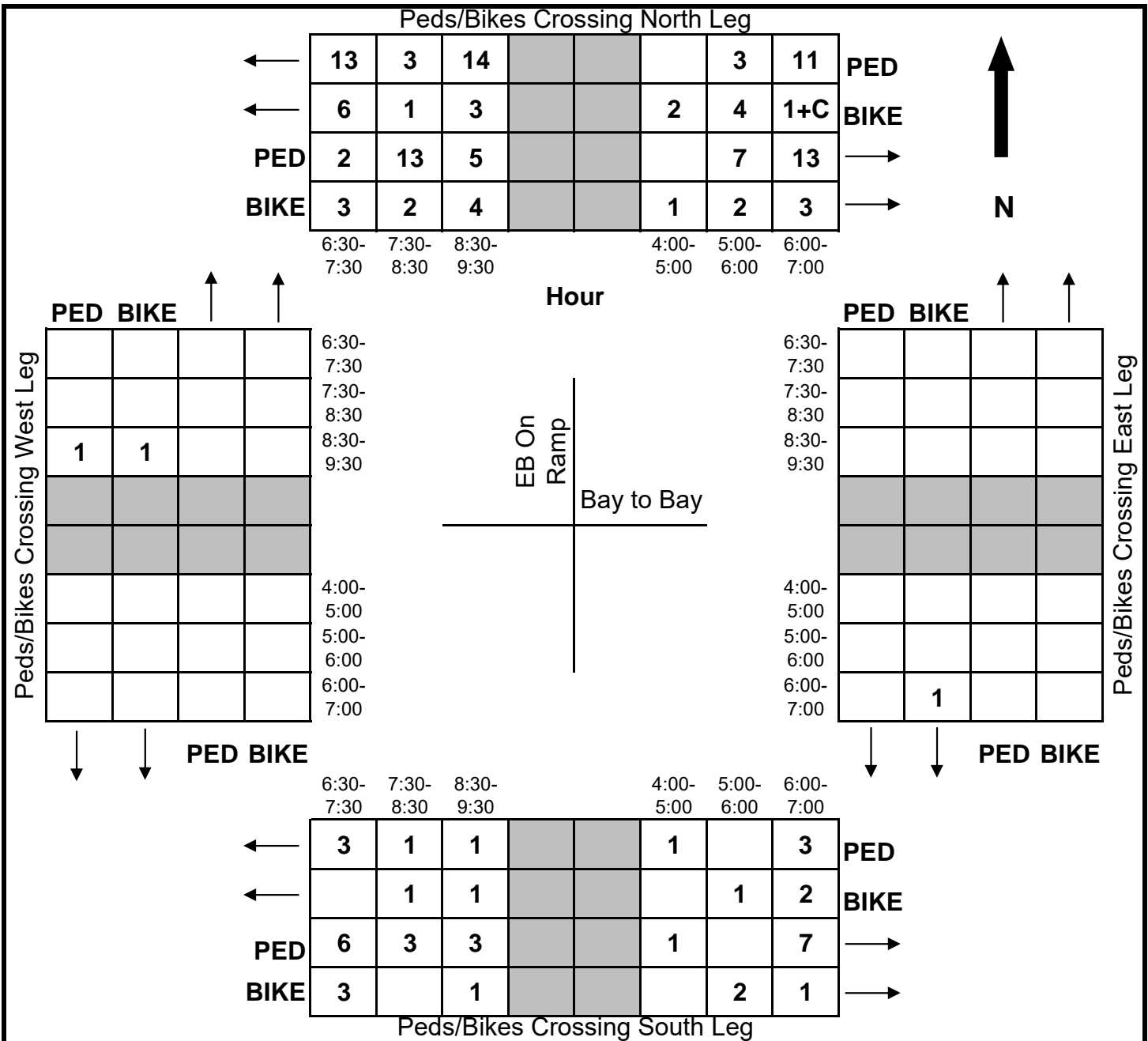
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Bay to Bay Boulevard at Selmon Expressway EB On Ramp

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	283	31	0	314	11	129	0	0	140	21	0	8	20	49	503
06:45 AM	0	229	26	1	256	30	180	0	0	210	32	0	17	13	62	528
Total	0	512	57	1	570	41	309	0	0	350	53	0	25	33	111	1031
07:00 AM	0	250	24	5	279	39	189	0	0	228	39	0	14	36	89	596
07:15 AM	0	256	39	5	300	29	270	0	0	299	63	0	21	27	111	710
07:30 AM	0	230	45	6	281	55	384	0	0	439	71	0	36	29	136	856
07:45 AM	0	283	54	5	342	57	335	0	0	392	73	0	28	34	135	869
Total	0	1019	162	21	1202	180	1178	0	0	1358	246	0	99	126	471	3031
08:00 AM	0	182	48	12	242	41	290	0	0	331	74	0	16	20	110	683
08:15 AM	0	165	52	8	225	49	304	0	0	353	64	0	13	19	96	674
08:30 AM	0	144	31	2	177	27	280	0	0	307	70	0	18	20	108	592
08:45 AM	0	176	58	4	238	38	247	0	0	285	60	0	14	16	90	613
Total	0	667	189	26	882	155	1121	0	0	1276	268	0	61	75	404	2562
09:00 AM	0	182	31	3	216	31	187	0	0	218	48	0	12	10	70	504
09:15 AM	0	168	46	4	218	26	167	0	0	193	35	0	20	3	58	469
*** BREAK ***																
Total	0	350	77	7	434	57	354	0	0	411	83	0	32	13	128	973
*** BREAK ***																
04:00 PM	0	257	57	3	317	70	307	0	0	377	34	0	16	11	61	755
04:15 PM	0	274	63	1	338	62	368	0	0	430	58	0	29	17	104	872
04:30 PM	1	284	63	2	350	59	378	0	0	437	57	0	23	20	100	887
04:45 PM	0	298	59	7	364	46	326	0	0	372	60	0	34	8	102	838
Total	1	1113	242	13	1369	237	1379	0	0	1616	209	0	102	56	367	3352
05:00 PM	0	276	58	2	336	56	324	0	0	380	58	0	21	20	99	815
05:15 PM	0	380	81	2	463	26	258	0	0	284	53	0	28	16	97	844
05:30 PM	0	324	64	9	397	47	249	0	0	296	70	0	30	18	118	811
05:45 PM	0	358	62	6	426	37	249	0	0	286	55	0	30	7	92	804
Total	0	1338	265	19	1622	166	1080	0	0	1246	236	0	109	61	406	3274
06:00 PM	0	279	60	2	341	32	199	0	0	231	61	0	39	11	111	683
06:15 PM	0	252	58	5	315	38	256	0	0	294	50	0	35	10	95	704
06:30 PM	0	215	52	0	267	22	158	0	0	180	50	0	25	10	85	532
06:45 PM	0	192	53	7	252	32	164	0	0	196	57	0	27	8	92	540
Total	0	938	223	14	1175	124	777	0	0	901	218	0	126	39	383	2459
Grand Total	1	5937	1215	101	7254	960	6198	0	0	7158	1313	0	554	403	2270	16682
Apprch %	0	81.8	16.7	1.4		13.4	86.6	0	0		57.8	0	24.4	17.8		
Total %	0	35.6	7.3	0.6	43.5	5.8	37.2	0	0	42.9	7.9	0	3.3	2.4	13.6	
Passenger Vehicles	0	5917	1210	98	7225	949	6179	0	0	7128	1309	0	550	400	2259	16612
% Passenger Vehicles	0	99.7	99.6	97	99.6	98.9	99.7	0	0	99.6	99.7	0	99.3	99.3	99.5	99.6
Heavy Vehicles	0	20	5	3	28	7	19	0	0	26	4	0	4	3	11	65
% Heavy Vehicles	0	0.3	0.4	3	0.4	0.7	0.3	0	0	0.4	0.3	0	0.7	0.7	0.5	0.4
UTurns	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
% UTurns	100	0	0	0	0	0.4	0	0	0	0.1	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:15 AM																
07:15 AM	0	256	39	5	300	29	270	0	0	299	63	0	21	27	111	710
07:30 AM	0	230	45	6	281	55	384	0	0	439	71	0	36	29	136	856
07:45 AM	0	283	54	5	342	57	335	0	0	392	73	0	28	34	135	869
08:00 AM	0	182	48	12	242	41	290	0	0	331	74	0	16	20	110	683
Total Volume	0	951	186	28	1165	182	1279	0	0	1461	281	0	101	110	492	3118
% App. Total	0	81.6	16	2.4		12.5	87.5	0	0		57.1	0	20.5	22.4		
PHF	.000	.840	.861	.583	.852	.798	.833	.000	.000	.832	.949	.000	.701	.809	.904	.897
Passenger Vehicles	0	945	185	28	1158	181	1277	0	0	1458	281	0	100	108	489	3105
% Passenger Vehicles	0	99.4	99.5	100	99.4	99.5	99.8	0	0	99.8	100	0	99.0	98.2	99.4	99.6
Heavy Vehicles	0	6	1	0	7	1	2	0	0	3	0	0	1	2	3	13
% Heavy Vehicles	0	0.6	0.5	0	0.6	0.5	0.2	0	0	0.2	0	0	1.0	1.8	0.6	0.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:15 AM					
+0 mins.	0	250	24	5	279	55	384	0	0	439	63	0	21	27	111	
+15 mins.	0	256	39	5	300	57	335	0	0	392	71	0	36	29	136	
+30 mins.	0	230	45	6	281	41	290	0	0	331	73	0	28	34	135	
+45 mins.	0	283	54	5	342	49	304	0	0	353	74	0	16	20	110	
Total Volume	0	1019	162	21	1202	202	1313	0	0	1515	281	0	101	110	492	
% App. Total	0	84.8	13.5	1.7		13.3	86.7	0	0		57.1	0	20.5	22.4		
PHF	.000	.900	.750	.875	.879	.886	.855	.000	.000	.863	.949	.000	.701	.809	.904	
Passenger Vehicles	0	1014	161	21	1196	201	1311	0	0	1512	281	0	100	108	489	
% Passenger Vehicles	0	99.5	99.4	100	99.5	99.5	99.8	0	0	99.8	100	0	99	98.2	99.4	
Heavy Vehicles	0	5	1	0	6	1	2	0	0	3	0	0	1	2	3	
% Heavy Vehicles	0	0.5	0.6	0	0.5	0.5	0.2	0	0	0.2	0	0	1	1.8	0.6	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	274	63	1	338	62	368	0	0	430	58	0	29	17	104	872
04:30 PM	1	284	63	2	350	59	378	0	0	437	57	0	23	20	100	887
04:45 PM	0	298	59	7	364	46	326	0	0	372	60	0	34	8	102	838
05:00 PM	0	276	58	2	336	56	324	0	0	380	58	0	21	20	99	815
Total Volume	1	1132	243	12	1388	223	1396	0	0	1619	233	0	107	65	405	3412
% App. Total	0.1	81.6	17.5	0.9		13.8	86.2	0	0		57.5	0	26.4	16		
PHF	.250	.950	.964	.429	.953	.899	.923	.000	.000	.926	.971	.000	.787	.813	.974	.962
Passenger Vehicles	0	1127	242	11	1380	222	1392	0	0	1614	231	0	106	64	401	3395
% Passenger Vehicles	0	99.6	99.6	91.7	99.4	99.6	99.7	0	0	99.7	99.1	0	99.1	98.5	99.0	99.5
Heavy Vehicles	0	5	1	1	7	0	4	0	0	4	2	0	1	1	4	15
% Heavy Vehicles	0	0.4	0.4	8.3	0.5	0	0.3	0	0	0.2	0.9	0	0.9	1.5	1.0	0.4
UTurns	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
% UTurns	100	0	0	0	0.1	0.4	0	0	0	0.1	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 3

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					04:15 PM					05:15 PM				
+0 mins.	0	380	81	2	463	62	368	0	0	430	53	0	28	16	97
+15 mins.	0	324	64	9	397	59	378	0	0	437	70	0	30	18	118
+30 mins.	0	358	62	6	426	46	326	0	0	372	55	0	30	7	92
+45 mins.	0	279	60	2	341	56	324	0	0	380	61	0	39	11	111
Total Volume	0	1341	267	19	1627	223	1396	0	0	1619	239	0	127	52	418
% App. Total	0	82.4	16.4	1.2		13.8	86.2	0	0		57.2	0	30.4	12.4	
PHF	.000	.882	.824	.528	.879	.899	.923	.000	.000	.926	.854	.000	.814	.722	.886
Passenger Vehicles	0	1340	266	18	1624	222	1392	0	0	1614	238	0	127	52	417
% Passenger Vehicles	0	99.9	99.6	94.7	99.8	99.6	99.7	0	0	99.7	99.6	0	100	100	99.8
Heavy Vehicles	0	1	1	1	3	0	4	0	0	4	1	0	0	0	1
% Heavy Vehicles	0	0.1	0.4	5.3	0.2	0	0.3	0	0	0.2	0.4	0	0	0	0.2
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
% UTurns	0	0	0	0	0	0.4	0	0	0	0.1	0	0	0	0	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	282	31	0	313	11	129	0	0	140	21	0	7	20	48	501
06:45 AM	0	228	25	1	254	29	179	0	0	208	32	0	17	13	62	524
Total	0	510	56	1	567	40	308	0	0	348	53	0	24	33	110	1025
07:00 AM	0	250	24	5	279	39	188	0	0	227	39	0	14	36	89	595
07:15 AM	0	253	39	5	297	29	270	0	0	299	63	0	21	27	111	707
07:30 AM	0	229	45	6	280	55	384	0	0	439	71	0	36	29	136	855
07:45 AM	0	282	53	5	340	56	334	0	0	390	73	0	28	32	133	863
Total	0	1014	161	21	1196	179	1176	0	0	1355	246	0	99	124	469	3020
08:00 AM	0	181	48	12	241	41	289	0	0	330	74	0	15	20	109	680
08:15 AM	0	165	52	8	225	49	304	0	0	353	64	0	13	19	96	674
08:30 AM	0	144	31	2	177	27	280	0	0	307	70	0	18	20	108	592
08:45 AM	0	175	58	3	236	36	244	0	0	280	60	0	13	16	89	605
Total	0	665	189	25	879	153	1117	0	0	1270	268	0	59	75	402	2551
09:00 AM	0	179	31	3	213	31	186	0	0	217	48	0	12	10	70	500
09:15 AM	0	167	45	4	216	25	164	0	0	189	35	0	20	3	58	463
*** BREAK ***																
Total	0	346	76	7	429	56	350	0	0	406	83	0	32	13	128	963
*** BREAK ***																
04:00 PM	0	257	57	3	317	70	304	0	0	374	34	0	16	11	61	752
04:15 PM	0	272	63	1	336	62	367	0	0	429	58	0	29	16	103	868
04:30 PM	0	282	63	2	347	59	377	0	0	436	57	0	22	20	99	882
04:45 PM	0	298	58	6	362	45	325	0	0	370	60	0	34	8	102	834
Total	0	1109	241	12	1362	236	1373	0	0	1609	209	0	101	55	365	3336
05:00 PM	0	275	58	2	335	56	323	0	0	379	56	0	21	20	97	811
05:15 PM	0	379	80	2	461	26	258	0	0	284	53	0	28	16	97	842
05:30 PM	0	324	64	8	396	47	249	0	0	296	70	0	30	18	118	810
05:45 PM	0	358	62	6	426	35	249	0	0	284	55	0	30	7	92	802
Total	0	1336	264	18	1618	164	1079	0	0	1243	234	0	109	61	404	3265
06:00 PM	0	279	60	2	341	32	199	0	0	231	60	0	39	11	110	682
06:15 PM	0	251	58	5	314	36	256	0	0	292	49	0	35	10	94	700
06:30 PM	0	215	52	0	267	21	158	0	0	179	50	0	25	10	85	531
06:45 PM	0	192	53	7	252	32	163	0	0	195	57	0	27	8	92	539
Total	0	937	223	14	1174	121	776	0	0	897	216	0	126	39	381	2452
Grand Total	0	5917	1210	98	7225	949	6179	0	0	7128	1309	0	550	400	2259	16612
Apprch %	0	81.9	16.7	1.4		13.3	86.7	0	0		57.9	0	24.3	17.7		
Total %	0	35.6	7.3	0.6	43.5	5.7	37.2	0	0	42.9	7.9	0	3.3	2.4	13.6	

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:15 AM	0	253	39	5	297	29	270	0	0	299	63	0	21	27	111	707
07:30 AM	0	229	45	6	280	55	384	0	0	439	71	0	36	29	136	855
07:45 AM	0	282	53	5	340	56	334	0	0	390	73	0	28	32	133	863
08:00 AM	0	181	48	12	241	41	289	0	0	330	74	0	15	20	109	680
Total Volume	0	945	185	28	1158	181	1277	0	0	1458	281	0	100	108	489	3105
% App. Total	0	81.6	16	2.4		12.4	87.6	0	0		57.5	0	20.4	22.1		
PHF	.000	.838	.873	.583	.851	.808	.831	.000	.000	.830	.949	.000	.694	.844	.899	.899

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:15 AM				
+0 mins.	0	250	24	5	279	55	384	0	0	439	63	0	21	27	111
+15 mins.	0	253	39	5	297	56	334	0	0	390	71	0	36	29	136
+30 mins.	0	229	45	6	280	41	289	0	0	330	73	0	28	32	133
+45 mins.	0	282	53	5	340	49	304	0	0	353	74	0	15	20	109
Total Volume	0	1014	161	21	1196	201	1311	0	0	1512	281	0	100	108	489
% App. Total	0	84.8	13.5	1.8		13.3	86.7	0	0		57.5	0	20.4	22.1	
PHF	.000	.899	.759	.875	.879	.897	.854	.000	.000	.861	.949	.000	.694	.844	.899

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	272	63	1	336	62	367	0	0	429	58	0	29	16	103	868
04:30 PM	0	282	63	2	347	59	377	0	0	436	57	0	22	20	99	882
04:45 PM	0	298	58	6	362	45	325	0	0	370	60	0	34	8	102	834
05:00 PM	0	275	58	2	335	56	323	0	0	379	56	0	21	20	97	811
Total Volume	0	1127	242	11	1380	222	1392	0	0	1614	231	0	106	64	401	3395
% App. Total	0	81.7	17.5	0.8		13.8	86.2	0	0		57.6	0	26.4	16		
PHF	.000	.945	.960	.458	.953	.895	.923	.000	.000	.925	.963	.000	.779	.800	.973	.962

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					04:15 PM					05:15 PM				
+0 mins.	0	379	80	2	461	62	367	0	0	429	53	0	28	16	97
+15 mins.	0	324	64	8	396	59	377	0	0	436	70	0	30	18	118
+30 mins.	0	358	62	6	426	45	325	0	0	370	55	0	30	7	92
+45 mins.	0	279	60	2	341	56	323	0	0	379	60	0	39	11	110
Total Volume	0	1340	266	18	1624	222	1392	0	0	1614	238	0	127	52	417
% App. Total	0	82.5	16.4	1.1		13.8	86.2	0	0		57.1	0	30.5	12.5	
PHF	.000	.884	.831	.563	.881	.895	.923	.000	.000	.925	.850	.000	.814	.722	.883

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
06:45 AM	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	4
Total	0	2	1	0	3	1	1	0	0	2	0	0	1	0	1	6
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	2	1	1	0	0	2	0	0	0	2	2	6
Total	0	5	1	0	6	1	2	0	0	3	0	0	0	2	2	11
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3
*** BREAK ***																
08:45 AM	0	1	0	1	2	2	3	0	0	5	0	0	1	0	1	8
Total	0	2	0	1	3	2	4	0	0	6	0	0	2	0	2	11
09:00 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
09:15 AM	0	1	1	0	2	1	3	0	0	4	0	0	0	0	0	6
*** BREAK ***																
Total	0	4	1	0	5	1	4	0	0	5	0	0	0	0	0	10
*** BREAK ***																
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	1	1	4
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	4
04:45 PM	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	1	1	6	0	6	0	0	6	0	0	1	1	2	14
05:00 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	4
05:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	2	1	1	4	1	1	0	0	2	2	0	0	0	2	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 PM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
*** BREAK ***																
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	1	1	0	0	2	2	0	0	0	2	5
Grand Total	0	20	5	3	28	7	19	0	0	26	4	0	4	3	11	65
Apprch %	0	71.4	17.9	10.7		26.9	73.1	0	0		36.4	0	36.4	27.3		
Total %	0	30.8	7.7	4.6	43.1	10.8	29.2	0	0	40	6.2	0	6.2	4.6	16.9	

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:30 AM																
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	2	2	3	0	0	5	0	0	1	0	1	8
09:00 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
09:15 AM	0	1	1	0	2	1	3	0	0	4	0	0	0	0	0	6
Total Volume	0	5	1	1	7	3	7	0	0	10	0	0	1	0	1	18
% App. Total	0	71.4	14.3	14.3		30	70	0	0		0	0	100	0		
PHF	.000	.417	.250	.250	.583	.375	.583	.000	.000	.500	.000	.000	.250	.000	.250	.563

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					08:30 AM					07:15 AM						
+0 mins.	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	0	1	2	3	0	0	5	0	0	0	0	0	0	
+30 mins.	0	1	1	0	2	0	1	0	0	1	0	0	0	2	2		
+45 mins.	0	1	0	0	1	1	3	0	0	4	0	0	1	0	1		
Total Volume	0	6	1	0	7	3	7	0	0	10	0	0	1	2	3		
% App. Total	0	85.7	14.3	0		30	70	0	0		0	0	33.3	66.7			
PHF	.000	.500	.250	.000	.583	.375	.583	.000	.000	.500	.000	.000	.250	.250	.375		

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

	04:15 PM					04:30 PM					04:45 PM					05:00 PM					
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	1	1			4			
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1			4			
04:45 PM	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0			3			
05:00 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2			4			
Total Volume	0	5	1	1	7	0	4	0	0	4	2	0	1	1	4			15			
% App. Total	0	71.4	14.3	14.3		0	100	0	0		50	0	25	25							
PHF	.000	.625	.250	.250	.875	.000	1.00	.000	.000	1.00	.250	.000	.250	.250	.500			.938			

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:15 PM						
+0 mins.	0	2	0	0	2	0	3	0	0	3	0	0	0	1	1		
+15 mins.	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1		
+30 mins.	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0		
+45 mins.	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2		
Total Volume	0	5	1	1	7	0	6	0	0	6	2	0	1	1	4		
% App. Total	0	71.4	14.3	14.3		0	100	0	0		50	0	25	25			
PHF	.000	.625	.250	.250	.875	.000	.500	.000	.000	.500	.250	.000	.250	.250	.500		

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BaytoBay&Bayshore
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BAYSHORE BOULEVARD Southbound					BAYSHORE BOULEVARD Northbound					BAY TO BAY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:45 PM					04:00 PM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total Volume	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0	
PHF	.250	.000	.000	.000	.250	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

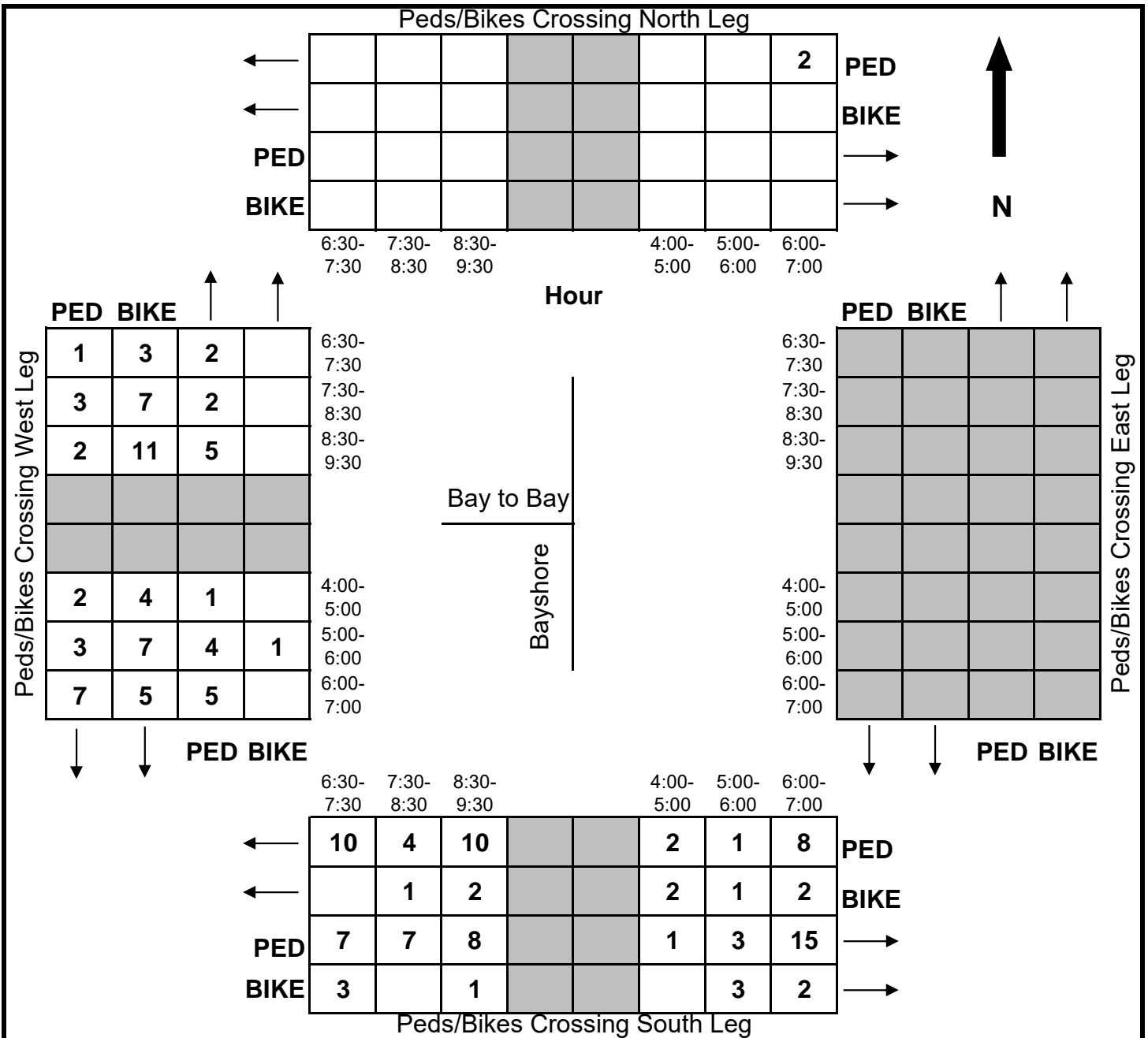
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Bay to Bay Boulevard at Bayshore Boulevard

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM					04:30 PM					05:00 PM				
+0 mins.	78	37	0	115	0	46	26	0	72	25	21	5	0	51	12	329	10	0	351
+15 mins.	91	37	0	128	0	35	27	8	70	37	32	5	1	75	4	304	11	0	319
+30 mins.	85	33	0	118	0	29	17	3	49	19	28	2	0	49	4	328	9	0	341
+45 mins.	87	27	0	114	0	31	42	0	73	26	40	9	0	75	3	293	7	0	303
Total Volume	341	134	0	475	0	141	112	11	264	107	121	21	1	250	23	1254	37	0	1314
% App. Total	71.8	28.2	0		0	53.4	42.4	4.2		42.8	48.4	8.4	0.4		1.8	95.4	2.8	0	
PHF	.937	.905	.000	.928	.000	.766	.667	.344	.904	.723	.756	.583	.250	.833	.479	.953	.841	.000	.936
Passenger Vehicles %	337	134	0	471	0	140	110	11	261	107	121	21	1	250	23	1235	37	0	1295
Passenger Vehicles %	98.8	100	0	99.2	0	99.3	98.2	100	98.9	100	100	100	100	100	100	98.5	100	0	98.6
Heavy Vehicles	4	0	0	4	0	1	2	0	3	0	0	0	0	0	0	19	0	0	19
% Heavy Vehicles	1.2	0	0	0.8	0	0.7	1.8	0	1.1	0	0	0	0	0	0	1.5	0	0	1.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Platt
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	WILLOW AVENUE Southbound				WILLOW AVENUE Northbound					SELMON EXPWY OFF RAMP Northeastbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	
06:30 AM	9	10	0	19	0	12	11	0	23	5	17	0	0	22	3	107	6	0	116	180
06:45 AM	20	25	0	45	0	13	8	7	28	15	22	6	0	43	3	127	9	0	139	255
Total	29	35	0	64	0	25	19	7	51	20	39	6	0	65	6	234	15	0	255	435
07:00 AM	16	21	0	37	0	18	15	0	33	13	27	7	0	47	4	139	8	0	151	268
07:15 AM	28	16	0	44	0	21	11	4	36	17	36	6	0	59	4	181	5	0	190	329
07:30 AM	29	26	0	55	0	51	21	1	73	33	67	8	1	109	7	164	4	0	175	412
07:45 AM	20	18	0	38	0	31	23	1	55	45	61	9	0	115	6	230	4	0	240	448
Total	93	81	0	174	0	121	70	6	197	108	191	30	1	330	21	714	21	0	756	1457
08:00 AM	28	30	0	58	0	36	28	4	68	41	49	8	0	98	5	209	9	0	223	447
08:15 AM	23	29	0	52	0	31	10	7	48	52	43	8	0	103	4	243	4	0	251	454
08:30 AM	30	19	0	49	0	34	18	3	55	45	43	5	0	93	4	233	10	0	247	444
08:45 AM	24	31	0	55	0	33	21	6	60	35	54	6	1	96	8	212	13	0	233	444
Total	105	109	0	214	0	134	77	20	231	173	189	27	1	390	21	897	36	0	954	1789
09:00 AM	35	30	0	65	0	30	19	5	54	25	16	12	0	53	7	187	17	0	211	383
09:15 AM	29	34	0	63	0	21	8	4	33	17	17	8	0	42	9	199	9	0	217	355
*** BREAK ***																				
Total	64	64	0	128	0	51	27	9	87	42	33	20	0	95	16	386	26	0	428	738
*** BREAK ***																				
04:00 PM	75	30	0	105	0	34	21	2	57	15	19	6	0	40	6	261	8	0	275	477
04:15 PM	81	39	0	120	0	46	25	0	71	23	26	7	0	56	3	307	14	0	324	571
04:30 PM	80	27	0	107	0	35	26	8	69	25	21	5	0	51	4	251	14	0	269	496
04:45 PM	76	37	0	113	0	28	17	3	48	37	32	5	1	75	6	258	14	0	278	514
Total	312	133	0	445	0	143	89	13	245	100	98	23	1	222	19	1077	50	0	1146	2058
05:00 PM	90	37	0	127	0	31	42	0	73	19	28	2	0	49	12	323	10	0	345	594
05:15 PM	84	33	0	117	0	29	25	7	61	26	40	9	0	75	4	297	11	0	312	565
05:30 PM	87	27	0	114	0	26	23	3	52	17	21	7	1	46	4	325	9	0	338	550
05:45 PM	74	39	0	113	0	23	22	1	46	18	26	8	0	52	3	290	7	0	300	511
Total	335	136	0	471	0	109	112	11	232	80	115	26	1	222	23	1235	37	0	1295	2220
06:00 PM	74	21	0	95	0	24	26	1	51	15	28	8	0	51	11	288	16	0	315	512
06:15 PM	49	32	0	81	0	24	16	3	43	18	20	2	1	41	9	182	12	0	203	368
06:30 PM	50	31	0	81	0	22	18	2	42	10	14	7	0	31	10	222	11	0	243	397
06:45 PM	48	20	0	68	0	12	11	2	25	17	29	6	1	53	2	209	16	0	227	373
Total	221	104	0	325	0	82	71	8	161	60	91	23	2	176	32	901	55	0	988	1650
Grand Total	1159	662	0	1821	0	665	465	74	1204	583	756	155	6	1500	138	5444	240	0	5822	10347
Apprch %	63.6	36.4	0		0	55.2	38.6	6.1		38.9	50.4	10.3	0.4		2.4	93.5	4.1	0		
Total %	11.2	6.4	0	17.6	0	6.4	4.5	0.7	11.6	5.6	7.3	1.5	0.1	14.5	1.3	52.6	2.3	0	56.3	

Start Time	WILLOW AVENUE Southbound				WILLOW AVENUE Northbound					SELMON EXPWY OFF RAMP Northeastbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:45 AM																				
07:45 AM	20	18	0	38	0	31	23	1	55	45	61	9	0	115	6	230	4	0	240	448
08:00 AM	28	30	0	58	0	36	28	4	68	41	49	8	0	98	5	209	9	0	223	447
08:15 AM	23	29	0	52	0	31	10	7	48	52	43	8	0	103	4	243	4	0	251	454
08:30 AM	30	19	0	49	0	34	18	3	55	45	43	5	0	93	4	233	10	0	247	444
Total Volume	101	96	0	197	0	132	79	15	226	183	196	30	0	409	19	915	27	0	961	1793
% App. Total	51.3	48.7	0		0	58.4	35	6.6		44.7	47.9	7.3	0		2	95.2	2.8	0		
PHF	.842	.800	.000	.849	.000	.917	.705	.536	.831	.880	.803	.833	.000	.889	.792	.941	.675	.000	.957	.987

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Platt
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	WILLOW AVENUE Southbound				WILLOW AVENUE Northbound					SELMON EXPWY OFF RAMP Northeastbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				07:30 AM					07:30 AM					07:45 AM				
+0 mins.	30	19	0	49	0	51	21	1	73	33	67	8	1	109	6	230	4	0	240
+15 mins.	24	31	0	55	0	31	23	1	55	45	61	9	0	115	5	209	9	0	223
+30 mins.	35	30	0	65	0	36	28	4	68	41	49	8	0	98	4	243	4	0	251
+45 mins.	29	34	0	63	0	31	10	7	48	52	43	8	0	103	4	233	10	0	247
Total Volume	118	114	0	232	0	149	82	13	244	171	220	33	1	425	19	915	27	0	961
% App. Total	50.9	49.1	0		0	61.1	33.6	5.3		40.2	51.8	7.8	0.2		2	95.2	2.8	0	
PHF	.843	.838	.000	.892	.000	.730	.732	.464	.836	.822	.821	.917	.250	.924	.792	.941	.675	.000	.957

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	76	37	0	113	0	28	17	3	48	37	32	5	1	75	6	258	14	0	278	514
05:00 PM	90	37	0	127	0	31	42	0	73	19	28	2	0	49	12	323	10	0	345	594
05:15 PM	84	33	0	117	0	29	25	7	61	26	40	9	0	75	4	297	11	0	312	565
05:30 PM	87	27	0	114	0	26	23	3	52	17	21	7	1	46	4	325	9	0	338	550
Total Volume	337	134	0	471	0	114	107	13	234	99	121	23	2	245	26	1203	44	0	1273	2223
% App. Total	71.5	28.5	0		0	48.7	45.7	5.6		40.4	49.4	9.4	0.8		2	94.5	3.5	0		
PHF	.936	.905	.000	.927	.000	.919	.637	.464	.801	.669	.756	.639	.500	.817	.542	.925	.786	.000	.922	.936

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM					04:30 PM					05:00 PM				
+0 mins.	76	37	0	113	0	46	25	0	71	25	21	5	0	51	12	323	10	0	345
+15 mins.	90	37	0	127	0	35	26	8	69	37	32	5	1	75	4	297	11	0	312
+30 mins.	84	33	0	117	0	28	17	3	48	19	28	2	0	49	4	325	9	0	338
+45 mins.	87	27	0	114	0	31	42	0	73	26	40	9	0	75	3	290	7	0	300
Total Volume	337	134	0	471	0	140	110	11	261	107	121	21	1	250	23	1235	37	0	1295
% App. Total	71.5	28.5	0		0	53.6	42.1	4.2		42.8	48.4	8.4	0.4		1.8	95.4	2.9	0	
PHF	.936	.905	.000	.927	.000	.761	.655	.344	.894	.723	.756	.583	.250	.833	.479	.950	.841	.000	.938

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Platt
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	WILLOW AVENUE Southbound				WILLOW AVENUE Northbound					SELMON EXPWY OFF RAMP Northeastbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	
06:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	10
06:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	13
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
07:30 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	18
08:00 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	7
08:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
08:30 AM	1	2	0	3	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	9
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	6	6	0	12	0	1	0	0	1	0	0	0	0	0	2	9	1	0	12	25
09:00 AM	1	2	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
09:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	9
*** BREAK ***																				
Total	4	2	0	6	0	0	1	0	1	0	0	0	0	0	0	5	1	0	6	13
*** BREAK ***																				
04:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
04:15 PM	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	8
04:30 PM	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	8
04:45 PM	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	7
Total	7	1	0	8	0	1	2	0	3	0	0	0	0	0	0	22	0	0	22	33
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	7
05:15 PM	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	19	0	0	19	24
06:00 PM	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	12	0	0	12	16
Grand Total	27	14	0	41	0	2	5	0	7	0	0	0	0	0	2	90	2	0	94	142
Apprch %	65.9	34.1	0		0	28.6	71.4	0		0	0	0	0		2.1	95.7	2.1	0		
Total %	19	9.9	0	28.9	0	1.4	3.5	0	4.9	0	0	0	0	0	1.4	63.4	1.4	0	66.2	

Start Time	WILLOW AVENUE Southbound				WILLOW AVENUE Northbound					SELMON EXPWY OFF RAMP Northeastbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	
08:30 AM	1	2	0	3	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	9
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
09:00 AM	1	2	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
09:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	9
Total Volume	6	6	0	12	0	1	1	0	2	0	0	0	0	0	1	10	1	0	12	26
% App. Total	50	50	0		0	50	50	0		0	0	0	0		8.3	83.3	8.3	0		
PHF	.500	.750	.000	1.00	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.500	.250	.000	.500	.722

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Platt
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	WILLOW AVENUE Southbound				WILLOW AVENUE Northbound					SELMON EXPWY OFF RAMP Northeastbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Righ t	App. Total	Left	Thru	Righ t	RTO R	App. Total	Left	Thru	Righ t	RTO R	App. Total	Left	Thru	Righ t	RTO R	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:15 AM					06:30 AM					06:30 AM				
+0 mins.	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9
+15 mins.	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
+30 mins.	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	1	2	0	3	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5
Total Volume	6	6	0	12	0	1	1	0	2	0	0	0	0	0	0	17	0	0	17
% App. Total	50	50	0		0	50	50	0		0	0	0	0		0	100	0	0	
PHF	.500	.750	.000	1.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.472	.000	.000	.472

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	10
04:15 PM	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	8
04:30 PM	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	8
04:45 PM	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	7
Total Volume	7	1	0	8	0	1	2	0	3	0	0	0	0	0	0	22	0	0	22	33
% App. Total	87.5	12.5	0		0	33.3	66.7	0		0	0	0	0		0	100	0	0		
PHF	.583	.250	.000	.667	.000	.250	.500	.000	.750	.000	.000	.000	.000	.000	.000	.786	.000	.000	.786	.825

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM					04:00 PM					04:30 PM				
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
+15 mins.	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4
+30 mins.	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6
+45 mins.	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7
Total Volume	7	1	0	8	0	1	2	0	3	0	0	0	0	0	0	23	0	0	23
% App. Total	87.5	12.5	0		0	33.3	66.7	0		0	0	0	0		0	100	0	0	
PHF	.583	.250	.000	.667	.000	.250	.500	.000	.750	.000	.000	.000	.000	.000	.000	.821	.000	.000	.821

Intersection Pedestrian & Bicycle Count

Date: 5/16/19

Day: Thursday

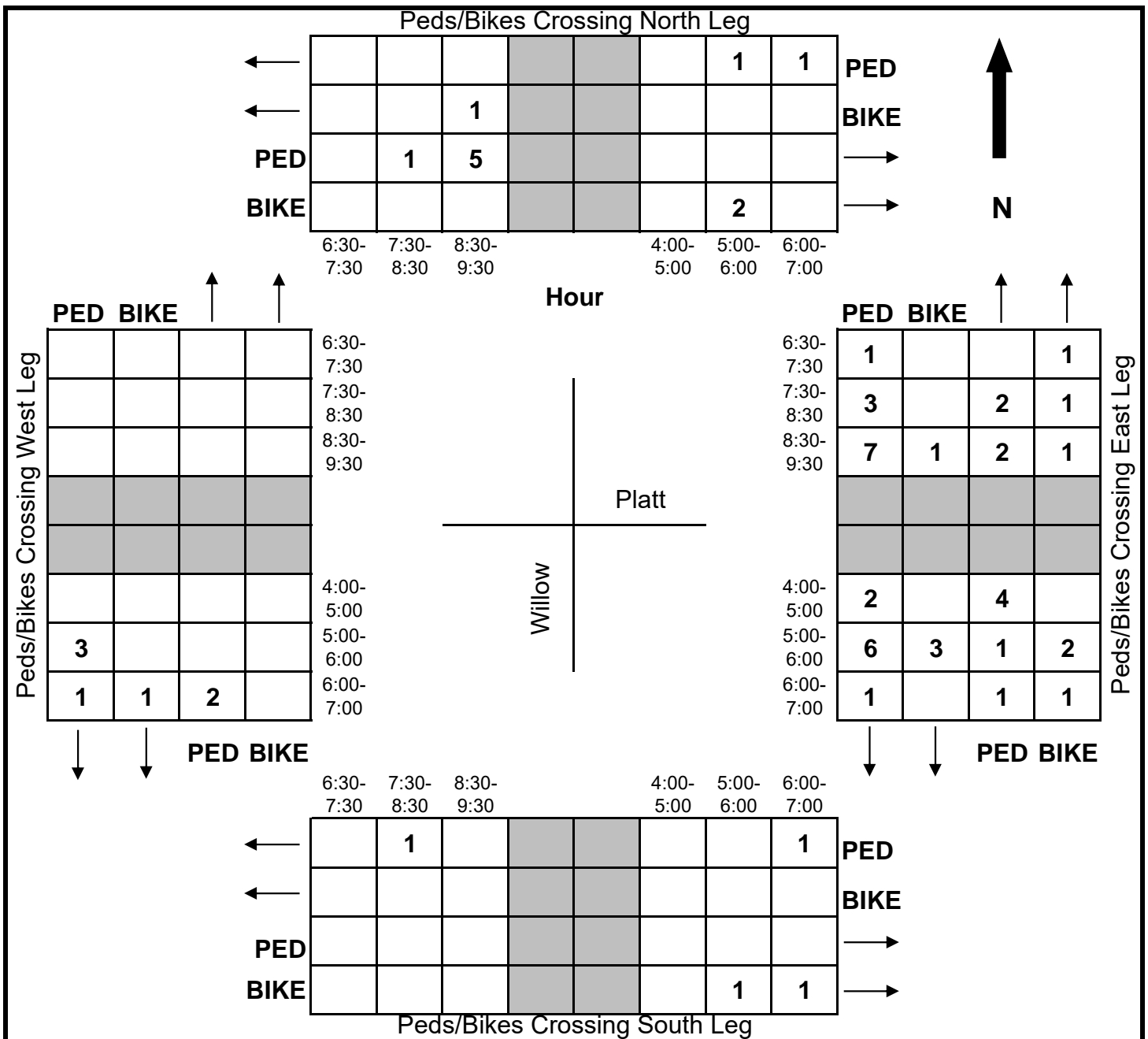
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Willow Avenue at Platt Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Cleveland
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	WILLOW AVENUE Southbound					CLEVELAND STREET Westbound					WILLOW AVENUE Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	15	9	0	24	6	122	18	1	147	5	14	0	0	19	190
06:45 AM	0	28	10	0	38	18	171	16	1	206	15	15	0	0	30	274
Total	0	43	19	0	62	24	293	34	2	353	20	29	0	0	49	464
07:00 AM	0	25	17	1	43	13	248	33	5	299	20	15	0	0	35	377
07:15 AM	0	34	26	0	60	12	254	18	0	284	28	18	0	0	46	390
07:30 AM	0	42	24	0	66	14	324	38	0	376	49	38	0	0	87	529
07:45 AM	0	25	20	0	45	20	309	23	1	353	45	36	0	0	81	479
Total	0	126	87	1	214	59	1135	112	6	1312	142	107	0	0	249	1775
08:00 AM	0	26	21	0	47	20	296	37	0	353	41	42	0	0	83	483
08:15 AM	0	34	20	0	54	19	350	33	1	403	38	41	0	0	79	536
08:30 AM	0	33	26	2	61	14	293	25	3	335	33	52	0	0	85	481
08:45 AM	0	29	28	0	57	28	348	17	1	394	39	31	0	0	70	521
Total	0	122	95	2	219	81	1287	112	5	1485	151	166	0	0	317	2021
09:00 AM	0	47	14	0	61	20	300	28	1	349	32	36	0	0	68	478
09:15 AM	0	42	16	0	58	21	322	23	1	367	26	25	0	0	51	476
*** BREAK ***																
Total	0	89	30	0	119	41	622	51	2	716	58	61	0	0	119	954
*** BREAK ***																
04:00 PM	0	84	28	0	112	21	363	25	2	411	27	30	0	0	57	580
04:15 PM	0	94	21	0	115	28	386	28	2	444	26	42	0	0	68	627
04:30 PM	0	85	31	0	116	21	387	29	1	438	22	44	0	0	66	620
04:45 PM	0	110	33	0	143	28	508	43	2	581	29	40	0	0	69	793
Total	0	373	113	0	486	98	1644	125	7	1874	104	156	0	0	260	2620
05:00 PM	0	86	25	0	111	20	434	30	0	484	28	35	0	0	63	658
05:15 PM	0	88	33	1	122	28	426	31	1	486	24	34	0	0	58	666
05:30 PM	0	86	28	0	114	28	453	26	0	507	19	28	0	0	47	668
05:45 PM	0	81	30	0	111	29	339	20	1	389	18	26	0	0	44	544
Total	0	341	116	1	458	105	1652	107	2	1866	89	123	0	0	212	2536
06:00 PM	0	71	27	0	98	26	304	26	4	360	20	29	0	0	49	507
06:15 PM	0	61	11	0	72	20	280	11	2	313	24	24	0	0	48	433
06:30 PM	0	61	12	1	74	21	236	15	0	272	17	25	0	0	42	388
06:45 PM	0	51	12	0	63	17	203	11	2	233	12	19	0	0	31	327
Total	0	244	62	1	307	84	1023	63	8	1178	73	97	0	0	170	1655
Grand Total	0	1338	522	5	1865	492	7656	604	32	8784	637	739	0	0	1376	12025
Apprch %	0	71.7	28	0.3		5.6	87.2	6.9	0.4		46.3	53.7	0	0		
Total %	0	11.1	4.3	0	15.5	4.1	63.7	5	0.3	73	5.3	6.1	0	0	11.4	

Start Time	WILLOW AVENUE Southbound					CLEVELAND STREET Westbound					WILLOW AVENUE Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:30 AM	0	42	24	0	66	14	324	38	0	376	49	38	0	0	87	529
07:45 AM	0	25	20	0	45	20	309	23	1	353	45	36	0	0	81	479
08:00 AM	0	26	21	0	47	20	296	37	0	353	41	42	0	0	83	483
08:15 AM	0	34	20	0	54	19	350	33	1	403	38	41	0	0	79	536
Total Volume	0	127	85	0	212	73	1279	131	2	1485	173	157	0	0	330	2027
% App. Total	0	59.9	40.1	0		4.9	86.1	8.8	0.1		52.4	47.6	0	0		
PHF	.000	.756	.885	.000	.803	.913	.914	.862	.500	.921	.883	.935	.000	.000	.948	.945

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Cleveland
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	WILLOW AVENUE Southbound					CLEVELAND STREET Westbound					WILLOW AVENUE Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	33	26	2	61	14	324	38	0	376	49	38	0	0	87
+15 mins.	0	29	28	0	57	20	309	23	1	353	45	36	0	0	81
+30 mins.	0	47	14	0	61	20	296	37	0	353	41	42	0	0	83
+45 mins.	0	42	16	0	58	19	350	33	1	403	38	41	0	0	79
Total Volume	0	151	84	2	237	73	1279	131	2	1485	173	157	0	0	330
% App. Total	0	63.7	35.4	0.8		4.9	86.1	8.8	0.1		52.4	47.6	0	0	
PHF	.000	.803	.750	.250	.971	.913	.914	.862	.500	.921	.883	.935	.000	.000	.948

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	110	33	0	143	28	508	43	2	581	29	40	0	0	69	793
05:00 PM	0	86	25	0	111	20	434	30	0	484	28	35	0	0	63	658
05:15 PM	0	88	33	1	122	28	426	31	1	486	24	34	0	0	58	666
05:30 PM	0	86	28	0	114	28	453	26	0	507	19	28	0	0	47	668
Total Volume	0	370	119	1	490	104	1821	130	3	2058	100	137	0	0	237	2785
% App. Total	0	75.5	24.3	0.2		5.1	88.5	6.3	0.1		42.2	57.8	0	0		
PHF	.000	.841	.902	.250	.857	.929	.896	.756	.375	.886	.862	.856	.000	.000	.859	.878

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:15 PM				
+0 mins.	0	85	31	0	116	28	508	43	2	581	26	42	0	0	68
+15 mins.	0	110	33	0	143	20	434	30	0	484	22	44	0	0	66
+30 mins.	0	86	25	0	111	28	426	31	1	486	29	40	0	0	69
+45 mins.	0	88	33	1	122	28	453	26	0	507	28	35	0	0	63
Total Volume	0	369	122	1	492	104	1821	130	3	2058	105	161	0	0	266
% App. Total	0	75	24.8	0.2		5.1	88.5	6.3	0.1		39.5	60.5	0	0	
PHF	.000	.839	.924	.250	.860	.929	.896	.756	.375	.886	.905	.915	.000	.000	.964

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Cleveland
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	WILLOW AVENUE Southbound					CLEVELAND STREET Westbound					WILLOW AVENUE Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	1	5	4	0	10	0	0	0	0	0	10
06:45 AM	0	2	0	0	2	0	7	3	1	11	0	0	0	0	0	13
Total	0	2	0	0	2	1	12	7	1	21	0	0	0	0	0	23
07:00 AM	0	1	0	0	1	0	6	2	0	8	0	0	0	0	0	9
07:15 AM	0	0	0	0	0	0	12	3	0	15	0	0	0	0	0	15
07:30 AM	0	1	0	0	1	3	5	2	0	10	0	0	0	0	0	11
07:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	6
Total	0	2	0	0	2	3	27	9	0	39	0	0	0	0	0	41
08:00 AM	0	2	0	0	2	1	5	3	0	9	0	1	0	0	1	12
08:15 AM	0	3	0	0	3	0	10	3	0	13	0	1	0	0	1	17
08:30 AM	0	1	0	0	1	3	7	2	0	12	0	2	0	0	2	15
08:45 AM	0	1	0	0	1	1	9	3	0	13	0	0	0	0	0	14
Total	0	7	0	0	7	5	31	11	0	47	0	4	0	0	4	58
09:00 AM	0	3	0	0	3	0	9	2	0	11	0	0	0	0	0	14
09:15 AM	0	5	0	0	5	0	12	3	0	15	0	0	0	0	0	20
*** BREAK ***																
Total	0	8	0	0	8	0	21	5	0	26	0	0	0	0	0	34
*** BREAK ***																
04:00 PM	0	3	0	0	3	0	7	1	0	8	0	1	0	0	1	12
04:15 PM	0	2	0	0	2	0	9	2	0	11	0	2	0	0	2	15
04:30 PM	0	1	0	0	1	0	7	3	0	10	0	0	0	0	0	11
04:45 PM	0	2	0	0	2	0	6	2	0	8	1	4	0	0	5	15
Total	0	8	0	0	8	0	29	8	0	37	1	7	0	0	8	53
05:00 PM	0	1	0	0	1	0	4	2	0	6	0	1	0	0	1	8
05:15 PM	0	1	0	0	1	0	4	3	0	7	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	6	2	0	8	0	1	0	0	1	9
05:45 PM	0	2	0	0	2	0	3	2	0	5	0	1	0	0	1	8
Total	0	4	0	0	4	0	17	9	0	26	0	3	0	0	3	33
06:00 PM	0	2	0	0	2	0	4	1	0	5	0	1	0	0	1	8
06:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Total	0	3	0	0	3	0	10	5	0	15	0	1	0	0	1	19
Grand Total	0	34	0	0	34	9	147	54	1	211	1	15	0	0	16	261
Apprch %	0	100	0	0		4.3	69.7	25.6	0.5		6.2	93.8	0	0		
Total %	0	13	0	0	13	3.4	56.3	20.7	0.4	80.8	0.4	5.7	0	0	6.1	

Start Time	WILLOW AVENUE Southbound					CLEVELAND STREET Westbound					WILLOW AVENUE Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
08:30 AM	0	1	0	0	1	3	7	2	0	12	0	2	0	0	2	15
08:45 AM	0	1	0	0	1	1	9	3	0	13	0	0	0	0	0	14
09:00 AM	0	3	0	0	3	0	9	2	0	11	0	0	0	0	0	14
09:15 AM	0	5	0	0	5	0	12	3	0	15	0	0	0	0	0	20
Total Volume	0	10	0	0	10	4	37	10	0	51	0	2	0	0	2	63
% App. Total	0	100	0	0		7.8	72.5	19.6	0		0	100	0	0		
PHF	.000	.500	.000	.000	.500	.333	.771	.833	.000	.850	.000	.250	.000	.000	.250	.788

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Cleveland
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	WILLOW AVENUE Southbound					CLEVELAND STREET Westbound					WILLOW AVENUE Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					08:30 AM					07:45 AM				
+0 mins.	0	1	0	0	1	3	7	2	0	12	0	0	0	0	0
+15 mins.	0	1	0	0	1	1	9	3	0	13	0	1	0	0	1
+30 mins.	0	3	0	0	3	0	9	2	0	11	0	1	0	0	1
+45 mins.	0	5	0	0	5	0	12	3	0	15	0	2	0	0	2
Total Volume	0	10	0	0	10	4	37	10	0	51	0	4	0	0	4
% App. Total	0	100	0	0		7.8	72.5	19.6	0		0	100	0	0	
PHF	.000	.500	.000	.000	.500	.333	.771	.833	.000	.850	.000	.500	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	3	0	0	3	0	7	1	0	8	0	1	0	0	1	12
04:15 PM	0	2	0	0	2	0	9	2	0	11	0	2	0	0	2	15
04:30 PM	0	1	0	0	1	0	7	3	0	10	0	0	0	0	0	11
04:45 PM	0	2	0	0	2	0	6	2	0	8	1	4	0	0	5	15
Total Volume	0	8	0	0	8	0	29	8	0	37	1	7	0	0	8	53
% App. Total	0	100	0	0		0	78.4	21.6	0		12.5	87.5	0	0		
PHF	.000	.667	.000	.000	.667	.000	.806	.667	.000	.841	.250	.438	.000	.000	.400	.883

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM				
+0 mins.	0	3	0	0	3	0	7	1	0	8	0	1	0	0	1
+15 mins.	0	2	0	0	2	0	9	2	0	11	0	2	0	0	2
+30 mins.	0	1	0	0	1	0	7	3	0	10	0	0	0	0	0
+45 mins.	0	2	0	0	2	0	6	2	0	8	1	4	0	0	5
Total Volume	0	8	0	0	8	0	29	8	0	37	1	7	0	0	8
% App. Total	0	100	0	0		0	78.4	21.6	0		12.5	87.5	0	0	
PHF	.000	.667	.000	.000	.667	.000	.806	.667	.000	.841	.250	.438	.000	.000	.400

Intersection Pedestrian & Bicycle Count

Date: 5/16/19

Day: Thursday

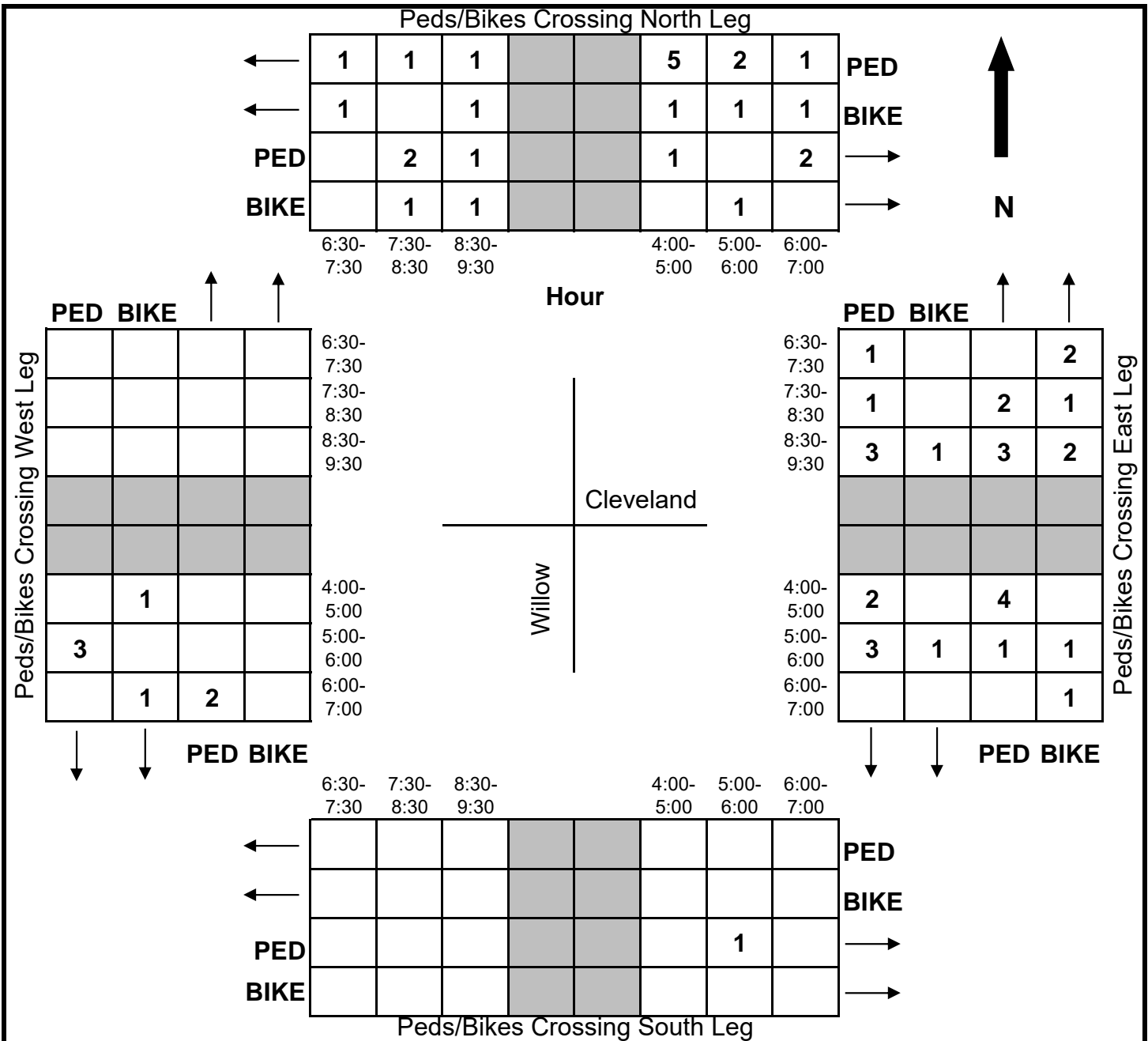
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Willow Avenue at Cleveland Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Kennedy
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	7	12	3	3	25	2	162	15	0	179	8	26	4	0	38	21	151	11	0	183	425
06:45 AM	8	12	3	1	24	1	156	10	0	167	20	16	0	3	39	4	171	22	3	200	430
Total	15	24	6	4	49	3	318	25	0	346	28	42	4	3	77	25	322	33	3	383	855
07:00 AM	8	18	2	4	32	3	244	9	1	257	29	22	5	0	56	8	161	22	4	195	540
07:15 AM	11	33	6	5	55	2	213	11	0	226	13	25	5	0	43	12	198	26	3	239	563
07:30 AM	8	34	6	2	50	4	223	9	1	237	33	31	7	1	72	17	204	24	5	250	609
07:45 AM	8	22	15	4	49	3	219	12	0	234	27	38	6	1	72	14	232	31	2	279	634
Total	35	107	29	15	186	12	899	41	2	954	102	116	23	2	243	51	795	103	14	963	2346
08:00 AM	11	30	12	3	56	3	255	9	1	268	34	54	4	1	93	11	249	18	0	278	695
08:15 AM	8	29	18	1	56	4	229	7	1	241	25	45	2	2	74	12	228	37	0	277	648
08:30 AM	14	30	16	3	63	1	225	7	0	233	33	44	10	0	87	10	197	30	2	239	622
08:45 AM	8	23	14	4	49	4	226	6	0	236	19	26	11	0	56	12	197	32	3	244	585
Total	41	112	60	11	224	12	935	29	2	978	111	169	27	3	310	45	871	117	5	1038	2550
09:00 AM	3	32	13	2	50	1	187	4	0	192	26	42	6	3	77	9	170	30	3	212	531
09:15 AM	5	27	8	3	43	2	168	6	2	178	28	19	8	2	57	2	216	30	2	250	528
*** BREAK ***																					
Total	8	59	21	5	93	3	355	10	2	370	54	61	14	5	134	11	386	60	5	462	1059
*** BREAK ***																					
04:00 PM	11	42	22	0	75	4	292	8	0	304	37	19	7	2	65	8	259	62	4	333	777
04:15 PM	16	47	14	1	78	1	319	3	0	323	26	37	10	1	74	5	229	74	6	314	789
04:30 PM	25	52	21	1	99	2	297	9	0	308	33	34	15	0	82	12	231	58	3	304	793
04:45 PM	15	47	14	4	80	3	297	5	1	306	37	29	8	1	75	15	252	64	9	340	801
Total	67	188	71	6	332	10	1205	25	1	1241	133	119	40	4	296	40	971	258	22	1291	3160
05:00 PM	20	58	21	0	99	2	338	10	0	350	21	44	10	0	75	6	198	49	7	260	784
05:15 PM	14	47	21	1	83	1	368	7	0	376	31	31	5	0	67	7	274	65	3	349	875
05:30 PM	20	45	18	0	83	4	354	9	2	369	17	43	6	0	66	15	222	72	10	319	837
05:45 PM	13	55	20	3	91	2	279	4	0	285	22	41	2	0	65	11	208	60	7	286	727
Total	67	205	80	4	356	9	1339	30	2	1380	91	159	23	0	273	39	902	246	27	1214	3223
06:00 PM	20	30	6	3	59	3	259	8	1	271	24	27	5	1	57	5	263	64	4	336	723
06:15 PM	8	20	8	6	42	1	243	1	0	245	18	21	5	0	44	4	243	49	1	297	628
06:30 PM	14	30	11	3	58	4	178	3	1	186	15	20	4	1	40	3	192	37	1	233	517
06:45 PM	12	28	7	3	50	6	204	3	0	213	14	22	4	0	40	4	161	30	4	199	502
Total	54	108	32	15	209	14	884	15	2	915	71	90	18	2	181	16	859	180	10	1065	2370
Grand Total	287	803	299	60	1449	63	5935	175	11	6184	590	756	149	19	1514	227	5106	997	86	6416	15563
Apprch %	19.8	55.4	20.6	4.1		1	96	2.8	0.2		39	49.9	9.8	1.3		3.5	79.6	15.5	1.3		
Total %	1.8	5.2	1.9	0.4	9.3	0.4	38.1	1.1	0.1	39.7	3.8	4.9	1	0.1	9.7	1.5	32.8	6.4	0.6	41.2	
Passenger Vehicles	242	787	298	59	1386	59	5846	173	11	6089	582	700	146	18	1446	225	5034	975	83	6317	15238
% Passenger Vehicles	84.3	98	99.7	98.3	95.7	93.7	98.5	98.9	100	98.5	98.6	92.6	98	94.7	95.5	99.1	98.6	97.8	96.5	98.5	97.9

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Kennedy
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Heavy Vehicles	45	16	1	1	63	4	89	2	0	95	8	56	3	1	68	2	72	22	3	99	325
% Heavy Vehicles	15.7	2	0.3	1.7	4.3	6.3	1.5	1.1	0	1.5	1.4	7.4	2	5.3	4.5	0.9	1.4	2.2	3.5	1.5	2.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	8	22	15	4	49	3	219	12	0	234	27	38	6	1	72	14	232	31	2	279	634
08:00 AM	11	30	12	3	56	3	255	9	1	268	34	54	4	1	93	11	249	18	0	278	695
08:15 AM	8	29	18	1	56	4	229	7	1	241	25	45	2	2	74	12	228	37	0	277	648
08:30 AM	14	30	16	3	63	1	225	7	0	233	33	44	10	0	87	10	197	30	2	239	622
Total Volume	41	111	61	11	224	11	928	35	2	976	119	181	22	4	326	47	906	116	4	1073	2599
% App. Total	18.3	49.6	27.2	4.9		1.1	95.1	3.6	0.2		36.5	55.5	6.7	1.2		4.4	84.4	10.8	0.4		
PHF	.732	.925	.847	.688	.889	.688	.910	.729	.500	.910	.875	.838	.550	.500	.876	.839	.910	.784	.500	.961	.935
Passenger Vehicles	28	108	61	10	207	9	905	34	2	950	118	170	20	4	312	47	890	114	4	1055	2524
% Passenger Vehicles	68.3	97.3	100	90.9	92.4	81.8	97.5	97.1	100	97.3	99.2	93.9	90.9	100	95.7	100	98.2	98.3	100	98.3	97.1
Heavy Vehicles	13	3	0	1	17	2	23	1	0	26	1	11	2	0	14	0	16	2	0	18	75
% Heavy Vehicles	31.7	2.7	0	9.1	7.6	18.2	2.5	2.9	0	2.7	0.8	6.1	9.1	0	4.3	0	1.8	1.7	0	1.7	2.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:30 AM					07:45 AM					07:30 AM				
+0 mins.	8	22	15	4	49	4	223	9	1	237	27	38	6	1	72	17	204	24	5	250
+15 mins.	11	30	12	3	56	3	219	12	0	234	34	54	4	1	93	14	232	31	2	279
+30 mins.	8	29	18	1	56	3	255	9	1	268	25	45	2	2	74	11	249	18	0	278
+45 mins.	14	30	16	3	63	4	229	7	1	241	33	44	10	0	87	12	228	37	0	277
Total Volume	41	111	61	11	224	14	926	37	3	980	119	181	22	4	326	54	913	110	7	1084
% App. Total	18.3	49.6	27.2	4.9		1.4	94.5	3.8	0.3		36.5	55.5	6.7	1.2		5	84.2	10.1	0.6	
PHF	.732	.925	.847	.688	.889	.875	.908	.771	.750	.914	.875	.838	.550	.500	.876	.794	.917	.743	.350	.971
Passenger Vehicles	28	108	61	10	207	11	905	36	3	955	118	170	20	4	312	54	900	109	7	1070
% Passenger Vehicles	68.3	97.3	100	90.9	92.4	78.6	97.7	97.3	100	97.4	99.2	93.9	90.9	100	95.7	100	98.6	99.1	100	98.7
Heavy Vehicles	13	3	0	1	17	3	21	1	0	25	1	11	2	0	14	0	13	1	0	14

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Kennedy
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	12	2	3	21	2	158	15	0	175	8	22	4	0	34	21	149	11	0	181	411
06:45 AM	6	11	3	1	21	1	155	10	0	166	19	13	0	3	35	4	169	22	2	197	419
Total	10	23	5	4	42	3	313	25	0	341	27	35	4	3	69	25	318	33	2	378	830
07:00 AM	5	18	2	4	29	3	239	9	1	252	29	21	5	0	55	8	158	22	3	191	527
07:15 AM	9	32	6	5	52	2	208	11	0	221	13	21	5	0	39	12	195	26	3	236	548
07:30 AM	6	33	6	2	47	3	222	9	1	235	32	29	7	1	69	17	202	24	5	248	599
07:45 AM	4	22	15	3	44	3	211	12	0	226	27	36	6	1	70	14	229	30	2	275	615
Total	24	105	29	14	172	11	880	41	2	934	101	107	23	2	233	51	784	102	13	950	2289
08:00 AM	8	27	12	3	50	2	249	8	1	260	34	50	4	1	89	11	247	18	0	276	675
08:15 AM	5	29	18	1	53	3	223	7	1	234	24	42	2	2	70	12	222	37	0	271	628
08:30 AM	11	30	16	3	60	1	222	7	0	230	33	42	8	0	83	10	192	29	2	233	606
08:45 AM	6	22	14	4	46	4	219	6	0	229	19	24	11	0	54	11	193	29	3	236	565
Total	30	108	60	11	209	10	913	28	2	953	110	158	25	3	296	44	854	113	5	1016	2474
09:00 AM	2	29	13	2	46	1	186	4	0	191	26	40	6	3	75	8	167	30	3	208	520
09:15 AM	4	24	8	3	39	2	160	6	2	170	28	17	8	2	55	2	211	26	2	241	505
*** BREAK ***																					
Total	6	53	21	5	85	3	346	10	2	361	54	57	14	5	130	10	378	56	5	449	1025
*** BREAK ***																					
04:00 PM	9	42	22	0	73	3	286	7	0	296	37	18	6	2	63	8	256	60	4	328	760
04:15 PM	15	47	14	1	77	1	316	3	0	320	25	35	10	0	70	5	225	72	6	308	775
04:30 PM	24	51	21	1	97	2	293	9	0	304	32	32	15	0	79	12	226	56	3	297	777
04:45 PM	13	47	14	4	78	3	294	5	1	303	37	24	8	1	70	15	248	64	8	335	786
Total	61	187	71	6	325	9	1189	24	1	1223	131	109	39	3	282	40	955	252	21	1268	3098
05:00 PM	19	58	21	0	98	2	336	10	0	348	20	42	10	0	72	6	198	48	7	259	777
05:15 PM	13	47	21	1	82	1	366	7	0	374	30	29	5	0	64	7	272	64	3	346	866
05:30 PM	19	45	18	0	82	4	352	9	2	367	17	41	6	0	64	15	221	72	10	318	831
05:45 PM	10	54	20	3	87	2	275	4	0	281	22	38	2	0	62	11	207	58	7	283	713
Total	61	204	80	4	349	9	1329	30	2	1370	89	150	23	0	262	39	898	242	27	1206	3187
06:00 PM	20	29	6	3	58	3	258	8	1	270	23	26	5	1	55	5	262	62	4	333	716
06:15 PM	7	20	8	6	41	1	240	1	0	242	18	19	5	0	42	4	238	49	1	292	617
06:30 PM	12	30	11	3	56	4	176	3	1	184	15	18	4	1	38	3	187	36	1	227	505
06:45 PM	11	28	7	3	49	6	202	3	0	211	14	21	4	0	39	4	160	30	4	198	497
Total	50	107	32	15	204	14	876	15	2	907	70	84	18	2	174	16	847	177	10	1050	2335
Grand Total	242	787	298	59	1386	59	5846	173	11	6089	582	700	146	18	1446	225	5034	975	83	6317	15238
Apprch %	17.5	56.8	21.5	4.3		1	96	2.8	0.2		40.2	48.4	10.1	1.2		3.6	79.7	15.4	1.3		
Total %	1.6	5.2	2	0.4	9.1	0.4	38.4	1.1	0.1	40	3.8	4.6	1	0.1	9.5	1.5	33	6.4	0.5	41.5	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Kennedy
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	22	15	3	44	3	211	12	0	226	27	36	6	1	70	14	229	30	2	275	615
08:00 AM	8	27	12	3	50	2	249	8	1	260	34	50	4	1	89	11	247	18	0	276	675
08:15 AM	5	29	18	1	53	3	223	7	1	234	24	42	2	2	70	12	222	37	0	271	628
08:30 AM	11	30	16	3	60	1	222	7	0	230	33	42	8	0	83	10	192	29	2	233	606
Total Volume	28	108	61	10	207	9	905	34	2	950	118	170	20	4	312	47	890	114	4	1055	2524
% App. Total	13.5	52.2	29.5	4.8		0.9	95.3	3.6	0.2		37.8	54.5	6.4	1.3		4.5	84.4	10.8	0.4		
PHF	.636	.900	.847	.833	.863	.750	.909	.708	.500	.913	.868	.850	.625	.500	.876	.839	.901	.770	.500	.956	.935

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					07:45 AM					07:30 AM					
+0 mins.	8	27	12	3	50	3	222	9	1	235	27	36	6	1	70	17	202	24	5	248	
+15 mins.	5	29	18	1	53	3	211	12	0	226	34	50	4	1	89	14	229	30	2	275	
+30 mins.	11	30	16	3	60	2	249	8	1	260	24	42	2	2	70	11	247	18	0	276	
+45 mins.	6	22	14	4	46	3	223	7	1	234	33	42	8	0	83	12	222	37	0	271	
Total Volume	30	108	60	11	209	11	905	36	3	955	118	170	20	4	312	54	900	109	7	1070	
% App. Total	14.4	51.7	28.7	5.3		1.2	94.8	3.8	0.3		37.8	54.5	6.4	1.3		5	84.1	10.2	0.7		
PHF	.682	.900	.833	.688	.871	.917	.909	.750	.750	.918	.868	.850	.625	.500	.876	.794	.911	.736	.350	.969	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	13	47	14	4	78	3	294	5	1	303	37	24	8	1	70	15	248	64	8	335	786
05:00 PM	19	58	21	0	98	2	336	10	0	348	20	42	10	0	72	6	198	48	7	259	777
05:15 PM	13	47	21	1	82	1	366	7	0	374	30	29	5	0	64	7	272	64	3	346	866
05:30 PM	19	45	18	0	82	4	352	9	2	367	17	41	6	0	64	15	221	72	10	318	831
Total Volume	64	197	74	5	340	10	1348	31	3	1392	104	136	29	1	270	43	939	248	28	1258	3260
% App. Total	18.8	57.9	21.8	1.5		0.7	96.8	2.2	0.2		38.5	50.4	10.7	0.4		3.4	74.6	19.7	2.2		
PHF	.842	.849	.881	.313	.867	.625	.921	.775	.375	.930	.703	.810	.725	.250	.938	.717	.863	.861	.700	.909	.941

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:15 PM					05:15 PM					
+0 mins.	24	51	21	1	97	3	294	5	1	303	25	35	10	0	70	7	272	64	3	346	
+15 mins.	13	47	14	4	78	2	336	10	0	348	32	32	15	0	79	15	221	72	10	318	
+30 mins.	19	58	21	0	98	1	366	7	0	374	37	24	8	1	70	11	207	58	7	283	
+45 mins.	13	47	21	1	82	4	352	9	2	367	20	42	10	0	72	5	262	62	4	333	
Total Volume	69	203	77	6	355	10	1348	31	3	1392	114	133	43	1	291	38	962	256	24	1280	
% App. Total	19.4	57.2	21.7	1.7		0.7	96.8	2.2	0.2		39.2	45.7	14.8	0.3		3	75.2	20	1.9		
PHF	.719	.875	.917	.375	.906	.625	.921	.775	.375	.930	.770	.792	.717	.250	.921	.633	.884	.889	.600	.925	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Kennedy
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	3	0	1	0	4	0	4	0	0	4	0	4	0	0	4	0	2	0	0	2	14
06:45 AM	2	1	0	0	3	0	1	0	0	1	1	3	0	0	4	0	2	0	1	3	11
Total	5	1	1	0	7	0	5	0	0	5	1	7	0	0	8	0	4	0	1	5	25
07:00 AM	3	0	0	0	3	0	5	0	0	5	0	1	0	0	1	0	3	0	1	4	13
07:15 AM	2	1	0	0	3	0	5	0	0	5	0	4	0	0	4	0	3	0	0	3	15
07:30 AM	2	1	0	0	3	1	1	0	0	2	1	2	0	0	3	0	2	0	0	2	10
07:45 AM	4	0	0	1	5	0	8	0	0	8	0	2	0	0	2	0	3	1	0	4	19
Total	11	2	0	1	14	1	19	0	0	20	1	9	0	0	10	0	11	1	1	13	57
08:00 AM	3	3	0	0	6	1	6	1	0	8	0	4	0	0	4	0	2	0	0	2	20
08:15 AM	3	0	0	0	3	1	6	0	0	7	1	3	0	0	4	0	6	0	0	6	20
08:30 AM	3	0	0	0	3	0	3	0	0	3	0	2	2	0	4	0	5	1	0	6	16
08:45 AM	2	1	0	0	3	0	7	0	0	7	0	2	0	0	2	1	4	3	0	8	20
Total	11	4	0	0	15	2	22	1	0	25	1	11	2	0	14	1	17	4	0	22	76
09:00 AM	1	3	0	0	4	0	1	0	0	1	0	2	0	0	2	1	3	0	0	4	11
09:15 AM	1	3	0	0	4	0	8	0	0	8	0	2	0	0	2	0	5	4	0	9	23
*** BREAK ***																					
Total	2	6	0	0	8	0	9	0	0	9	0	4	0	0	4	1	8	4	0	13	34
*** BREAK ***																					
04:00 PM	2	0	0	0	2	1	6	1	0	8	0	1	1	0	2	0	3	2	0	5	17
04:15 PM	1	0	0	0	1	0	3	0	0	3	1	2	0	1	4	0	4	2	0	6	14
04:30 PM	1	1	0	0	2	0	4	0	0	4	1	2	0	0	3	0	5	2	0	7	16
04:45 PM	2	0	0	0	2	0	3	0	0	3	0	5	0	0	5	0	4	0	1	5	15
Total	6	1	0	0	7	1	16	1	0	18	2	10	1	1	14	0	16	6	1	23	62
05:00 PM	1	0	0	0	1	0	2	0	0	2	1	2	0	0	3	0	0	1	0	1	7
05:15 PM	1	0	0	0	1	0	2	0	0	2	1	2	0	0	3	0	2	1	0	3	9
05:30 PM	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	6
05:45 PM	3	1	0	0	4	0	4	0	0	4	0	3	0	0	3	0	1	2	0	3	14
Total	6	1	0	0	7	0	10	0	0	10	2	9	0	0	11	0	4	4	0	8	36
06:00 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	1	2	0	3	7
06:15 PM	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	11
06:30 PM	2	0	0	0	2	0	2	0	0	2	0	2	0	0	2	0	5	1	0	6	12
06:45 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	5
Total	4	1	0	0	5	0	8	0	0	8	1	6	0	0	7	0	12	3	0	15	35
Grand Total	45	16	1	1	63	4	89	2	0	95	8	56	3	1	68	2	72	22	3	99	325
Apprch %	71.4	25.4	1.6	1.6		4.2	93.7	2.1	0		11.8	82.4	4.4	1.5		2	72.7	22.2	3		
Total %	13.8	4.9	0.3	0.3	19.4	1.2	27.4	0.6	0	29.2	2.5	17.2	0.9	0.3	20.9	0.6	22.2	6.8	0.9	30.5	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Willow&Kennedy
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	WILLOW AVENUE Southbound					KENNEDY BOULEVARD Westbound					WILLOW AVENUE Northbound					KENNEDY BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	3	0	0	6	1	6	1	0	8	0	4	0	0	4	0	2	0	0	2	20
08:15 AM	3	0	0	0	3	1	6	0	0	7	1	3	0	0	4	0	6	0	0	6	20
08:30 AM	3	0	0	0	3	0	3	0	0	3	0	2	2	0	4	0	5	1	0	6	16
08:45 AM	2	1	0	0	3	0	7	0	0	7	0	2	0	0	2	1	4	3	0	8	20
Total Volume	11	4	0	0	15	2	22	1	0	25	1	11	2	0	14	1	17	4	0	22	76
% App. Total	73.3	26.7	0	0		8	88	4	0		7.1	78.6	14.3	0		4.5	77.3	18.2	0		
PHF	.917	.333	.000	.000	.625	.500	.786	.250	.000	.781	.250	.688	.250	.000	.875	.250	.708	.333	.000	.688	.950

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					07:45 AM					08:30 AM				
+0 mins.	2	1	0	0	3	0	8	0	0	8	0	2	0	0	2	0	5	1	0	6
+15 mins.	2	1	0	0	3	1	6	1	0	8	0	4	0	0	4	1	4	3	0	8
+30 mins.	4	0	0	1	5	1	6	0	0	7	1	3	0	0	4	1	3	0	0	4
+45 mins.	3	3	0	0	6	0	3	0	0	3	0	2	2	0	4	0	5	4	0	9
Total Volume	11	5	0	1	17	2	23	1	0	26	1	11	2	0	14	2	17	8	0	27
% App. Total	64.7	29.4	0	5.9		7.7	88.5	3.8	0		7.1	78.6	14.3	0		7.4	63	29.6	0	
PHF	.688	.417	.000	.250	.708	.500	.719	.250	.000	.813	.250	.688	.250	.000	.875	.500	.850	.500	.000	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	2	0	0	0	2	1	6	1	0	8	0	1	1	0	2	0	3	2	0	5	17
04:15 PM	1	0	0	0	1	0	3	0	0	3	1	2	0	1	4	0	4	2	0	6	14
04:30 PM	1	1	0	0	2	0	4	0	0	4	1	2	0	0	3	0	5	2	0	7	16
04:45 PM	2	0	0	0	2	0	3	0	0	3	0	5	0	0	5	0	4	0	1	5	15
Total Volume	6	1	0	0	7	1	16	1	0	18	2	10	1	1	14	0	16	6	1	23	62
% App. Total	85.7	14.3	0	0		5.6	88.9	5.6	0		14.3	71.4	7.1	7.1		0	69.6	26.1	4.3		
PHF	.750	.250	.000	.000	.875	.250	.667	.250	.000	.563	.500	.500	.250	.250	.700	.000	.800	.750	.250	.821	.912

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:45 PM					04:00 PM					04:15 PM					04:00 PM				
+0 mins.	3	1	0	0	4	1	6	1	0	8	1	2	0	1	4	0	3	2	0	5
+15 mins.	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	0	4	2	0	6
+30 mins.	1	0	0	0	1	0	4	0	0	4	0	5	0	0	5	0	5	2	0	7
+45 mins.	2	0	0	0	2	0	3	0	0	3	1	2	0	0	3	0	4	0	1	5
Total Volume	6	2	0	0	8	1	16	1	0	18	3	11	0	1	15	0	16	6	1	23
% App. Total	75	25	0	0		5.6	88.9	5.6	0		20	73.3	0	6.7		0	69.6	26.1	4.3	
PHF	.500	.500	.000	.000	.500	.250	.667	.250	.000	.563	.750	.550	.000	.250	.750	.000	.800	.750	.250	.821

Intersection Pedestrian & Bicycle Count

Date: 5/16/19

Day: Thursday

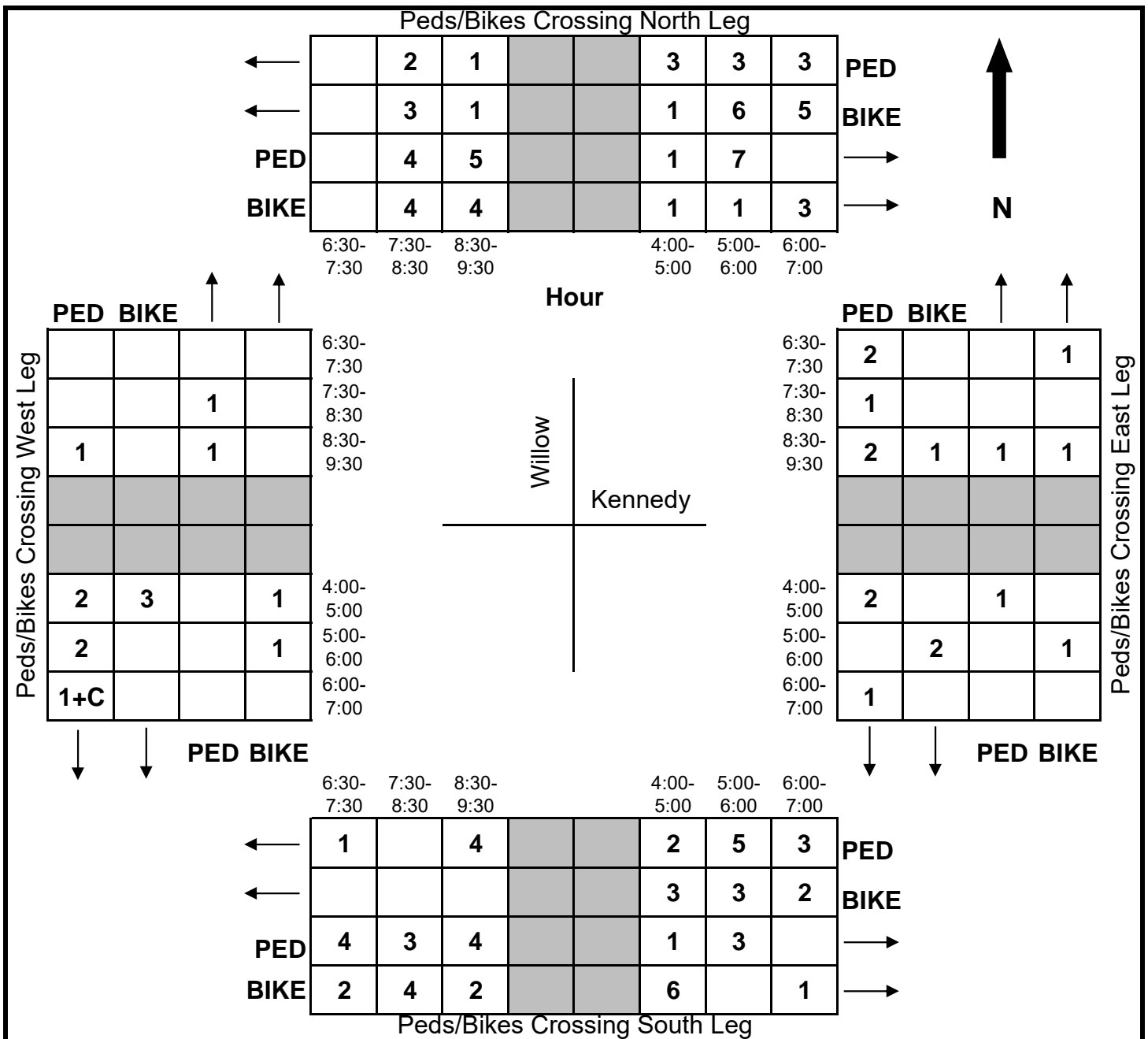
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Kennedy Boulevard at Willow Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Platt&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	S BOULEVARD Southbound					S BOULEVARD Northbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	15	34	0	0	49	0	9	3	1	13	3	87	5	4	99	161
06:45 AM	20	40	0	0	60	0	11	5	3	19	9	100	6	0	115	194
Total	35	74	0	0	109	0	20	8	4	32	12	187	11	4	214	355
07:00 AM	18	44	0	0	62	0	36	12	6	54	15	93	3	1	112	228
07:15 AM	11	61	0	0	72	0	40	29	9	78	19	150	13	2	184	334
07:30 AM	24	54	0	0	78	0	66	30	9	105	20	186	4	6	216	399
07:45 AM	20	55	0	0	75	0	35	16	8	59	31	208	11	1	251	385
Total	73	214	0	0	287	0	177	87	32	296	85	637	31	10	763	1346
08:00 AM	27	71	0	0	98	0	49	12	13	74	20	171	12	5	208	380
08:15 AM	33	60	0	0	93	0	39	22	3	64	32	201	11	3	247	404
08:30 AM	27	56	0	0	83	0	39	24	7	70	41	178	22	2	243	396
08:45 AM	32	82	0	0	114	0	45	25	11	81	17	180	20	4	221	416
Total	119	269	0	0	388	0	172	83	34	289	110	730	65	14	919	1596
09:00 AM	27	62	0	0	89	0	48	24	9	81	18	157	15	2	192	362
09:15 AM	16	54	0	0	70	0	39	15	7	61	15	143	8	8	174	305
*** BREAK ***																
Total	43	116	0	0	159	0	87	39	16	142	33	300	23	10	366	667
*** BREAK ***																
04:00 PM	29	80	0	0	109	0	70	23	4	97	20	135	5	6	166	372
04:15 PM	25	57	0	0	82	0	71	32	10	113	25	167	4	5	201	396
04:30 PM	34	70	0	0	104	0	75	28	4	107	17	164	9	3	193	404
04:45 PM	46	76	0	0	122	0	57	31	9	97	19	153	7	4	183	402
Total	134	283	0	0	417	0	273	114	27	414	81	619	25	18	743	1574
05:00 PM	47	73	0	0	120	0	86	39	7	132	12	198	2	3	215	467
05:15 PM	37	108	0	0	145	0	87	24	4	115	16	169	3	7	195	455
05:30 PM	38	94	0	0	132	0	65	29	4	98	26	174	11	1	212	442
05:45 PM	32	74	0	0	106	0	68	26	3	97	15	179	4	4	202	405
Total	154	349	0	0	503	0	306	118	18	442	69	720	20	15	824	1769
06:00 PM	29	53	0	0	82	0	53	27	5	85	25	159	3	4	191	358
06:15 PM	36	64	0	0	100	0	38	19	6	63	13	142	2	1	158	321
06:30 PM	25	60	0	0	85	0	41	18	2	61	13	160	5	4	182	328
06:45 PM	24	40	0	0	64	0	47	18	3	68	15	113	4	3	135	267
Total	114	217	0	0	331	0	179	82	16	277	66	574	14	12	666	1274
Grand Total	672	1522	0	0	2194	0	1214	531	147	1892	456	3767	189	83	4495	8581
Apprch %	30.6	69.4	0	0		0	64.2	28.1	7.8		10.1	83.8	4.2	1.8		
Total %	7.8	17.7	0	0	25.6	0	14.1	6.2	1.7	22	5.3	43.9	2.2	1	52.4	

Start Time	S BOULEVARD Southbound					S BOULEVARD Northbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
08:00 AM	27	71	0	0	98	0	49	12	13	74	20	171	12	5	208	380
08:15 AM	33	60	0	0	93	0	39	22	3	64	32	201	11	3	247	404
08:30 AM	27	56	0	0	83	0	39	24	7	70	41	178	22	2	243	396
08:45 AM	32	82	0	0	114	0	45	25	11	81	17	180	20	4	221	416
Total Volume	119	269	0	0	388	0	172	83	34	289	110	730	65	14	919	1596
% App. Total	30.7	69.3	0	0		0	59.5	28.7	11.8		12	79.4	7.1	1.5		
PHF	.902	.820	.000	.000	.851	.000	.878	.830	.654	.892	.671	.908	.739	.700	.930	.959

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Platt&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	S BOULEVARD Southbound					S BOULEVARD Northbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:15 AM					07:45 AM				
+0 mins.	27	71	0	0	98	0	40	29	9	78	31	208	11	1	251
+15 mins.	33	60	0	0	93	0	66	30	9	105	20	171	12	5	208
+30 mins.	27	56	0	0	83	0	35	16	8	59	32	201	11	3	247
+45 mins.	32	82	0	0	114	0	49	12	13	74	41	178	22	2	243
Total Volume	119	269	0	0	388	0	190	87	39	316	124	758	56	11	949
% App. Total	30.7	69.3	0	0		0	60.1	27.5	12.3		13.1	79.9	5.9	1.2	
PHF	.902	.820	.000	.000	.851	.000	.720	.725	.750	.752	.756	.911	.636	.550	.945

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

	05:00 PM					05:15 PM					05:30 PM					05:45 PM				
05:00 PM	47	73	0	0	120	0	86	39	7	132	12	198	2	3	215	467				
05:15 PM	37	108	0	0	145	0	87	24	4	115	16	169	3	7	195	455				
05:30 PM	38	94	0	0	132	0	65	29	4	98	26	174	11	1	212	442				
05:45 PM	32	74	0	0	106	0	68	26	3	97	15	179	4	4	202	405				
Total Volume	154	349	0	0	503	0	306	118	18	442	69	720	20	15	824	1769				
% App. Total	30.6	69.4	0	0		0	69.2	26.7	4.1		8.4	87.4	2.4	1.8						
PHF	.819	.808	.000	.000	.867	.000	.879	.756	.643	.837	.663	.909	.455	.536	.958	.947				

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					05:00 PM				
+0 mins.	46	76	0	0	122	0	75	28	4	107	12	198	2	3	215
+15 mins.	47	73	0	0	120	0	57	31	9	97	16	169	3	7	195
+30 mins.	37	108	0	0	145	0	86	39	7	132	26	174	11	1	212
+45 mins.	38	94	0	0	132	0	87	24	4	115	15	179	4	4	202
Total Volume	168	351	0	0	519	0	305	122	24	451	69	720	20	15	824
% App. Total	32.4	67.6	0	0		0	67.6	27.1	5.3		8.4	87.4	2.4	1.8	
PHF	.894	.813	.000	.000	.895	.000	.876	.782	.667	.854	.663	.909	.455	.536	.958

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Platt&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	S BOULEVARD Southbound					S BOULEVARD Northbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	6
06:45 AM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	1	2	0	0	3	0	1	0	0	1	0	7	0	0	7	11
07:00 AM	2	1	0	0	3	0	1	0	0	1	1	0	0	0	1	5
07:15 AM	1	0	0	0	1	0	2	0	0	2	0	5	0	0	5	8
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Total	4	3	0	0	7	0	4	0	0	4	1	9	0	0	10	21
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	6
08:30 AM	2	3	0	0	5	0	1	0	0	1	0	5	0	0	5	11
08:45 AM	2	4	0	0	6	0	0	0	1	1	0	2	0	0	2	9
Total	4	8	0	0	12	0	1	0	1	2	1	12	0	0	13	27
09:00 AM	3	0	0	0	3	0	0	0	0	0	2	4	0	1	7	10
09:15 AM	1	2	0	0	3	0	4	0	0	4	0	5	0	1	6	13
*** BREAK ***																
Total	4	2	0	0	6	0	4	0	0	4	2	9	0	2	13	23
*** BREAK ***																
04:00 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	5
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
04:30 PM	2	1	0	0	3	0	2	0	0	2	0	2	0	0	2	7
04:45 PM	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	5
Total	4	5	0	0	9	0	4	1	0	5	0	6	1	0	7	21
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	1	5	7
*** BREAK ***																
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	2	0	4	0	7	0	1	8	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Total	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	7
Grand Total	18	21	0	0	39	0	16	3	1	20	4	54	2	3	63	122
Apprch %	46.2	53.8	0	0		0	80	15	5		6.3	85.7	3.2	4.8		
Total %	14.8	17.2	0	0	32	0	13.1	2.5	0.8	16.4	3.3	44.3	1.6	2.5	51.6	

Start Time	S BOULEVARD Southbound					S BOULEVARD Northbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
08:30 AM	2	3	0	0	5	0	1	0	0	1	0	5	0	0	5	11
08:45 AM	2	4	0	0	6	0	0	0	1	1	0	2	0	0	2	9
09:00 AM	3	0	0	0	3	0	0	0	0	0	2	4	0	1	7	10
09:15 AM	1	2	0	0	3	0	4	0	0	4	0	5	0	1	6	13
Total Volume	8	9	0	0	17	0	5	0	1	6	2	16	0	2	20	43
% App. Total	47.1	52.9	0	0		0	83.3	0	16.7		10	80	0	10		
PHF	.667	.563	.000	.000	.708	.000	.313	.000	.250	.375	.250	.800	.000	.500	.714	.827

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Platt&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	S BOULEVARD Southbound					S BOULEVARD Northbound					PLATT STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					08:30 AM					08:30 AM				
+0 mins.	2	3	0	0	5	0	1	0	0	1	0	5	0	0	5
+15 mins.	2	4	0	0	6	0	0	0	1	1	0	2	0	0	2
+30 mins.	3	0	0	0	3	0	0	0	0	0	2	4	0	1	7
+45 mins.	1	2	0	0	3	0	4	0	0	4	0	5	0	1	6
Total Volume	8	9	0	0	17	0	5	0	1	6	2	16	0	2	20
% App. Total	47.1	52.9	0	0		0	83.3	0	16.7		10	80	0	10	
PHF	.667	.563	.000	.000	.708	.000	.313	.000	.250	.375	.250	.800	.000	.500	.714

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	1	0	0	3	0	2	0	0	2	0	2	0	0	2	7
04:45 PM	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	5
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	1	5	7
Total Volume	3	2	0	0	5	0	5	2	0	7	0	10	0	1	11	23
% App. Total	60	40	0	0		0	71.4	28.6	0		0	90.9	0	9.1		
PHF	.375	.500	.000	.000	.417	.000	.625	.250	.000	.875	.000	.625	.000	.250	.550	.821

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:30 PM				
+0 mins.	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2
+15 mins.	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2
+30 mins.	2	1	0	0	3	0	2	0	0	2	0	2	0	0	2
+45 mins.	1	1	0	0	2	0	0	2	0	2	0	4	0	1	5
Total Volume	4	5	0	0	9	0	5	2	0	7	0	10	0	1	11
% App. Total	44.4	55.6	0	0		0	71.4	28.6	0		0	90.9	0	9.1	
PHF	.500	.625	.000	.000	.750	.000	.625	.250	.000	.875	.000	.625	.000	.250	.550

Intersection Pedestrian & Bicycle Count

Date: 5/16/19

Day: Thursday

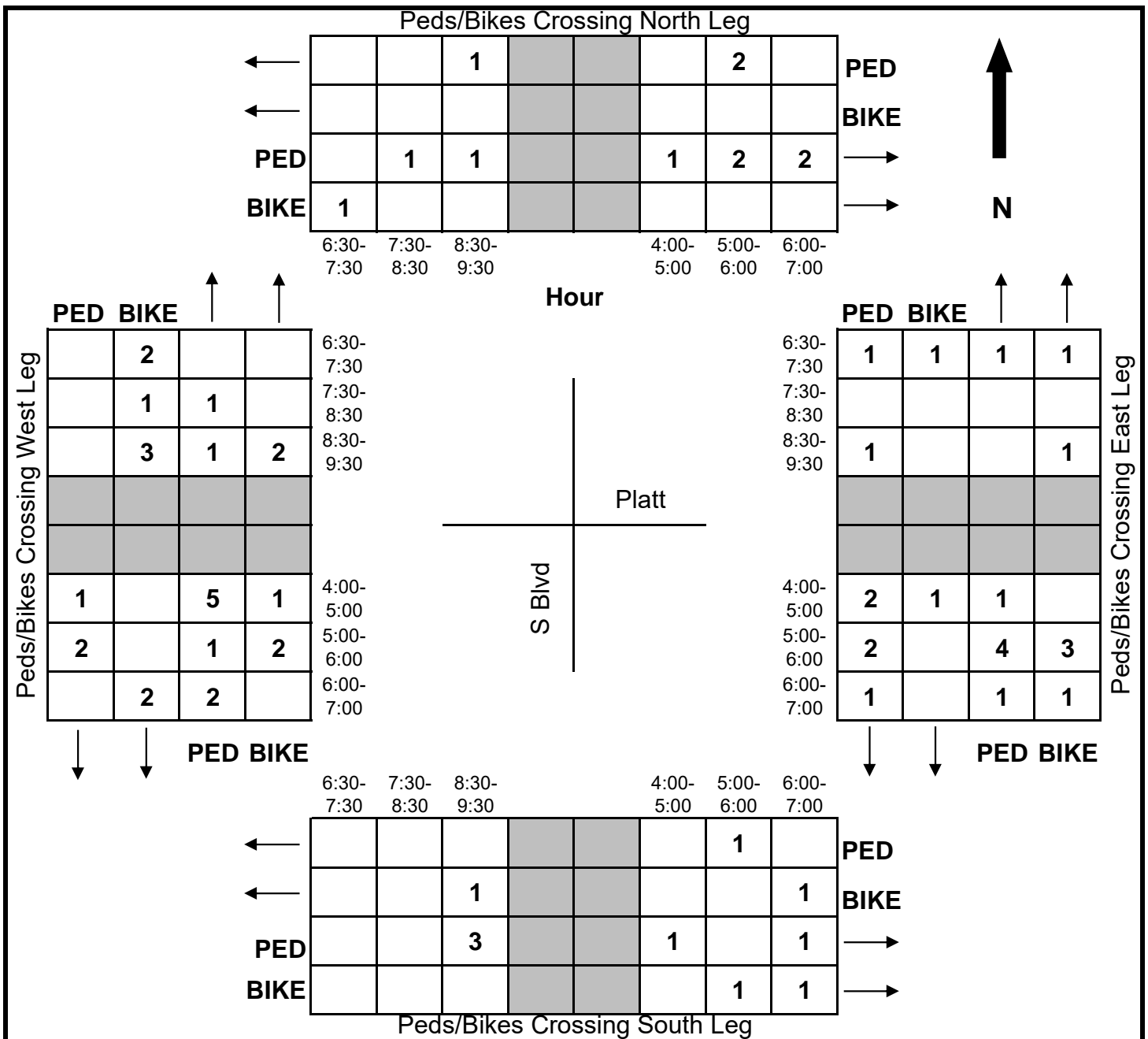
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Platt Street at S Boulevard

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Cleveland&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	S BOULEVARD Southbound					CLEVELAND STREET Westbound					S BOULEVARD Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	53	0	4	57	5	73	6	0	84	3	9	0	0	12	153
06:45 AM	0	45	3	6	54	8	119	17	0	144	5	13	0	0	18	216
Total	0	98	3	10	111	13	192	23	0	228	8	22	0	0	30	369
07:00 AM	0	53	5	2	60	12	151	36	1	200	17	36	0	0	53	313
07:15 AM	0	66	4	4	74	13	190	31	1	235	14	46	0	0	60	369
07:30 AM	0	54	4	7	65	20	221	48	0	289	21	54	0	0	75	429
07:45 AM	0	60	0	7	67	18	221	54	1	294	14	61	0	0	75	436
Total	0	233	13	20	266	63	783	169	3	1018	66	197	0	0	263	1547
08:00 AM	0	73	5	4	82	21	247	60	2	330	11	50	0	0	61	473
08:15 AM	0	76	4	7	87	24	217	64	1	306	15	63	0	0	78	471
08:30 AM	0	67	9	3	79	22	217	64	0	303	17	64	0	0	81	463
08:45 AM	0	90	2	5	97	19	214	37	0	270	14	55	0	0	69	436
Total	0	306	20	19	345	86	895	225	3	1209	57	232	0	0	289	1843
09:00 AM	0	69	5	5	79	21	195	23	2	241	18	51	0	0	69	389
09:15 AM	0	65	5	2	72	9	153	14	1	177	8	47	0	0	55	304
*** BREAK ***																
Total	0	134	10	7	151	30	348	37	3	418	26	98	0	0	124	693
*** BREAK ***																
04:00 PM	0	89	5	13	107	19	245	34	6	304	22	73	0	0	95	506
04:15 PM	0	69	11	12	92	18	271	38	3	330	15	75	0	0	90	512
04:30 PM	0	100	12	15	127	15	227	48	7	297	30	72	0	0	102	526
04:45 PM	0	95	11	7	113	24	276	65	2	367	15	57	0	0	72	552
Total	0	353	39	47	439	76	1019	185	18	1298	82	277	0	0	359	2096
05:00 PM	0	109	17	6	132	26	317	51	3	397	26	79	0	0	105	634
05:15 PM	0	88	19	3	110	48	401	52	5	506	20	84	0	0	104	720
05:30 PM	0	90	11	6	107	56	283	45	10	394	22	72	0	0	94	595
05:45 PM	0	81	6	5	92	22	238	38	3	301	23	69	0	0	92	485
Total	0	368	53	20	441	152	1239	186	21	1598	91	304	0	0	395	2434
06:00 PM	0	76	6	14	96	21	219	24	2	266	15	58	0	0	73	435
06:15 PM	0	82	10	7	99	22	194	30	5	251	18	47	0	0	65	415
06:30 PM	0	77	6	8	91	16	170	27	2	215	10	42	0	0	52	358
06:45 PM	0	51	6	8	65	10	156	27	2	195	10	58	0	0	68	328
Total	0	286	28	37	351	69	739	108	11	927	53	205	0	0	258	1536
Grand Total	0	1778	166	160	2104	489	5215	933	59	6696	383	1335	0	0	1718	10518
Apprch %	0	84.5	7.9	7.6		7.3	77.9	13.9	0.9		22.3	77.7	0	0		
Total %	0	16.9	1.6	1.5	20	4.6	49.6	8.9	0.6	63.7	3.6	12.7	0	0	16.3	

Start Time	S BOULEVARD Southbound					CLEVELAND STREET Westbound					S BOULEVARD Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:45 AM	0	60	0	7	67	18	221	54	1	294	14	61	0	0	75	436
08:00 AM	0	73	5	4	82	21	247	60	2	330	11	50	0	0	61	473
08:15 AM	0	76	4	7	87	24	217	64	1	306	15	63	0	0	78	471
08:30 AM	0	67	9	3	79	22	217	64	0	303	17	64	0	0	81	463
Total Volume	0	276	18	21	315	85	902	242	4	1233	57	238	0	0	295	1843
% App. Total	0	87.6	5.7	6.7		6.9	73.2	19.6	0.3		19.3	80.7	0	0		
PHF	.000	.908	.500	.750	.905	.885	.913	.945	.500	.934	.838	.930	.000	.000	.910	.974

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Cleveland&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	S BOULEVARD Southbound					CLEVELAND STREET Westbound					S BOULEVARD Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:45 AM					08:15 AM				
+0 mins.	0	73	5	4	82	18	221	54	1	294	15	63	0	0	78
+15 mins.	0	76	4	7	87	21	247	60	2	330	17	64	0	0	81
+30 mins.	0	67	9	3	79	24	217	64	1	306	14	55	0	0	69
+45 mins.	0	90	2	5	97	22	217	64	0	303	18	51	0	0	69
Total Volume	0	306	20	19	345	85	902	242	4	1233	64	233	0	0	297
% App. Total	0	88.7	5.8	5.5		6.9	73.2	19.6	0.3		21.5	78.5	0	0	
PHF	.000	.850	.556	.679	.889	.885	.913	.945	.500	.934	.889	.910	.000	.000	.917

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM					05:00 PM					05:15 PM					05:30 PM				
04:45 PM	0	95	11	7	113	24	276	65	2	367	15	57	0	0	72					
05:00 PM	0	109	17	6	132	26	317	51	3	397	26	79	0	0	105					
05:15 PM	0	88	19	3	110	48	401	52	5	506	20	84	0	0	104					
05:30 PM	0	90	11	6	107	56	283	45	10	394	22	72	0	0	94					
Total Volume	0	382	58	22	462	154	1277	213	20	1664	83	292	0	0	375					
% App. Total	0	82.7	12.6	4.8		9.3	76.7	12.8	1.2		22.1	77.9	0	0						
PHF	.000	.876	.763	.786	.875	.688	.796	.819	.500	.822	.798	.869	.000	.000	.893					

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM				
+0 mins.	0	100	12	15	127	24	276	65	2	367	26	79	0	0	105
+15 mins.	0	95	11	7	113	26	317	51	3	397	20	84	0	0	104
+30 mins.	0	109	17	6	132	48	401	52	5	506	22	72	0	0	94
+45 mins.	0	88	19	3	110	56	283	45	10	394	23	69	0	0	92
Total Volume	0	392	59	31	482	154	1277	213	20	1664	91	304	0	0	395
% App. Total	0	81.3	12.2	6.4		9.3	76.7	12.8	1.2		23	77	0	0	
PHF	.000	.899	.776	.517	.913	.688	.796	.819	.500	.822	.875	.905	.000	.000	.940

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Cleveland&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	S BOULEVARD Southbound					CLEVELAND STREET Westbound					S BOULEVARD Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	1	7	0	0	8	0	1	0	0	1	9
06:45 AM	0	1	0	0	1	1	6	1	0	8	0	0	0	0	0	9
Total	0	1	0	0	1	2	13	1	0	16	0	1	0	0	1	18
07:00 AM	0	1	0	0	1	2	5	3	0	10	0	2	0	0	2	13
07:15 AM	0	0	0	0	0	1	7	0	0	8	1	1	0	0	2	10
07:30 AM	0	2	0	0	2	0	6	1	0	7	0	0	0	0	0	9
07:45 AM	0	0	0	0	0	1	7	5	0	13	0	1	0	0	1	14
Total	0	3	0	0	3	4	25	9	0	38	1	4	0	0	5	46
08:00 AM	0	0	1	0	1	0	8	1	0	9	0	0	0	0	0	10
08:15 AM	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	7
08:30 AM	0	2	0	0	2	2	6	2	0	10	0	2	0	0	2	14
08:45 AM	0	6	0	1	7	0	7	1	0	8	0	0	0	0	0	15
Total	0	10	1	1	12	2	25	4	0	31	0	3	0	0	3	46
09:00 AM	0	2	0	0	2	1	5	0	0	6	0	2	0	0	2	10
09:15 AM	0	3	0	0	3	1	7	3	0	11	0	2	0	0	2	16
*** BREAK ***																
Total	0	5	0	0	5	2	12	3	0	17	0	4	0	0	4	26
*** BREAK ***																
04:00 PM	0	0	0	0	0	1	6	0	0	7	0	1	0	0	1	8
04:15 PM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	9
04:30 PM	0	2	0	0	2	1	4	0	0	5	0	2	0	0	2	9
04:45 PM	0	1	0	0	1	1	6	1	0	8	1	0	0	0	1	10
Total	0	6	0	0	6	3	22	1	0	26	1	3	0	0	4	36
05:00 PM	0	0	0	0	0	0	4	0	0	4	1	1	0	0	2	6
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	22	0	0	22	1	1	0	0	2	24
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	15	0	0	15	0	0	0	0	0	17
Grand Total	0	27	1	1	29	13	134	18	0	165	3	16	0	0	19	213
Apprch %	0	93.1	3.4	3.4		7.9	81.2	10.9	0		15.8	84.2	0	0		
Total %	0	12.7	0.5	0.5	13.6	6.1	62.9	8.5	0	77.5	1.4	7.5	0	0	8.9	

Start Time	S BOULEVARD Southbound					CLEVELAND STREET Westbound					S BOULEVARD Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
08:30 AM	0	2	0	0	2	2	6	2	0	10	0	2	0	0	2	14
08:45 AM	0	6	0	1	7	0	7	1	0	8	0	0	0	0	0	15
09:00 AM	0	2	0	0	2	1	5	0	0	6	0	2	0	0	2	10
09:15 AM	0	3	0	0	3	1	7	3	0	11	0	2	0	0	2	16
Total Volume	0	13	0	1	14	4	25	6	0	35	0	6	0	0	6	55
% App. Total	0	92.9	0	7.1		11.4	71.4	17.1	0		0	100	0	0		
PHF	.000	.542	.000	.250	.500	.500	.893	.500	.000	.795	.000	.750	.000	.000	.750	.859

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Cleveland&SBlvd
 Site Code : 18037
 Start Date : 5/16/2019
 Page No : 2

Start Time	S BOULEVARD Southbound					CLEVELAND STREET Westbound					S BOULEVARD Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					07:00 AM					08:30 AM				
+0 mins.	0	2	0	0	2	2	5	3	0	10	0	2	0	0	2
+15 mins.	0	6	0	1	7	1	7	0	0	8	0	0	0	0	0
+30 mins.	0	2	0	0	2	0	6	1	0	7	0	2	0	0	2
+45 mins.	0	3	0	0	3	1	7	5	0	13	0	2	0	0	2
Total Volume	0	13	0	1	14	4	25	9	0	38	0	6	0	0	6
% App. Total	0	92.9	0	7.1		10.5	65.8	23.7	0		0	100	0	0	
PHF	.000	.542	.000	.250	.500	.500	.893	.450	.000	.731	.000	.750	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	1	6	0	0	7	0	1	0	0	1	8
04:15 PM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	9
04:30 PM	0	2	0	0	2	1	4	0	0	5	0	2	0	0	2	9
04:45 PM	0	1	0	0	1	1	6	1	0	8	1	0	0	0	1	10
Total Volume	0	6	0	0	6	3	22	1	0	26	1	3	0	0	4	36
% App. Total	0	100	0	0		11.5	84.6	3.8	0		25	75	0	0		
PHF	.000	.500	.000	.000	.500	.750	.917	.250	.000	.813	.250	.375	.000	.000	.500	.900

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM				
+0 mins.	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0
+15 mins.	0	3	0	0	3	0	6	0	0	6	0	2	0	0	2
+30 mins.	0	2	0	0	2	1	4	0	0	5	1	0	0	0	1
+45 mins.	0	1	0	0	1	1	6	1	0	8	1	1	0	0	2
Total Volume	0	6	0	0	6	3	22	1	0	26	2	3	0	0	5
% App. Total	0	100	0	0		11.5	84.6	3.8	0		40	60	0	0	
PHF	.000	.500	.000	.000	.500	.750	.917	.250	.000	.813	.500	.375	.000	.000	.625

Intersection Pedestrian & Bicycle Count

Date: 5/16/19

Day: Thursday

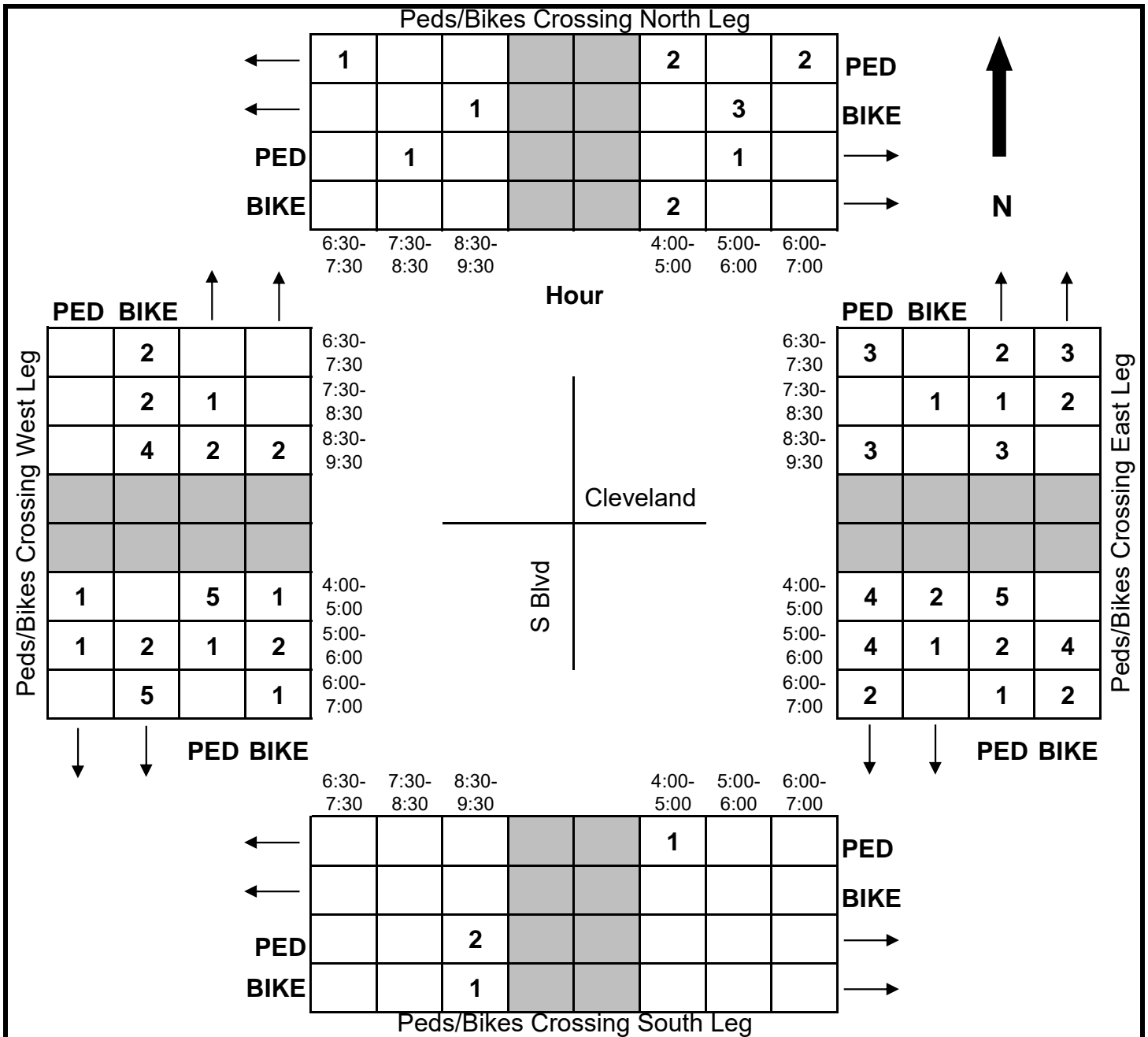
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Cleveland Street at S Boulevard

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&HydePark
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	232	2	3	237	160	114	0	274	511
06:45 AM	0	179	3	1	183	169	177	0	346	529
Total	0	411	5	4	420	329	291	0	620	1040
07:00 AM	0	165	3	1	169	118	190	0	308	477
07:15 AM	0	183	1	2	186	135	267	0	402	588
07:30 AM	0	194	0	0	194	161	284	0	445	639
07:45 AM	0	194	4	3	201	173	345	0	518	719
Total	0	736	8	6	750	587	1086	0	1673	2423
08:00 AM	0	180	3	0	183	137	349	0	486	669
08:15 AM	0	170	3	2	175	127	316	0	443	618
08:30 AM	0	159	4	3	166	151	291	0	442	608
08:45 AM	0	192	1	0	193	141	295	0	436	629
Total	0	701	11	5	717	556	1251	0	1807	2524
09:00 AM	0	157	4	5	166	141	290	0	431	597
09:15 AM	0	160	2	5	167	114	254	0	368	535
*** BREAK ***										
Total	0	317	6	10	333	255	544	0	799	1132
*** BREAK ***										
04:00 PM	0	126	5	9	140	92	326	0	418	558
04:15 PM	0	128	11	16	155	70	334	0	404	559
04:30 PM	0	109	7	9	125	104	356	0	460	585
04:45 PM	0	116	8	15	139	74	337	0	411	550
Total	0	479	31	49	559	340	1353	0	1693	2252
05:00 PM	0	151	13	5	169	98	359	0	457	626
05:15 PM	0	141	11	15	167	116	440	0	556	723
05:30 PM	0	142	5	8	155	109	418	0	527	682
05:45 PM	0	140	8	6	154	135	370	0	505	659
Total	0	574	37	34	645	458	1587	0	2045	2690
06:00 PM	0	149	2	6	157	96	273	0	369	526
06:15 PM	0	181	2	8	191	126	227	0	353	544
06:30 PM	0	142	1	6	149	166	216	0	382	531
06:45 PM	0	113	2	12	127	74	168	0	242	369
Total	0	585	7	32	624	462	884	0	1346	1970
Grand Total	0	3803	105	140	4048	2987	6996	0	9983	14031
Apprch %	0	93.9	2.6	3.5		29.9	70.1	0		
Total %	0	27.1	0.7	1	28.9	21.3	49.9	0	71.1	
Passenger Vehicles	0	3660	102	138	3900	2926	6817	0	9743	13643
% Passenger Vehicles	0	96.2	97.1	98.6	96.3	98	97.4	0	97.6	97.2
Heavy Vehicles	0	143	3	2	148	61	179	0	240	388
% Heavy Vehicles	0	3.8	2.9	1.4	3.7	2	2.6	0	2.4	2.8
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	194	0	0	194	161	284	0	445	639
07:45 AM	0	194	4	3	201	173	345	0	518	719
08:00 AM	0	180	3	0	183	137	349	0	486	669
08:15 AM	0	170	3	2	175	127	316	0	443	618
Total Volume	0	738	10	5	753	598	1294	0	1892	2645
% App. Total	0	98	1.3	0.7		31.6	68.4	0		
PHF	.000	.951	.625	.417	.937	.864	.927	.000	.913	.920
Passenger Vehicles	0	710	9	4	723	590	1253	0	1843	2566
% Passenger Vehicles	0	96.2	90.0	80.0	96.0	98.7	96.8	0	97.4	97.0
Heavy Vehicles	0	28	1	1	30	8	41	0	49	79

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

% Heavy Vehicles	0	3.8	10.0	20.0	4.0	1.3	3.2	0	2.6	3.0
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM					07:30 AM				
+0 mins.	0	232	2	3	237	161	284	0	445	
+15 mins.	0	179	3	1	183	173	345	0	518	
+30 mins.	0	165	3	1	169	137	349	0	486	
+45 mins.	0	183	1	2	186	127	316	0	443	
Total Volume	0	759	9	7	775	598	1294	0	1892	
% App. Total	0	97.9	1.2	0.9		31.6	68.4	0		
PHF	.000	.818	.750	.583	.818	.864	.927	.000	.913	
Passenger Vehicles	0	728	9	7	744	590	1253	0	1843	
% Passenger Vehicles	0	95.9	100	100	96	98.7	96.8	0	97.4	
Heavy Vehicles	0	31	0	0	31	8	41	0	49	
% Heavy Vehicles	0	4.1	0	0	4	1.3	3.2	0	2.6	
UTurns	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	151	13	5	169	98	359	0	457	626
05:15 PM	0	141	11	15	167	116	440	0	556	723
05:30 PM	0	142	5	8	155	109	418	0	527	682
05:45 PM	0	140	8	6	154	135	370	0	505	659
Total Volume	0	574	37	34	645	458	1587	0	2045	2690
% App. Total	0	89	5.7	5.3		22.4	77.6	0		
PHF	.000	.950	.712	.567	.954	.848	.902	.000	.920	.930
Passenger Vehicles	0	555	37	34	626	453	1565	0	2018	2644
% Passenger Vehicles	0	96.7	100	100	97.1	98.9	98.6	0	98.7	98.3
Heavy Vehicles	0	19	0	0	19	5	22	0	27	46
% Heavy Vehicles	0	3.3	0	0	2.9	1.1	1.4	0	1.3	1.7
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:30 PM					05:00 PM				
+0 mins.	0	142	5	8	155	98	359	0	457	
+15 mins.	0	140	8	6	154	116	440	0	556	
+30 mins.	0	149	2	6	157	109	418	0	527	
+45 mins.	0	181	2	8	191	135	370	0	505	
Total Volume	0	612	17	28	657	458	1587	0	2045	
% App. Total	0	93.2	2.6	4.3		22.4	77.6	0		
PHF	.000	.845	.531	.875	.860	.848	.902	.000	.920	
Passenger Vehicles	0	593	17	28	638	453	1565	0	2018	
% Passenger Vehicles	0	96.9	100	100	97.1	98.9	98.6	0	98.7	
Heavy Vehicles	0	19	0	0	19	5	22	0	27	
% Heavy Vehicles	0	3.1	0	0	2.9	1.1	1.4	0	1.3	
UTurns	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&HydePark
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	225	2	3	230	159	105	0	264	494
06:45 AM	0	170	3	1	174	164	166	0	330	504
Total	0	395	5	4	404	323	271	0	594	998
07:00 AM	0	156	3	1	160	115	181	0	296	456
07:15 AM	0	177	1	2	180	130	261	0	391	571
07:30 AM	0	187	0	0	187	159	273	0	432	619
07:45 AM	0	191	4	2	197	170	333	0	503	700
Total	0	711	8	5	724	574	1048	0	1622	2346
08:00 AM	0	170	3	0	173	136	340	0	476	649
08:15 AM	0	162	2	2	166	125	307	0	432	598
08:30 AM	0	151	3	3	157	148	282	0	430	587
08:45 AM	0	182	1	0	183	137	287	0	424	607
Total	0	665	9	5	679	546	1216	0	1762	2441
09:00 AM	0	154	3	4	161	131	279	0	410	571
09:15 AM	0	156	2	5	163	110	245	0	355	518
*** BREAK ***										
Total	0	310	5	9	324	241	524	0	765	1089
*** BREAK ***										
04:00 PM	0	123	5	9	137	88	318	0	406	543
04:15 PM	0	123	11	16	150	70	331	0	401	551
04:30 PM	0	103	7	9	119	101	343	0	444	563
04:45 PM	0	111	8	15	134	73	331	0	404	538
Total	0	460	31	49	540	332	1323	0	1655	2195
05:00 PM	0	145	13	5	163	98	354	0	452	615
05:15 PM	0	136	11	15	162	115	435	0	550	712
05:30 PM	0	138	5	8	151	105	411	0	516	667
05:45 PM	0	136	8	6	150	135	365	0	500	650
Total	0	555	37	34	626	453	1565	0	2018	2644
06:00 PM	0	143	2	6	151	95	271	0	366	517
06:15 PM	0	176	2	8	186	125	224	0	349	535
06:30 PM	0	136	1	6	143	163	213	0	376	519
06:45 PM	0	109	2	12	123	74	162	0	236	359
Total	0	564	7	32	603	457	870	0	1327	1930
Grand Total	0	3660	102	138	3900	2926	6817	0	9743	13643
Apprch %	0	93.8	2.6	3.5		30	70	0		
Total %	0	26.8	0.7	1	28.6	21.4	50	0	71.4	

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	187	0	0	187	159	273	0	432	619
07:45 AM	0	191	4	2	197	170	333	0	503	700
08:00 AM	0	170	3	0	173	136	340	0	476	649
08:15 AM	0	162	2	2	166	125	307	0	432	598
Total Volume	0	710	9	4	723	590	1253	0	1843	2566
% App. Total	0	98.2	1.2	0.6		32	68	0		
PHF	.000	.929	.563	.500	.918	.868	.921	.000	.916	.916

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&HydePark
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM					07:30 AM			
+0 mins.	0	225	2	3	230	159	273	0	432
+15 mins.	0	170	3	1	174	170	333	0	503
+30 mins.	0	156	3	1	160	136	340	0	476
+45 mins.	0	177	1	2	180	125	307	0	432
Total Volume	0	728	9	7	744	590	1253	0	1843
% App. Total	0	97.8	1.2	0.9		32	68	0	
PHF	.000	.809	.750	.583	.809	.868	.921	.000	.916

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	145	13	5	163	98	354	0	452	615
05:15 PM	0	136	11	15	162	115	435	0	550	712
05:30 PM	0	138	5	8	151	105	411	0	516	667
05:45 PM	0	136	8	6	150	135	365	0	500	650
Total Volume	0	555	37	34	626	453	1565	0	2018	2644
% App. Total	0	88.7	5.9	5.4		22.4	77.6	0		
PHF	.000	.957	.712	.567	.960	.839	.899	.000	.917	.928

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:30 PM					05:00 PM			
+0 mins.	0	138	5	8	151	98	354	0	452
+15 mins.	0	136	8	6	150	115	435	0	550
+30 mins.	0	143	2	6	151	105	411	0	516
+45 mins.	0	176	2	8	186	135	365	0	500
Total Volume	0	593	17	28	638	453	1565	0	2018
% App. Total	0	92.9	2.7	4.4		22.4	77.6	0	
PHF	.000	.842	.531	.875	.858	.839	.899	.000	.917

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&HydePark
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	7	0	0	7	1	9	0	10	17
06:45 AM	0	9	0	0	9	5	11	0	16	25
Total	0	16	0	0	16	6	20	0	26	42
07:00 AM	0	9	0	0	9	3	9	0	12	21
07:15 AM	0	6	0	0	6	5	6	0	11	17
07:30 AM	0	7	0	0	7	2	11	0	13	20
07:45 AM	0	3	0	1	4	3	12	0	15	19
Total	0	25	0	1	26	13	38	0	51	77
08:00 AM	0	10	0	0	10	1	9	0	10	20
08:15 AM	0	8	1	0	9	2	9	0	11	20
08:30 AM	0	8	1	0	9	3	9	0	12	21
08:45 AM	0	10	0	0	10	4	8	0	12	22
Total	0	36	2	0	38	10	35	0	45	83
09:00 AM	0	3	1	1	5	10	11	0	21	26
09:15 AM	0	4	0	0	4	4	9	0	13	17
*** BREAK ***										
Total	0	7	1	1	9	14	20	0	34	43
*** BREAK ***										
04:00 PM	0	3	0	0	3	4	8	0	12	15
04:15 PM	0	5	0	0	5	0	3	0	3	8
04:30 PM	0	6	0	0	6	3	13	0	16	22
04:45 PM	0	5	0	0	5	1	6	0	7	12
Total	0	19	0	0	19	8	30	0	38	57
05:00 PM	0	6	0	0	6	0	5	0	5	11
05:15 PM	0	5	0	0	5	1	5	0	6	11
05:30 PM	0	4	0	0	4	4	7	0	11	15
05:45 PM	0	4	0	0	4	0	5	0	5	9
Total	0	19	0	0	19	5	22	0	27	46
06:00 PM	0	6	0	0	6	1	2	0	3	9
06:15 PM	0	5	0	0	5	1	3	0	4	9
06:30 PM	0	6	0	0	6	3	3	0	6	12
06:45 PM	0	4	0	0	4	0	6	0	6	10
Total	0	21	0	0	21	5	14	0	19	40
Grand Total	0	143	3	2	148	61	179	0	240	388
Apprch %	0	96.6	2	1.4		25.4	74.6	0		
Total %	0	36.9	0.8	0.5	38.1	15.7	46.1	0	61.9	

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
08:15 AM	0	8	1	0	9	2	9	0	11	20
08:30 AM	0	8	1	0	9	3	9	0	12	21
08:45 AM	0	10	0	0	10	4	8	0	12	22
09:00 AM	0	3	1	1	5	10	11	0	21	26
Total Volume	0	29	3	1	33	19	37	0	56	89
% App. Total	0	87.9	9.1	3		33.9	66.1	0		
PHF	.000	.725	.750	.250	.825	.475	.841	.000	.667	.856

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&HydePark
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	HYDE PARK AVENUE Southbound					BROREIN STREET Westbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:30 AM			
+0 mins.	0	10	0	0	10	3	9	0	12
+15 mins.	0	8	1	0	9	4	8	0	12
+30 mins.	0	8	1	0	9	10	11	0	21
+45 mins.	0	10	0	0	10	4	9	0	13
Total Volume	0	36	2	0	38	21	37	0	58
% App. Total	0	94.7	5.3	0		36.2	63.8	0	
PHF	.000	.900	.500	.000	.950	.525	.841	.000	.690

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	3	0	0	3	4	8	0	12	15
04:15 PM	0	5	0	0	5	0	3	0	3	8
04:30 PM	0	6	0	0	6	3	13	0	16	22
04:45 PM	0	5	0	0	5	1	6	0	7	12
Total Volume	0	19	0	0	19	8	30	0	38	57
% App. Total	0	100	0	0		21.1	78.9	0		
PHF	.000	.792	.000	.000	.792	.500	.577	.000	.594	.648

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM			
+0 mins.	0	5	0	0	5	4	8	0	12
+15 mins.	0	6	0	0	6	0	3	0	3
+30 mins.	0	5	0	0	5	3	13	0	16
+45 mins.	0	6	0	0	6	1	6	0	7
Total Volume	0	22	0	0	22	8	30	0	38
% App. Total	0	100	0	0		21.1	78.9	0	
PHF	.000	.917	.000	.000	.917	.500	.577	.000	.594

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

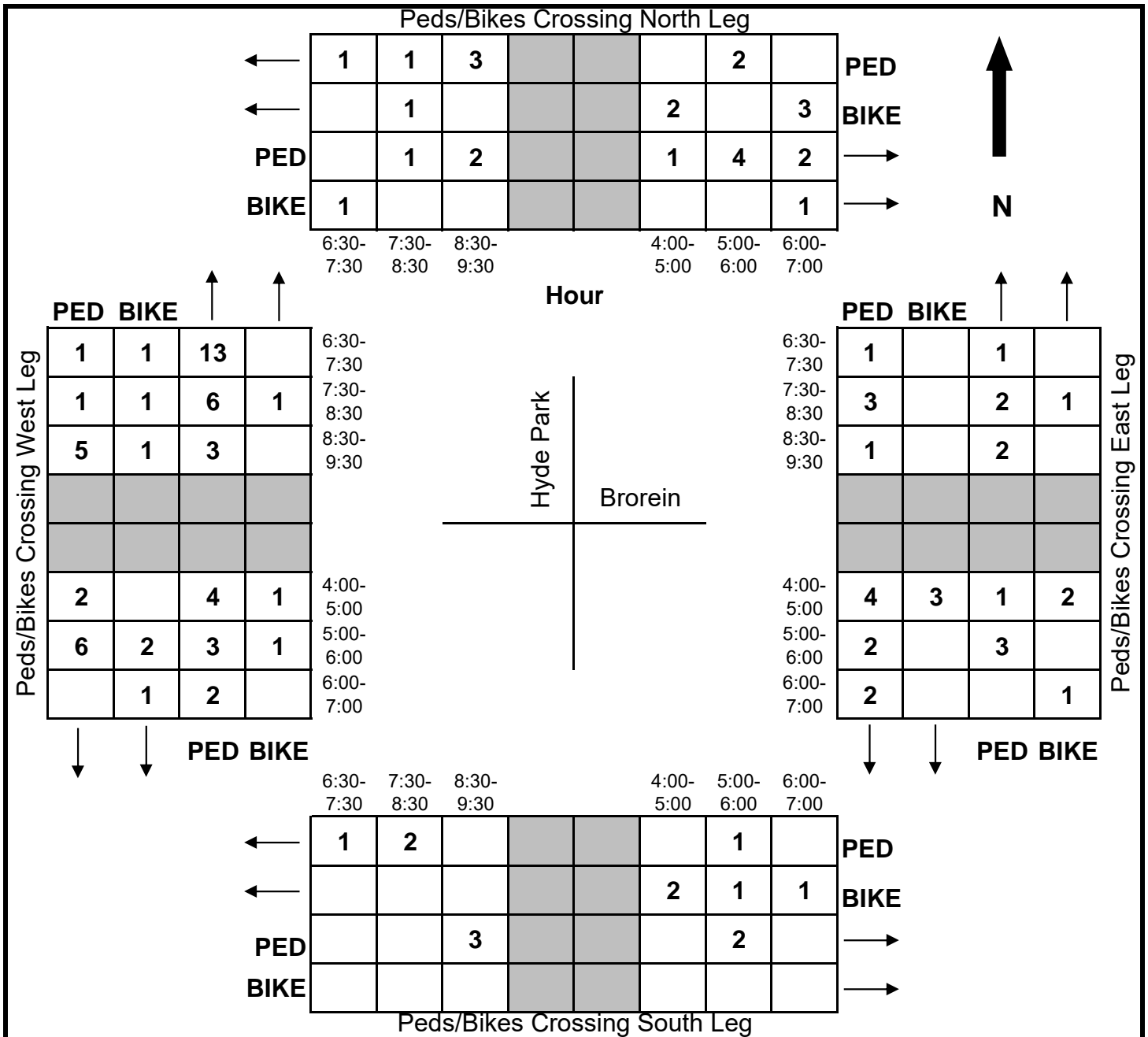
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Hyde Park Avenue at Brorein Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&Platt
 Site Code : 18037
 Start Date : 5/23/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	102	2	0	104	15	38	0	53	157
06:45 AM	0	100	3	6	109	15	48	0	63	172
Total	0	202	5	6	213	30	86	0	116	329
07:00 AM	0	181	2	4	187	12	75	0	87	274
07:15 AM	0	183	9	3	195	23	124	0	147	342
07:30 AM	0	235	7	3	245	26	126	0	152	397
07:45 AM	0	206	10	4	220	26	132	0	158	378
Total	0	805	28	14	847	87	457	0	544	1391
08:00 AM	0	216	3	4	223	37	158	0	195	418
08:15 AM	0	186	8	7	201	32	177	0	209	410
08:30 AM	0	161	9	2	172	35	183	0	218	390
08:45 AM	0	162	6	3	171	32	170	0	202	373
Total	0	725	26	16	767	136	688	0	824	1591
09:00 AM	0	133	1	4	138	32	149	0	181	319
09:15 AM	0	172	9	5	186	35	116	0	151	337
*** BREAK ***										
Total	0	305	10	9	324	67	265	0	332	656
*** BREAK ***										
04:00 PM	0	254	7	6	267	53	133	0	186	453
04:15 PM	0	311	17	3	331	86	134	0	220	551
04:30 PM	0	272	16	11	299	101	184	0	285	584
04:45 PM	0	319	16	2	337	98	132	0	230	567
Total	0	1156	56	22	1234	338	583	0	921	2155
05:00 PM	0	250	22	4	276	104	170	0	274	550
05:15 PM	0	259	22	7	288	81	155	0	236	524
05:30 PM	0	200	11	4	215	98	166	0	264	479
05:45 PM	0	190	10	7	207	56	135	0	191	398
Total	0	899	65	22	986	339	626	0	965	1951
06:00 PM	0	204	9	4	217	60	121	0	181	398
06:15 PM	0	155	7	6	168	45	143	0	188	356
06:30 PM	0	147	9	4	160	29	121	0	150	310
06:45 PM	0	175	7	3	185	36	118	0	154	339
Total	0	681	32	17	730	170	503	0	673	1403
Grand Total	0	4773	222	106	5101	1167	3208	0	4375	9476
Apprch %	0	93.6	4.4	2.1		26.7	73.3	0		
Total %	0	50.4	2.3	1.1	53.8	12.3	33.9	0	46.2	
Passenger Vehicles	0	4609	212	101	4922	1142	3185	0	4327	9249
% Passenger Vehicles	0	96.6	95.5	95.3	96.5	97.9	99.3	0	98.9	97.6
Heavy Vehicles	0	164	10	5	179	25	23	0	48	227
% Heavy Vehicles	0	3.4	4.5	4.7	3.5	2.1	0.7	0	1.1	2.4
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	235	7	3	245	26	126	0	152	397
07:45 AM	0	206	10	4	220	26	132	0	158	378
08:00 AM	0	216	3	4	223	37	158	0	195	418
08:15 AM	0	186	8	7	201	32	177	0	209	410
Total Volume	0	843	28	18	889	121	593	0	714	1603
% App. Total	0	94.8	3.1	2		16.9	83.1	0		
PHF	.000	.897	.700	.643	.907	.818	.838	.000	.854	.959
Passenger Vehicles	0	816	26	17	859	116	591	0	707	1566
% Passenger Vehicles	0	96.8	92.9	94.4	96.6	95.9	99.7	0	99.0	97.7
Heavy Vehicles	0	27	2	1	30	5	2	0	7	37

Intersection Turning Movement Count

% Heavy Vehicles	0	3.2	7.1	5.6	3.4	4.1	0.3	0	1.0	2.3
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM				
+0 mins.	0	235	7	3	245	37	158	0	195	
+15 mins.	0	206	10	4	220	32	177	0	209	
+30 mins.	0	216	3	4	223	35	183	0	218	
+45 mins.	0	186	8	7	201	32	170	0	202	
Total Volume	0	843	28	18	889	136	688	0	824	
% App. Total	0	94.8	3.1	2		16.5	83.5	0		
PHF	.000	.897	.700	.643	.907	.919	.940	.000	.945	
Passenger Vehicles	0	816	26	17	859	132	683	0	815	
% Passenger Vehicles	0	96.8	92.9	94.4	96.6	97.1	99.3	0	98.9	
Heavy Vehicles	0	27	2	1	30	4	5	0	9	
% Heavy Vehicles	0	3.2	7.1	5.6	3.4	2.9	0.7	0	1.1	
UTurns	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	311	17	3	331	86	134	0	220	551
04:30 PM	0	272	16	11	299	101	184	0	285	584
04:45 PM	0	319	16	2	337	98	132	0	230	567
05:00 PM	0	250	22	4	276	104	170	0	274	550
Total Volume	0	1152	71	20	1243	389	620	0	1009	2252
% App. Total	0	92.7	5.7	1.6		38.6	61.4	0		
PHF	.000	.903	.807	.455	.922	.935	.842	.000	.885	.964
Passenger Vehicles	0	1124	69	19	1212	388	616	0	1004	2216
% Passenger Vehicles	0	97.6	97.2	95.0	97.5	99.7	99.4	0	99.5	98.4
Heavy Vehicles	0	28	2	1	31	1	4	0	5	36
% Heavy Vehicles	0	2.4	2.8	5.0	2.5	0.3	0.6	0	0.5	1.6
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM				
+0 mins.	0	311	17	3	331	101	184	0	285	
+15 mins.	0	272	16	11	299	98	132	0	230	
+30 mins.	0	319	16	2	337	104	170	0	274	
+45 mins.	0	250	22	4	276	81	155	0	236	
Total Volume	0	1152	71	20	1243	384	641	0	1025	
% App. Total	0	92.7	5.7	1.6		37.5	62.5	0		
PHF	.000	.903	.807	.455	.922	.923	.871	.000	.899	
Passenger Vehicles	0	1124	69	19	1212	384	638	0	1022	
% Passenger Vehicles	0	97.6	97.2	95	97.5	100	99.5	0	99.7	
Heavy Vehicles	0	28	2	1	31	0	3	0	3	
% Heavy Vehicles	0	2.4	2.8	5	2.5	0	0.5	0	0.3	
UTurns	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&Platt
 Site Code : 18037
 Start Date : 5/23/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	94	2	0	96	14	37	0	51	147
06:45 AM	0	94	3	5	102	13	48	0	61	163
Total	0	188	5	5	198	27	85	0	112	310
07:00 AM	0	170	1	4	175	12	73	0	85	260
07:15 AM	0	178	9	3	190	21	121	0	142	332
07:30 AM	0	229	6	3	238	25	126	0	151	389
07:45 AM	0	197	10	3	210	24	132	0	156	366
Total	0	774	26	13	813	82	452	0	534	1347
08:00 AM	0	209	3	4	216	35	157	0	192	408
08:15 AM	0	181	7	7	195	32	176	0	208	403
08:30 AM	0	154	9	2	165	34	181	0	215	380
08:45 AM	0	151	5	3	159	31	169	0	200	359
Total	0	695	24	16	735	132	683	0	815	1550
09:00 AM	0	126	1	4	131	28	149	0	177	308
09:15 AM	0	167	9	4	180	31	113	0	144	324
*** BREAK ***										
Total	0	293	10	8	311	59	262	0	321	632
*** BREAK ***										
04:00 PM	0	245	6	6	257	53	131	0	184	441
04:15 PM	0	303	17	3	323	85	133	0	218	541
04:30 PM	0	266	15	10	291	101	181	0	282	573
04:45 PM	0	309	16	2	327	98	132	0	230	557
Total	0	1123	54	21	1198	337	577	0	914	2112
05:00 PM	0	246	21	4	271	104	170	0	274	545
05:15 PM	0	250	21	7	278	81	155	0	236	514
05:30 PM	0	195	11	4	210	96	166	0	262	472
05:45 PM	0	184	10	7	201	55	134	0	189	390
Total	0	875	63	22	960	336	625	0	961	1921
06:00 PM	0	198	8	4	210	59	120	0	179	389
06:15 PM	0	151	7	6	164	45	143	0	188	352
06:30 PM	0	139	8	4	151	29	121	0	150	301
06:45 PM	0	173	7	2	182	36	117	0	153	335
Total	0	661	30	16	707	169	501	0	670	1377
Grand Total	0	4609	212	101	4922	1142	3185	0	4327	9249
Apprch %	0	93.6	4.3	2.1		26.4	73.6	0		
Total %	0	49.8	2.3	1.1	53.2	12.3	34.4	0	46.8	

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	229	6	3	238	25	126	0	151	389
07:45 AM	0	197	10	3	210	24	132	0	156	366
08:00 AM	0	209	3	4	216	35	157	0	192	408
08:15 AM	0	181	7	7	195	32	176	0	208	403
Total Volume	0	816	26	17	859	116	591	0	707	1566
% App. Total	0	95	3	2		16.4	83.6	0		
PHF	.000	.891	.650	.607	.902	.829	.839	.000	.850	.960

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&Platt
 Site Code : 18037
 Start Date : 5/23/2019
 Page No : 2

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM			
+0 mins.	0	229	6	3	238	35	157	0	192
+15 mins.	0	197	10	3	210	32	176	0	208
+30 mins.	0	209	3	4	216	34	181	0	215
+45 mins.	0	181	7	7	195	31	169	0	200
Total Volume	0	816	26	17	859	132	683	0	815
% App. Total	0	95	3	2		16.2	83.8	0	
PHF	.000	.891	.650	.607	.902	.943	.943	.000	.948

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	303	17	3	323	85	133	0	218	541
04:30 PM	0	266	15	10	291	101	181	0	282	573
04:45 PM	0	309	16	2	327	98	132	0	230	557
05:00 PM	0	246	21	4	271	104	170	0	274	545
Total Volume	0	1124	69	19	1212	388	616	0	1004	2216
% App. Total	0	92.7	5.7	1.6		38.6	61.4	0		
PHF	.000	.909	.821	.475	.927	.933	.851	.000	.890	.967

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM			
+0 mins.	0	303	17	3	323	101	181	0	282
+15 mins.	0	266	15	10	291	98	132	0	230
+30 mins.	0	309	16	2	327	104	170	0	274
+45 mins.	0	246	21	4	271	81	155	0	236
Total Volume	0	1124	69	19	1212	384	638	0	1022
% App. Total	0	92.7	5.7	1.6		37.6	62.4	0	
PHF	.000	.909	.821	.475	.927	.923	.881	.000	.906

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&Platt
 Site Code : 18037
 Start Date : 5/23/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	8	0	0	8	1	1	0	2	10
06:45 AM	0	6	0	1	7	2	0	0	2	9
Total	0	14	0	1	15	3	1	0	4	19
07:00 AM	0	11	1	0	12	0	2	0	2	14
07:15 AM	0	5	0	0	5	2	3	0	5	10
07:30 AM	0	6	1	0	7	1	0	0	1	8
07:45 AM	0	9	0	1	10	2	0	0	2	12
Total	0	31	2	1	34	5	5	0	10	44
08:00 AM	0	7	0	0	7	2	1	0	3	10
08:15 AM	0	5	1	0	6	0	1	0	1	7
08:30 AM	0	7	0	0	7	1	2	0	3	10
08:45 AM	0	11	1	0	12	1	1	0	2	14
Total	0	30	2	0	32	4	5	0	9	41
09:00 AM	0	7	0	0	7	4	0	0	4	11
09:15 AM	0	5	0	1	6	4	3	0	7	13
*** BREAK ***										
Total	0	12	0	1	13	8	3	0	11	24
*** BREAK ***										
04:00 PM	0	9	1	0	10	0	2	0	2	12
04:15 PM	0	8	0	0	8	1	1	0	2	10
04:30 PM	0	6	1	1	8	0	3	0	3	11
04:45 PM	0	10	0	0	10	0	0	0	0	10
Total	0	33	2	1	36	1	6	0	7	43
05:00 PM	0	4	1	0	5	0	0	0	0	5
05:15 PM	0	9	1	0	10	0	0	0	0	10
05:30 PM	0	5	0	0	5	2	0	0	2	7
05:45 PM	0	6	0	0	6	1	1	0	2	8
Total	0	24	2	0	26	3	1	0	4	30
06:00 PM	0	6	1	0	7	1	1	0	2	9
06:15 PM	0	4	0	0	4	0	0	0	0	4
06:30 PM	0	8	1	0	9	0	0	0	0	9
06:45 PM	0	2	0	1	3	0	1	0	1	4
Total	0	20	2	1	23	1	2	0	3	26
Grand Total	0	164	10	5	179	25	23	0	48	227
Apprch %	0	91.6	5.6	2.8		52.1	47.9	0		
Total %	0	72.2	4.4	2.2	78.9	11	10.1	0	21.1	

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:30 AM										
08:30 AM	0	7	0	0	7	1	2	0	3	10
08:45 AM	0	11	1	0	12	1	1	0	2	14
09:00 AM	0	7	0	0	7	4	0	0	4	11
09:15 AM	0	5	0	1	6	4	3	0	7	13
Total Volume	0	30	1	1	32	10	6	0	16	48
% App. Total	0	93.8	3.1	3.1		62.5	37.5	0		
PHF	.000	.682	.250	.250	.667	.625	.500	.000	.571	.857

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&Platt
 Site Code : 18037
 Start Date : 5/23/2019
 Page No : 2

Start Time	PLANT AVENUE Northbound					PLATT STREET Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:30 AM			
+0 mins.	0	11	1	0	12	1	2	0	3
+15 mins.	0	5	0	0	5	1	1	0	2
+30 mins.	0	6	1	0	7	4	0	0	4
+45 mins.	0	9	0	1	10	4	3	0	7
Total Volume	0	31	2	1	34	10	6	0	16
% App. Total	0	91.2	5.9	2.9		62.5	37.5	0	
PHF	.000	.705	.500	.250	.708	.625	.500	.000	.571

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	9	1	0	10	0	2	0	2	12
04:15 PM	0	8	0	0	8	1	1	0	2	10
04:30 PM	0	6	1	1	8	0	3	0	3	11
04:45 PM	0	10	0	0	10	0	0	0	0	10
Total Volume	0	33	2	1	36	1	6	0	7	43
% App. Total	0	91.7	5.6	2.8		14.3	85.7	0		
PHF	.000	.825	.500	.250	.900	.250	.500	.000	.583	.896

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM			
+0 mins.	0	9	1	0	10	0	2	0	2
+15 mins.	0	8	0	0	8	1	1	0	2
+30 mins.	0	6	1	1	8	0	3	0	3
+45 mins.	0	10	0	0	10	0	0	0	0
Total Volume	0	33	2	1	36	1	6	0	7
% App. Total	0	91.7	5.6	2.8		14.3	85.7	0	
PHF	.000	.825	.500	.250	.900	.250	.500	.000	.583

Intersection Pedestrian & Bicycle Count

Date: 5/23/19

Day: Thursday

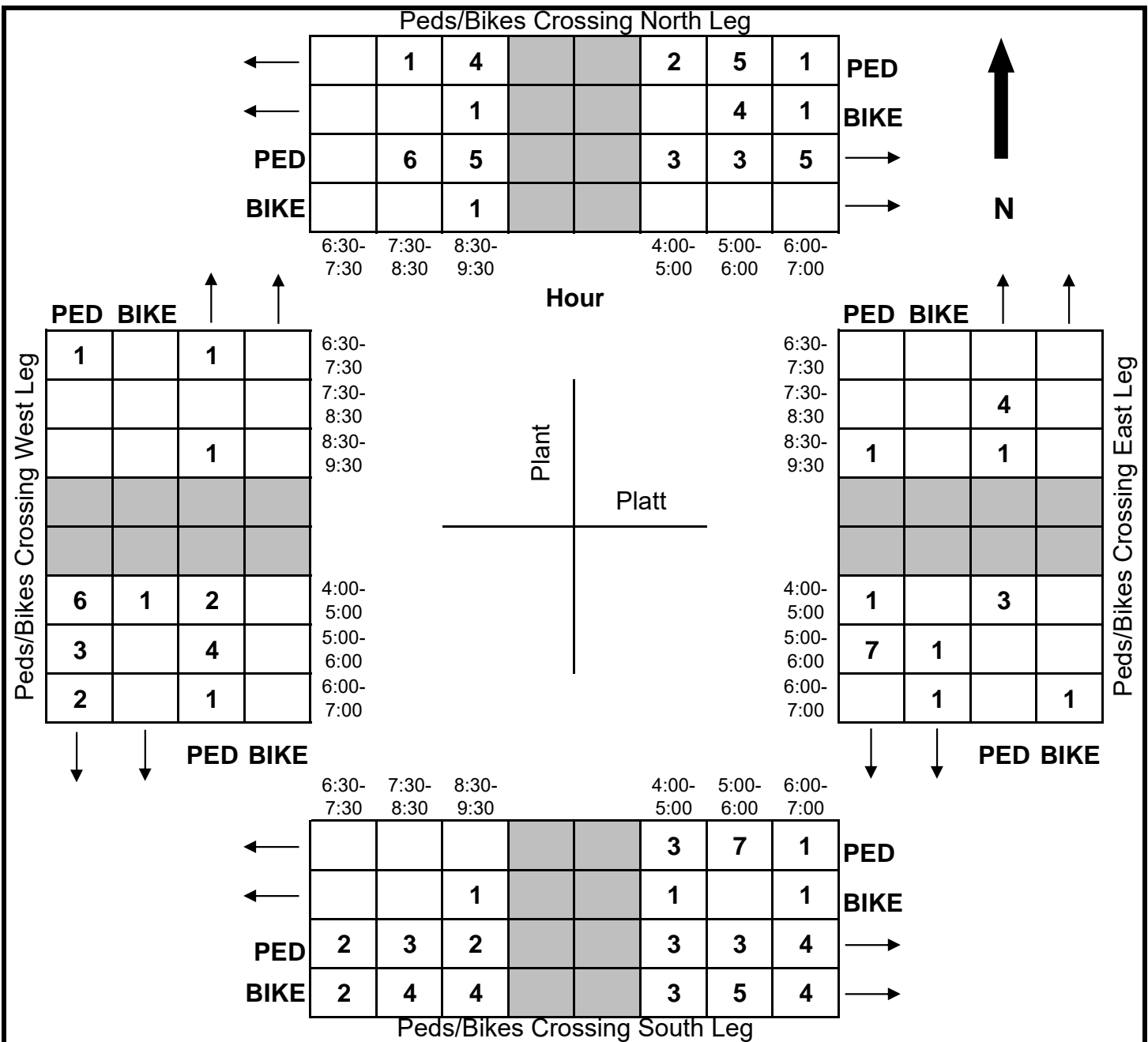
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Plant Avenue at Platt Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	
	06:30 AM	5	90	34	0	129	1	0	0	
06:45 AM	1	94	26	2	123	1	1	0	2	125
Total	6	184	60	2	252	2	1	0	3	255
07:00 AM	0	129	54	0	183	0	0	0	0	183
07:15 AM	2	170	69	1	242	0	0	0	0	242
07:30 AM	9	179	83	17	288	2	0	0	2	290
07:45 AM	3	186	77	6	272	0	0	0	0	272
Total	14	664	283	24	985	2	0	0	2	987
08:00 AM	6	206	70	2	284	1	0	0	1	285
08:15 AM	6	226	83	1	316	2	2	0	4	320
08:30 AM	7	169	54	1	231	2	0	0	2	233
08:45 AM	11	186	49	0	246	6	2	0	8	254
Total	30	787	256	4	1077	11	4	0	15	1092
09:00 AM	6	166	44	2	218	3	0	0	3	221
09:15 AM	7	166	39	5	217	9	0	0	9	226
*** BREAK ***										
Total	13	332	83	7	435	12	0	0	12	447
*** BREAK ***										
04:00 PM	8	209	123	1	341	9	2	0	11	352
04:15 PM	9	232	137	1	379	10	0	0	10	389
04:30 PM	14	229	159	0	402	8	1	0	9	411
04:45 PM	10	231	160	0	401	3	0	2	5	406
Total	41	901	579	2	1523	30	3	2	35	1558
05:00 PM	14	221	178	3	416	5	1	0	6	422
05:15 PM	12	220	141	1	374	5	2	0	7	381
05:30 PM	8	208	120	0	336	9	6	0	15	351
05:45 PM	6	187	96	0	289	5	1	0	6	295
Total	40	836	535	4	1415	24	10	0	34	1449
06:00 PM	12	164	105	1	282	4	3	0	7	289
06:15 PM	10	160	62	0	232	4	3	1	8	240
06:30 PM	3	161	70	1	235	6	2	0	8	243
06:45 PM	10	152	52	1	215	6	1	0	7	222
Total	35	637	289	3	964	20	9	1	30	994
Grand Total	179	4341	2085	46	6651	101	27	3	131	6782
Apprch %	2.7	65.3	31.3	0.7		77.1	20.6	2.3		
Total %	2.6	64	30.7	0.7	98.1	1.5	0.4	0	1.9	
Passenger Vehicles	178	4172	2045	43	6438	98	27	3	128	6566
% Passenger Vehicles	99.4	96.1	98.1	93.5	96.8	97	100	100	97.7	96.8
Heavy Vehicles	1	169	40	3	213	3	0	0	3	216
% Heavy Vehicles	0.6	3.9	1.9	6.5	3.2	3	0	0	2.3	3.2
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	
	07:30 AM	9	179	83	17	288	2	0	0	
07:45 AM	3	186	77	6	272	0	0	0	0	272
08:00 AM	6	206	70	2	284	1	0	0	1	285
08:15 AM	6	226	83	1	316	2	2	0	4	320
Total Volume	24	797	313	26	1160	5	2	0	7	1167
% App. Total	2.1	68.7	27	2.2		71.4	28.6	0		
PHF	.667	.882	.943	.382	.918	.625	.250	.000	.438	.912
Passenger Vehicles	24	765	309	24	1122	5	2	0	7	1129

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	
06:30 AM	5	81	34	0	120	1	0	0	1	121
06:45 AM	1	88	25	1	115	1	1	0	2	117
Total	6	169	59	1	235	2	1	0	3	238
07:00 AM	0	120	49	0	169	0	0	0	0	169
07:15 AM	2	167	69	1	239	0	0	0	0	239
07:30 AM	9	172	83	16	280	2	0	0	2	282
07:45 AM	3	177	77	6	263	0	0	0	0	263
Total	14	636	278	23	951	2	0	0	2	953
08:00 AM	6	198	70	1	275	1	0	0	1	276
08:15 AM	6	218	79	1	304	2	2	0	4	308
08:30 AM	7	164	51	1	223	2	0	0	2	225
08:45 AM	11	176	49	0	236	6	2	0	8	244
Total	30	756	249	3	1038	11	4	0	15	1053
09:00 AM	6	158	41	2	207	3	0	0	3	210
09:15 AM	7	155	36	5	203	9	0	0	9	212
*** BREAK ***										
Total	13	313	77	7	410	12	0	0	12	422
*** BREAK ***										
04:00 PM	8	201	121	1	331	8	2	0	10	341
04:15 PM	9	227	133	1	370	10	0	0	10	380
04:30 PM	14	221	157	0	392	7	1	0	8	400
04:45 PM	10	225	157	0	392	3	0	2	5	397
Total	41	874	568	2	1485	28	3	2	33	1518
05:00 PM	13	215	175	3	406	5	1	0	6	412
05:15 PM	12	215	138	1	366	5	2	0	7	373
05:30 PM	8	200	119	0	327	9	6	0	15	342
05:45 PM	6	180	96	0	282	5	1	0	6	288
Total	39	810	528	4	1381	24	10	0	34	1415
06:00 PM	12	158	105	1	276	4	3	0	7	283
06:15 PM	10	155	61	0	226	4	3	1	8	234
06:30 PM	3	157	70	1	231	6	2	0	8	239
06:45 PM	10	144	50	1	205	5	1	0	6	211
Total	35	614	286	3	938	19	9	1	29	967
Grand Total	178	4172	2045	43	6438	98	27	3	128	6566
Apprch %	2.8	64.8	31.8	0.7		76.6	21.1	2.3		
Total %	2.7	63.5	31.1	0.7		1.5	0.4	0	1.9	

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	
07:30 AM	9	172	83	16	280	2	0	0	2	282
07:45 AM	3	177	77	6	263	0	0	0	0	263
08:00 AM	6	198	70	1	275	1	0	0	1	276
08:15 AM	6	218	79	1	304	2	2	0	4	308
Total Volume	24	765	309	24	1122	5	2	0	7	1129
% App. Total	2.1	68.2	27.5	2.1		71.4	28.6	0		
PHF	.667	.877	.931	.375	.923	.625	.250	.000	.438	.916

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&SelmonEBO nRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:30 AM			
+0 mins.	9	172	83	16	280	2	0	0	2
+15 mins.	3	177	77	6	263	6	2	0	8
+30 mins.	6	198	70	1	275	3	0	0	3
+45 mins.	6	218	79	1	304	9	0	0	9
Total Volume	24	765	309	24	1122	20	2	0	22
% App. Total	2.1	68.2	27.5	2.1		90.9	9.1	0	
PHF	.667	.877	.931	.375	.923	.556	.250	.000	.611

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	9	227	133	1	370	10	0	0	10	380
04:30 PM	14	221	157	0	392	7	1	0	8	400
04:45 PM	10	225	157	0	392	3	0	2	5	397
05:00 PM	13	215	175	3	406	5	1	0	6	412
Total Volume	46	888	622	4	1560	25	2	2	29	1589
% App. Total	2.9	56.9	39.9	0.3		86.2	6.9	6.9		
PHF	.821	.978	.889	.333	.961	.625	.500	.250	.725	.964

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					05:30 PM			
+0 mins.	9	227	133	1	370	9	6	0	15
+15 mins.	14	221	157	0	392	5	1	0	6
+30 mins.	10	225	157	0	392	4	3	0	7
+45 mins.	13	215	175	3	406	4	3	1	8
Total Volume	46	888	622	4	1560	22	13	1	36
% App. Total	2.9	56.9	39.9	0.3		61.1	36.1	2.8	
PHF	.821	.978	.889	.333	.961	.611	.542	.250	.600

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&SelmonEBO nRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	
06:30 AM	0	9	0	0	9	0	0	0	0	9
06:45 AM	0	6	1	1	8	0	0	0	0	8
Total	0	15	1	1	17	0	0	0	0	17
07:00 AM	0	9	5	0	14	0	0	0	0	14
07:15 AM	0	3	0	0	3	0	0	0	0	3
07:30 AM	0	7	0	1	8	0	0	0	0	8
07:45 AM	0	9	0	0	9	0	0	0	0	9
Total	0	28	5	1	34	0	0	0	0	34
08:00 AM	0	8	0	1	9	0	0	0	0	9
08:15 AM	0	8	4	0	12	0	0	0	0	12
08:30 AM	0	5	3	0	8	0	0	0	0	8
08:45 AM	0	10	0	0	10	0	0	0	0	10
Total	0	31	7	1	39	0	0	0	0	39
09:00 AM	0	8	3	0	11	0	0	0	0	11
09:15 AM	0	11	3	0	14	0	0	0	0	14
*** BREAK ***										
Total	0	19	6	0	25	0	0	0	0	25
*** BREAK ***										
04:00 PM	0	8	2	0	10	1	0	0	1	11
04:15 PM	0	5	4	0	9	0	0	0	0	9
04:30 PM	0	8	2	0	10	1	0	0	1	11
04:45 PM	0	6	3	0	9	0	0	0	0	9
Total	0	27	11	0	38	2	0	0	2	40
05:00 PM	1	6	3	0	10	0	0	0	0	10
05:15 PM	0	5	3	0	8	0	0	0	0	8
05:30 PM	0	8	1	0	9	0	0	0	0	9
05:45 PM	0	7	0	0	7	0	0	0	0	7
Total	1	26	7	0	34	0	0	0	0	34
06:00 PM	0	6	0	0	6	0	0	0	0	6
06:15 PM	0	5	1	0	6	0	0	0	0	6
06:30 PM	0	4	0	0	4	0	0	0	0	4
06:45 PM	0	8	2	0	10	1	0	0	1	11
Total	0	23	3	0	26	1	0	0	1	27
Grand Total	1	169	40	3	213	3	0	0	3	216
Apprch %	0.5	79.3	18.8	1.4		100	0	0		
Total %	0.5	78.2	18.5	1.4	98.6	1.4	0	0	1.4	

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	
08:30 AM	0	5	3	0	8	0	0	0	0	8
08:45 AM	0	10	0	0	10	0	0	0	0	10
09:00 AM	0	8	3	0	11	0	0	0	0	11
09:15 AM	0	11	3	0	14	0	0	0	0	14
Total Volume	0	34	9	0	43	0	0	0	0	43
% App. Total	0	79.1	20.9	0		0	0	0		
PHF	.000	.773	.750	.000	.768	.000	.000	.000	.000	.768

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Plant&SelmonEBOOnRamp
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	PLANT AVENUE Northbound					PLAZA/WALGREENS D/W Eastbound				Int. Total
	Left to D/W	Thru	Right to Selmon	Right to Cardy St	App. Total	Left onto Plant Ave	Thru to Selmon	Thru to Cardy St	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					06:30 AM			
+0 mins.	0	5	3	0	8	0	0	0	0
+15 mins.	0	10	0	0	10	0	0	0	0
+30 mins.	0	8	3	0	11	0	0	0	0
+45 mins.	0	11	3	0	14	0	0	0	0
Total Volume	0	34	9	0	43	0	0	0	0
% App. Total	0	79.1	20.9	0		0	0	0	
PHF	.000	.773	.750	.000	.768	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:00 PM				
04:00 PM	0	8	2	0	10	1	0	0	1	11
04:15 PM	0	5	4	0	9	0	0	0	0	9
04:30 PM	0	8	2	0	10	1	0	0	1	11
04:45 PM	0	6	3	0	9	0	0	0	0	9
Total Volume	0	27	11	0	38	2	0	0	2	40
% App. Total	0	71.1	28.9	0		100	0	0		
PHF	.000	.844	.688	.000	.950	.500	.000	.000	.500	.909

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM			
+0 mins.	0	8	2	0	10	1	0	0	1
+15 mins.	0	5	4	0	9	0	0	0	0
+30 mins.	0	8	2	0	10	1	0	0	1
+45 mins.	0	6	3	0	9	0	0	0	0
Total Volume	0	27	11	0	38	2	0	0	2
% App. Total	0	71.1	28.9	0		100	0	0	
PHF	.000	.844	.688	.000	.950	.500	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

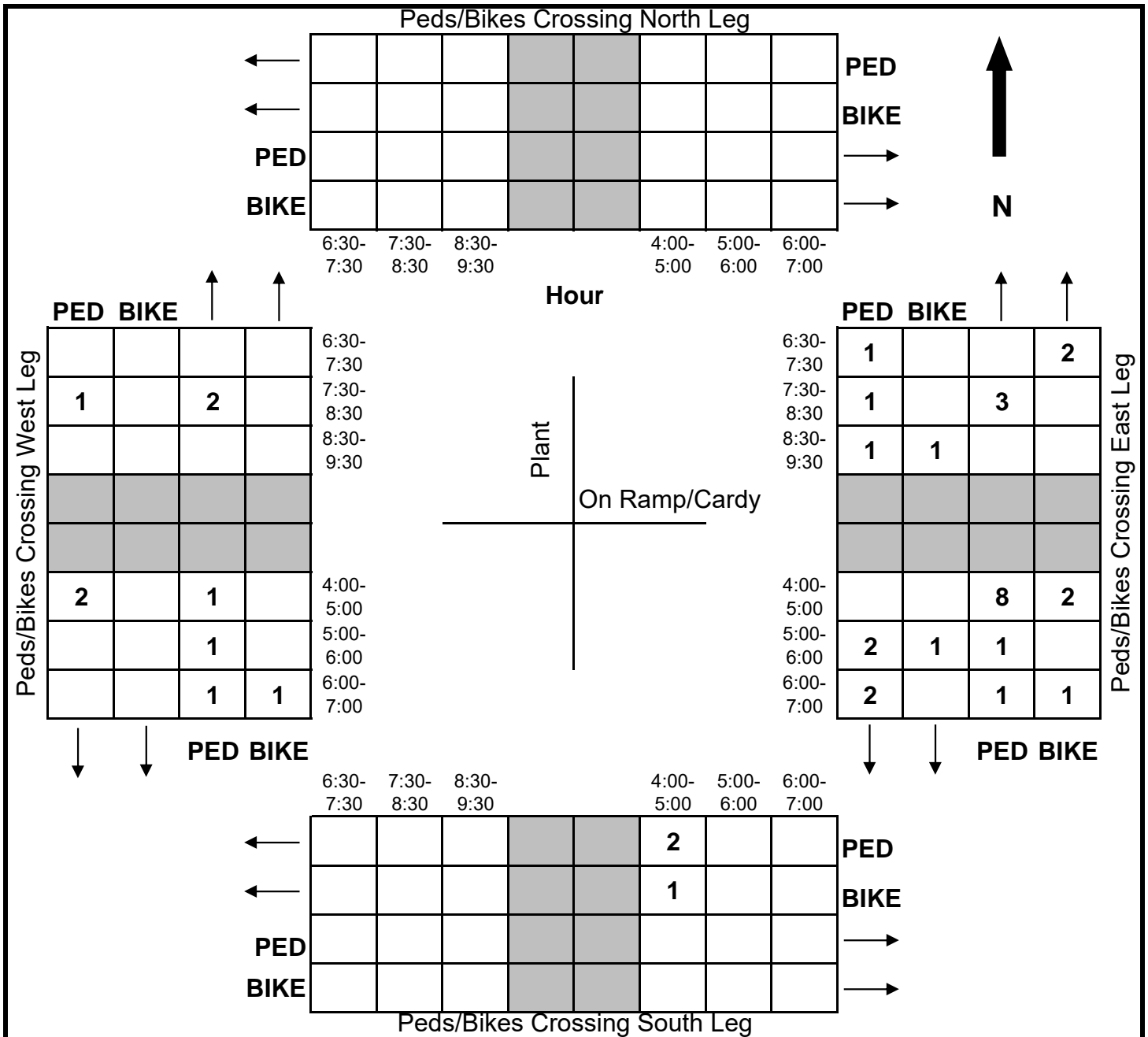
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Plant Avenue at Selmon EB On Ramp/Cardy Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Plant
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BROREIN STREET Westbound					SELMON EXPWY OFF RAMP Northwestbound				PLANT AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	100	0	2	102	0	124	6	130	36	40	0	76	308
06:45 AM	0	177	4	0	181	0	100	4	104	56	40	0	96	381
Total	0	277	4	2	283	0	224	10	234	92	80	0	172	689
07:00 AM	0	150	1	5	156	0	101	6	107	65	57	0	122	385
07:15 AM	0	193	7	0	200	0	127	7	134	75	83	0	158	492
07:30 AM	0	211	3	0	214	0	122	7	129	92	90	0	182	525
07:45 AM	0	199	8	3	210	0	210	17	227	91	84	0	175	612
Total	0	753	19	8	780	0	560	37	597	323	314	0	637	2014
08:00 AM	0	210	11	4	225	0	169	18	187	104	91	0	195	607
08:15 AM	0	151	17	4	172	0	166	42	208	105	118	0	223	603
08:30 AM	0	175	10	3	188	0	161	46	207	87	81	0	168	563
08:45 AM	0	177	10	3	190	0	160	24	184	100	83	0	183	557
Total	0	713	48	14	775	0	656	130	786	396	373	0	769	2330
09:00 AM	0	181	21	4	206	0	131	16	147	80	85	0	165	518
09:15 AM	0	179	14	10	203	0	105	11	116	87	81	0	168	487
*** BREAK ***														
Total	0	360	35	14	409	0	236	27	263	167	166	0	333	1005
*** BREAK ***														
04:00 PM	0	183	7	3	193	0	69	3	72	127	81	0	208	473
04:15 PM	0	176	8	0	184	0	61	3	64	157	85	0	242	490
04:30 PM	0	193	4	2	199	0	85	3	88	141	95	0	236	523
04:45 PM	0	179	1	4	184	0	65	4	69	148	81	0	229	482
Total	0	731	20	9	760	0	280	13	293	573	342	0	915	1968
05:00 PM	0	240	12	4	256	0	75	3	78	128	98	0	226	560
05:15 PM	0	287	4	4	295	0	96	3	99	140	82	0	222	616
05:30 PM	0	276	3	1	280	0	114	3	117	130	85	0	215	612
05:45 PM	0	253	8	0	261	0	114	3	117	126	62	0	188	566
Total	0	1056	27	9	1092	0	399	12	411	524	327	0	851	2354
06:00 PM	0	170	9	1	180	0	62	2	64	100	67	0	167	411
06:15 PM	0	154	5	0	159	0	129	1	130	95	68	0	163	452
06:30 PM	0	160	3	3	166	0	102	2	104	95	70	0	165	435
06:45 PM	0	104	1	4	109	0	48	1	49	77	73	0	150	308
Total	0	588	18	8	614	0	341	6	347	367	278	0	645	1606
Grand Total	0	4478	171	64	4713	0	2696	235	2931	2442	1880	0	4322	11966
Apprch %	0	95	3.6	1.4		0	92	8		56.5	43.5	0		
Total %	0	37.4	1.4	0.5	39.4	0	22.5	2	24.5	20.4	15.7	0	36.1	

Start Time	BROREIN STREET Westbound					SELMON EXPWY OFF RAMP Northwestbound				PLANT AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	199	8	3	210	0	210	17	227	91	84	0	175	612
08:00 AM	0	210	11	4	225	0	169	18	187	104	91	0	195	607
08:15 AM	0	151	17	4	172	0	166	42	208	105	118	0	223	603
08:30 AM	0	175	10	3	188	0	161	46	207	87	81	0	168	563
Total Volume	0	735	46	14	795	0	706	123	829	387	374	0	761	2385
% App. Total	0	92.5	5.8	1.8		0	85.2	14.8		50.9	49.1	0		
PHF	.000	.875	.676	.875	.883	.000	.840	.668	.913	.921	.792	.000	.853	.974

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Plant
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BROREIN STREET Westbound					SELMON EXPWY OFF RAMP Northwestbound				PLANT AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM				07:30 AM			
+0 mins.	0	193	7	0	200	0	210	17	227	92	90	0	182
+15 mins.	0	211	3	0	214	0	169	18	187	91	84	0	175
+30 mins.	0	199	8	3	210	0	166	42	208	104	91	0	195
+45 mins.	0	210	11	4	225	0	161	46	207	105	118	0	223
Total Volume	0	813	29	7	849	0	706	123	829	392	383	0	775
% App. Total	0	95.8	3.4	0.8		0	85.2	14.8		50.6	49.4	0	
PHF	.000	.963	.659	.438	.943	.000	.840	.668	.913	.933	.811	.000	.869

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	240	12	4	256	0	75	3	78	128	98	0	226	560
05:15 PM	0	287	4	4	295	0	96	3	99	140	82	0	222	616
05:30 PM	0	276	3	1	280	0	114	3	117	130	85	0	215	612
05:45 PM	0	253	8	0	261	0	114	3	117	126	62	0	188	566
Total Volume	0	1056	27	9	1092	0	399	12	411	524	327	0	851	2354
% App. Total	0	96.7	2.5	0.8		0	97.1	2.9		61.6	38.4	0		
PHF	.000	.920	.563	.563	.925	.000	.875	1.00	.878	.936	.834	.000	.941	.955

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:30 PM				04:15 PM			
+0 mins.	0	240	12	4	256	0	114	3	117	157	85	0	242
+15 mins.	0	287	4	4	295	0	114	3	117	141	95	0	236
+30 mins.	0	276	3	1	280	0	62	2	64	148	81	0	229
+45 mins.	0	253	8	0	261	0	129	1	130	128	98	0	226
Total Volume	0	1056	27	9	1092	0	419	9	428	574	359	0	933
% App. Total	0	96.7	2.5	0.8		0	97.9	2.1		61.5	38.5	0	
PHF	.000	.920	.563	.563	.925	.000	.812	.750	.823	.914	.916	.000	.964

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Plant
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BROREIN STREET Westbound					SELMON EXPWY OFF RAMP Northwestbound				PLANT AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	2	0	0	2	0	2	0	2	6	2	0	8	12
06:45 AM	0	6	0	0	6	0	6	1	7	5	2	0	7	20
Total	0	8	0	0	8	0	8	1	9	11	4	0	15	32
07:00 AM	0	2	0	0	2	0	6	0	6	5	4	0	9	17
07:15 AM	0	3	0	0	3	0	5	0	5	3	0	0	3	11
07:30 AM	0	3	0	0	3	0	4	0	4	6	1	0	7	14
07:45 AM	0	4	0	0	4	0	6	0	6	5	2	0	7	17
Total	0	12	0	0	12	0	21	0	21	19	7	0	26	59
08:00 AM	0	1	0	0	1	0	4	1	5	6	4	0	10	16
08:15 AM	0	2	0	0	2	0	3	3	6	5	3	0	8	16
08:30 AM	0	5	0	0	5	0	3	2	5	3	2	0	5	15
08:45 AM	0	2	0	0	2	0	4	0	4	7	3	0	10	16
Total	0	10	0	0	10	0	14	6	20	21	12	0	33	63
09:00 AM	0	4	0	1	5	0	9	1	10	6	2	0	8	23
09:15 AM	0	5	0	0	5	0	5	1	6	7	4	0	11	22
*** BREAK ***														
Total	0	9	0	1	10	0	14	2	16	13	6	0	19	45
*** BREAK ***														
04:00 PM	0	1	0	0	1	0	5	0	5	5	3	0	8	14
04:15 PM	0	0	0	0	0	0	1	1	2	5	1	0	6	8
04:30 PM	0	2	0	0	2	0	5	0	5	6	2	0	8	15
04:45 PM	0	0	0	0	0	0	2	0	2	5	2	0	7	9
Total	0	3	0	0	3	0	13	1	14	21	8	0	29	46
05:00 PM	0	2	0	0	2	0	1	0	1	3	3	0	6	9
05:15 PM	0	2	0	0	2	0	0	0	0	3	1	0	4	6
05:30 PM	0	3	0	0	3	0	1	1	2	7	1	0	8	13
05:45 PM	0	0	0	0	0	0	2	0	2	5	2	0	7	9
Total	0	7	0	0	7	0	4	1	5	18	7	0	25	37
06:00 PM	0	1	0	0	1	0	0	0	0	4	2	0	6	7
06:15 PM	0	0	0	0	0	0	1	1	2	3	2	0	5	7
06:30 PM	0	2	0	0	2	0	0	0	0	3	1	0	4	6
06:45 PM	0	1	0	0	1	0	0	0	0	6	2	0	8	9
Total	0	4	0	0	4	0	1	1	2	16	7	0	23	29
Grand Total	0	53	0	1	54	0	75	12	87	119	51	0	170	311
Apprch %	0	98.1	0	1.9		0	86.2	13.8		70	30	0		
Total %	0	17	0	0.3	17.4	0	24.1	3.9	28	38.3	16.4	0	54.7	

Start Time	BROREIN STREET Westbound					SELMON EXPWY OFF RAMP Northwestbound				PLANT AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:30 AM	0	5	0	0	5	0	3	2	5	3	2	0	5	15
08:45 AM	0	2	0	0	2	0	4	0	4	7	3	0	10	16
09:00 AM	0	4	0	1	5	0	9	1	10	6	2	0	8	23
09:15 AM	0	5	0	0	5	0	5	1	6	7	4	0	11	22
Total Volume	0	16	0	1	17	0	21	4	25	23	11	0	34	76
% App. Total	0	94.1	0	5.9		0	84	16		67.6	32.4	0		
PHF	.000	.800	.000	.250	.850	.000	.583	.500	.625	.821	.688	.000	.773	.826

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Plant
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BROREIN STREET Westbound					SELMON EXPWY OFF RAMP Northwestbound				PLANT AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					08:15 AM				08:30 AM			
+0 mins.	0	5	0	0	5	0	3	3	6	3	2	0	5
+15 mins.	0	2	0	0	2	0	3	2	5	7	3	0	10
+30 mins.	0	4	0	1	5	0	4	0	4	6	2	0	8
+45 mins.	0	5	0	0	5	0	9	1	10	7	4	0	11
Total Volume	0	16	0	1	17	0	19	6	25	23	11	0	34
% App. Total	0	94.1	0	5.9		0	76	24		67.6	32.4	0	
PHF	.000	.800	.000	.250	.850	.000	.528	.500	.625	.821	.688	.000	.773

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	0	0	1	0	5	0	5	5	3	0	8	14
04:15 PM	0	0	0	0	0	0	1	1	2	5	1	0	6	8
04:30 PM	0	2	0	0	2	0	5	0	5	6	2	0	8	15
04:45 PM	0	0	0	0	0	0	2	0	2	5	2	0	7	9
Total Volume	0	3	0	0	3	0	13	1	14	21	8	0	29	46
% App. Total	0	100	0	0		0	92.9	7.1		72.4	27.6	0		
PHF	.000	.375	.000	.000	.375	.000	.650	.250	.700	.875	.667	.000	.906	.767

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	5	0	5	5	3	0	8
+15 mins.	0	2	0	0	2	0	1	1	2	5	1	0	6
+30 mins.	0	2	0	0	2	0	5	0	5	6	2	0	8
+45 mins.	0	3	0	0	3	0	2	0	2	5	2	0	7
Total Volume	0	7	0	0	7	0	13	1	14	21	8	0	29
% App. Total	0	100	0	0		0	92.9	7.1		72.4	27.6	0	
PHF	.000	.583	.000	.000	.583	.000	.650	.250	.700	.875	.667	.000	.906

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

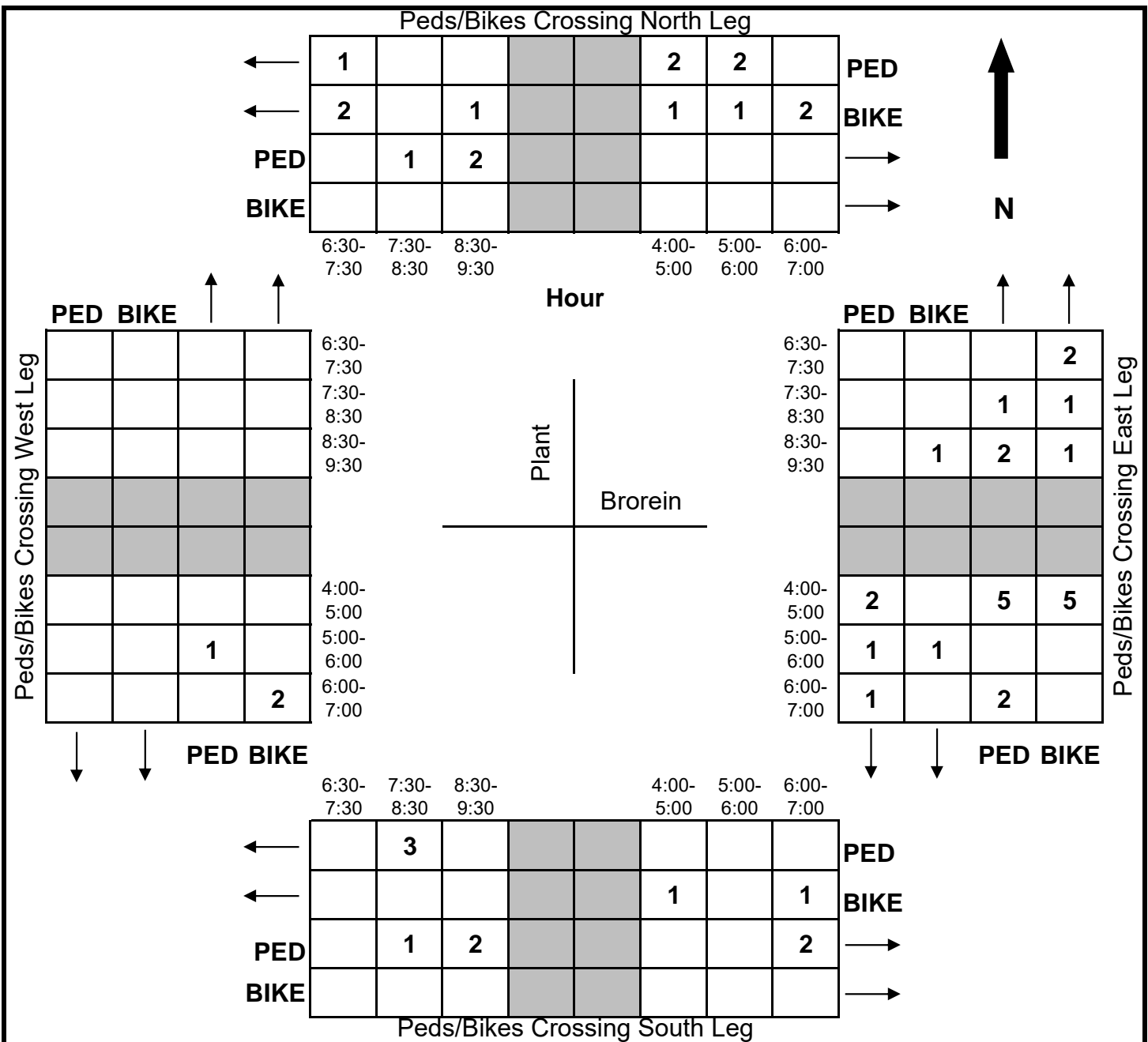
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Brorein Street at Plant Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Tampa
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	
06:30 AM	69	28	58	2	157	7	26	301	0	334	491
06:45 AM	94	44	52	4	194	2	37	338	0	377	571
Total	163	72	110	6	351	9	63	639	0	711	1062
07:00 AM	101	53	59	0	213	4	36	331	0	371	584
07:15 AM	76	46	52	2	176	6	36	441	0	483	659
07:30 AM	95	30	108	1	234	12	30	445	0	487	721
07:45 AM	68	27	70	8	173	5	15	487	0	507	680
Total	340	156	289	11	796	27	117	1704	0	1848	2644
08:00 AM	67	11	72	1	151	9	10	416	0	435	586
08:15 AM	34	10	63	4	111	11	22	389	0	422	533
08:30 AM	39	2	96	2	139	20	3	300	0	323	462
08:45 AM	48	3	52	5	108	21	2	361	0	384	492
Total	188	26	283	12	509	61	37	1466	0	1564	2073
09:00 AM	61	6	79	6	152	14	2	394	0	410	562
09:15 AM	60	6	75	2	143	22	3	338	0	363	506
*** BREAK ***											
Total	121	12	154	8	295	36	5	732	0	773	1068
*** BREAK ***											
04:00 PM	86	4	90	2	182	5	6	308	0	319	501
04:15 PM	77	11	97	3	188	6	6	307	0	319	507
04:30 PM	87	7	97	5	196	7	5	357	0	369	565
04:45 PM	73	3	114	2	192	2	5	319	0	326	518
Total	323	25	398	12	758	20	22	1291	0	1333	2091
05:00 PM	90	4	149	1	244	5	4	408	0	417	661
05:15 PM	76	1	159	0	236	7	2	421	0	430	666
05:30 PM	93	2	138	2	235	3	0	412	0	415	650
05:45 PM	72	4	121	3	200	7	7	403	0	417	617
Total	331	11	567	6	915	22	13	1644	0	1679	2594
06:00 PM	86	2	135	1	224	2	2	294	0	298	522
06:15 PM	75	0	112	4	191	5	2	308	0	315	506
06:30 PM	100	1	112	1	214	3	4	266	0	273	487
06:45 PM	94	1	92	1	188	2	1	220	0	223	411
Total	355	4	451	7	817	12	9	1088	0	1109	1926
Grand Total	1821	306	2252	62	4441	187	266	8564	0	9017	13458
Apprch %	41	6.9	50.7	1.4		2.1	2.9	95	0		
Total %	13.5	2.3	16.7	0.5	33	1.4	2	63.6	0	67	
Passenger Vehicles	1793	303	2213	62	4371	186	266	8501	0	8953	13324
% Passenger Vehicles	98.5	99	98.3	100	98.4	99.5	100	99.3	0	99.3	99
Heavy Vehicles	28	3	39	0	70	1	0	63	0	64	134
% Heavy Vehicles	1.5	1	1.7	0	1.6	0.5	0	0.7	0	0.7	1
UTurns	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	76	46	52	2	176	6	36	441	0	483	659
07:30 AM	95	30	108	1	234	12	30	445	0	487	721
07:45 AM	68	27	70	8	173	5	15	487	0	507	680
08:00 AM	67	11	72	1	151	9	10	416	0	435	586
Total Volume	306	114	302	12	734	32	91	1789	0	1912	2646

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Tampa
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	
06:30 AM	67	28	57	2	154	7	26	298	0	331	485
06:45 AM	92	44	48	4	188	2	37	332	0	371	559
Total	159	72	105	6	342	9	63	630	0	702	1044
07:00 AM	98	53	59	0	210	4	36	329	0	369	579
07:15 AM	75	46	50	2	173	6	36	440	0	482	655
07:30 AM	94	29	105	1	229	11	30	442	0	483	712
07:45 AM	67	27	68	8	170	5	15	480	0	500	670
Total	334	155	282	11	782	26	117	1691	0	1834	2616
08:00 AM	66	11	71	1	149	9	10	414	0	433	582
08:15 AM	33	9	60	4	106	11	22	384	0	417	523
08:30 AM	37	2	96	2	137	20	3	296	0	319	456
08:45 AM	46	3	51	5	105	21	2	355	0	378	483
Total	182	25	278	12	497	61	37	1449	0	1547	2044
09:00 AM	60	6	78	6	150	14	2	390	0	406	556
09:15 AM	57	5	71	2	135	22	3	333	0	358	493
*** BREAK ***											
Total	117	11	149	8	285	36	5	723	0	764	1049
*** BREAK ***											
04:00 PM	86	4	88	2	180	5	6	307	0	318	498
04:15 PM	76	11	95	3	185	6	6	305	0	317	502
04:30 PM	87	7	96	5	195	7	5	355	0	367	562
04:45 PM	70	3	114	2	189	2	5	318	0	325	514
Total	319	25	393	12	749	20	22	1285	0	1327	2076
05:00 PM	90	4	148	1	243	5	4	406	0	415	658
05:15 PM	76	1	159	0	236	7	2	419	0	428	664
05:30 PM	93	2	137	2	234	3	0	410	0	413	647
05:45 PM	71	4	119	3	197	7	7	403	0	417	614
Total	330	11	563	6	910	22	13	1638	0	1673	2583
06:00 PM	86	2	132	1	221	2	2	293	0	297	518
06:15 PM	75	0	110	4	189	5	2	308	0	315	504
06:30 PM	99	1	111	1	212	3	4	265	0	272	484
06:45 PM	92	1	90	1	184	2	1	219	0	222	406
Total	352	4	443	7	806	12	9	1085	0	1106	1912
Grand Total	1793	303	2213	62	4371	186	266	8501	0	8953	13324
Apprch %	41	6.9	50.6	1.4		2.1	3	95	0		
Total %	13.5	2.3	16.6	0.5	32.8	1.4	2	63.8	0	67.2	

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	
07:15 AM	75	46	50	2	173	6	36	440	0	482	655
07:30 AM	94	29	105	1	229	11	30	442	0	483	712
07:45 AM	67	27	68	8	170	5	15	480	0	500	670
08:00 AM	66	11	71	1	149	9	10	414	0	433	582
Total Volume	302	113	294	12	721	31	91	1776	0	1898	2619
% App. Total	41.9	15.7	40.8	1.7		1.6	4.8	93.6	0		
PHF	.803	.614	.700	.375	.787	.705	.632	.925	.000	.949	.920

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Tampa
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM					07:15 AM				
+0 mins.	92	44	48	4	188	6	36	440	0	482
+15 mins.	98	53	59	0	210	11	30	442	0	483
+30 mins.	75	46	50	2	173	5	15	480	0	500
+45 mins.	94	29	105	1	229	9	10	414	0	433
Total Volume	359	172	262	7	800	31	91	1776	0	1898
% App. Total	44.9	21.5	32.8	0.9		1.6	4.8	93.6	0	
PHF	.916	.811	.624	.438	.873	.705	.632	.925	.000	.949

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

	05:00 PM					05:00 PM					
05:00 PM	90	4	148	1	243	5	4	406	0	415	658
05:15 PM	76	1	159	0	236	7	2	419	0	428	664
05:30 PM	93	2	137	2	234	3	0	410	0	413	647
05:45 PM	71	4	119	3	197	7	7	403	0	417	614
Total Volume	330	11	563	6	910	22	13	1638	0	1673	2583
% App. Total	36.3	1.2	61.9	0.7		1.3	0.8	97.9	0		
PHF	.887	.688	.885	.500	.936	.786	.464	.977	.000	.977	.973

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM				
+0 mins.	90	4	148	1	243	5	4	406	0	415
+15 mins.	76	1	159	0	236	7	2	419	0	428
+30 mins.	93	2	137	2	234	3	0	410	0	413
+45 mins.	71	4	119	3	197	7	7	403	0	417
Total Volume	330	11	563	6	910	22	13	1638	0	1673
% App. Total	36.3	1.2	61.9	0.7		1.3	0.8	97.9	0	
PHF	.887	.688	.885	.500	.936	.786	.464	.977	.000	.977

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Tampa
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	
06:30 AM	2	0	1	0	3	0	0	3	0	3	6
06:45 AM	2	0	4	0	6	0	0	6	0	6	12
Total	4	0	5	0	9	0	0	9	0	9	18
07:00 AM	3	0	0	0	3	0	0	2	0	2	5
07:15 AM	1	0	2	0	3	0	0	1	0	1	4
07:30 AM	1	1	3	0	5	1	0	3	0	4	9
07:45 AM	1	0	2	0	3	0	0	7	0	7	10
Total	6	1	7	0	14	1	0	13	0	14	28
08:00 AM	1	0	1	0	2	0	0	2	0	2	4
08:15 AM	1	1	3	0	5	0	0	5	0	5	10
08:30 AM	2	0	0	0	2	0	0	4	0	4	6
08:45 AM	2	0	1	0	3	0	0	6	0	6	9
Total	6	1	5	0	12	0	0	17	0	17	29
09:00 AM	1	0	1	0	2	0	0	4	0	4	6
09:15 AM	3	1	4	0	8	0	0	5	0	5	13
*** BREAK ***											
Total	4	1	5	0	10	0	0	9	0	9	19
*** BREAK ***											
04:00 PM	0	0	2	0	2	0	0	1	0	1	3
04:15 PM	1	0	2	0	3	0	0	2	0	2	5
04:30 PM	0	0	1	0	1	0	0	2	0	2	3
04:45 PM	3	0	0	0	3	0	0	1	0	1	4
Total	4	0	5	0	9	0	0	6	0	6	15
05:00 PM	0	0	1	0	1	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	1	0	1	0	0	2	0	2	3
05:45 PM	1	0	2	0	3	0	0	0	0	0	3
Total	1	0	4	0	5	0	0	6	0	6	11
06:00 PM	0	0	3	0	3	0	0	1	0	1	4
06:15 PM	0	0	2	0	2	0	0	0	0	0	2
06:30 PM	1	0	1	0	2	0	0	1	0	1	3
06:45 PM	2	0	2	0	4	0	0	1	0	1	5
Total	3	0	8	0	11	0	0	3	0	3	14
Grand Total	28	3	39	0	70	1	0	63	0	64	134
Apprch %	40	4.3	55.7	0		1.6	0	98.4	0		
Total %	20.9	2.2	29.1	0	52.2	0.7	0	47	0	47.8	

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	
08:30 AM	2	0	0	0	2	0	0	4	0	4	6
08:45 AM	2	0	1	0	3	0	0	6	0	6	9
09:00 AM	1	0	1	0	2	0	0	4	0	4	6
09:15 AM	3	1	4	0	8	0	0	5	0	5	13
Total Volume	8	1	6	0	15	0	0	19	0	19	34
% App. Total	53.3	6.7	40	0		0	0	100	0		
PHF	.667	.250	.375	.000	.469	.000	.000	.792	.000	.792	.654

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Tampa
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	TAMPA STREET Southbound					BROREIN STREET Westbound					Int. Total
	Thru to Franklin St	Thru to Parking	Right	RTOR	App. Total	Left to Franklin	Left to Parking	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM					08:15 AM				
+0 mins.	2	0	4	0	6	0	0	5	0	5
+15 mins.	3	0	0	0	3	0	0	4	0	4
+30 mins.	1	0	2	0	3	0	0	6	0	6
+45 mins.	1	1	3	0	5	0	0	4	0	4
Total Volume	7	1	9	0	17	0	0	19	0	19
% App. Total	41.2	5.9	52.9	0		0	0	100	0	
PHF	.583	.250	.563	.000	.708	.000	.000	.792	.000	.792

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	2	0	2	0	0	1	0	1	3
04:15 PM	1	0	2	0	3	0	0	2	0	2	5
04:30 PM	0	0	1	0	1	0	0	2	0	2	3
04:45 PM	3	0	0	0	3	0	0	1	0	1	4
Total Volume	4	0	5	0	9	0	0	6	0	6	15
% App. Total	44.4	0	55.6	0		0	0	100	0		
PHF	.333	.000	.625	.000	.750	.000	.000	.750	.000	.750	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 PM					04:15 PM				
+0 mins.	0	0	3	0	3	0	0	2	0	2
+15 mins.	0	0	2	0	2	0	0	2	0	2
+30 mins.	1	0	1	0	2	0	0	1	0	1
+45 mins.	2	0	2	0	4	0	0	2	0	2
Total Volume	3	0	8	0	11	0	0	7	0	7
% App. Total	27.3	0	72.7	0		0	0	100	0	
PHF	.375	.000	.667	.000	.688	.000	.000	.875	.000	.875

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

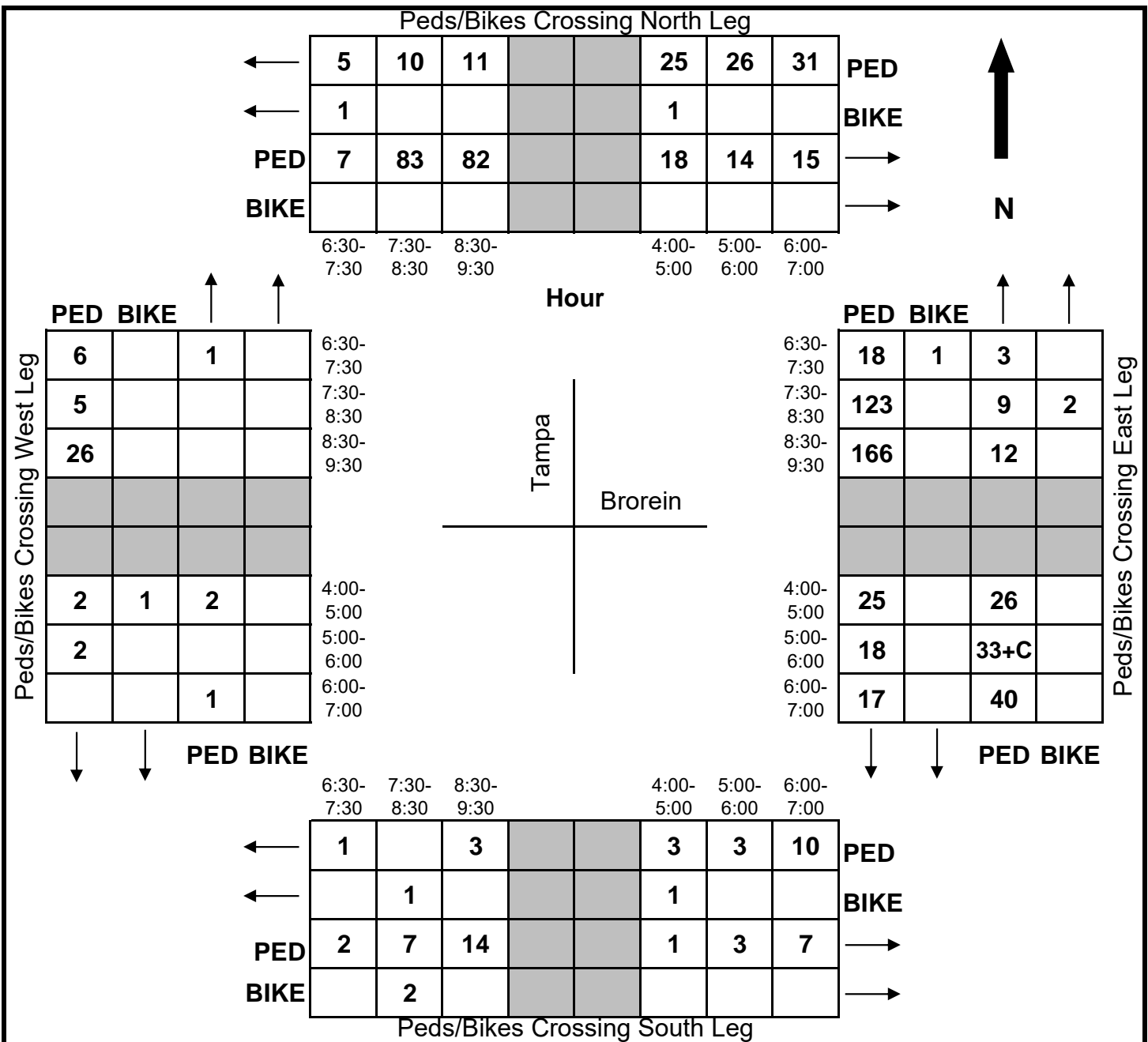
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Brorein Street at Tampa Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Tampa&Whiting
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	48	197	2	0	247	3	0	0	3	0	10	2	4	16	266
06:45 AM	60	195	5	0	260	2	6	0	8	0	16	8	4	28	296
Total	108	392	7	0	507	5	6	0	11	0	26	10	8	44	562
07:00 AM	86	236	4	1	327	4	8	0	12	0	21	6	5	32	371
07:15 AM	73	224	3	0	300	3	9	0	12	0	30	7	4	41	353
07:30 AM	103	219	10	0	332	7	16	0	23	1	36	3	2	42	397
07:45 AM	90	178	9	0	277	8	23	0	31	0	50	12	9	71	379
Total	352	857	26	1	1236	22	56	0	78	1	137	28	20	186	1500
08:00 AM	92	145	9	2	248	9	18	0	27	0	50	14	5	69	344
08:15 AM	84	137	9	0	230	12	27	0	39	0	44	17	4	65	334
08:30 AM	58	126	12	1	197	19	33	0	52	0	59	14	4	77	326
08:45 AM	77	119	8	1	205	12	48	0	60	0	52	15	6	73	338
Total	311	527	38	4	880	52	126	0	178	0	205	60	19	284	1342
09:00 AM	58	118	8	2	186	37	57	0	94	0	55	23	3	81	361
09:15 AM	77	134	2	1	214	20	29	0	49	0	61	12	6	79	342
*** BREAK ***															
Total	135	252	10	3	400	57	86	0	143	0	116	35	9	160	703
*** BREAK ***															
04:00 PM	29	214	17	1	261	18	28	0	46	0	26	11	3	40	347
04:15 PM	34	210	11	2	257	11	29	0	40	0	16	6	5	27	324
04:30 PM	27	235	14	8	284	18	23	0	41	0	29	7	3	39	364
04:45 PM	41	257	6	2	306	10	21	0	31	0	22	7	5	34	371
Total	131	916	48	13	1108	57	101	0	158	0	93	31	16	140	1406
05:00 PM	21	286	8	1	316	18	35	0	53	0	53	11	0	64	433
05:15 PM	38	278	10	1	327	17	30	0	47	0	48	9	3	60	434
05:30 PM	32	281	16	0	329	12	30	0	42	0	22	9	1	32	403
05:45 PM	46	271	6	1	324	14	21	0	35	0	38	14	2	54	413
Total	137	1116	40	3	1296	61	116	0	177	0	161	43	6	210	1683
06:00 PM	45	256	13	0	314	12	20	0	32	0	25	7	2	34	380
06:15 PM	25	214	12	2	253	8	24	0	32	0	17	7	4	28	313
06:30 PM	37	243	10	2	292	10	12	0	22	0	23	9	5	37	351
06:45 PM	27	206	10	1	244	7	9	0	16	0	19	4	7	30	290
Total	134	919	45	5	1103	37	65	0	102	0	84	27	18	129	1334
Grand Total	1308	4979	214	29	6530	291	556	0	847	1	822	234	96	1153	8530
Apprch %	20	76.2	3.3	0.4		34.4	65.6	0		0.1	71.3	20.3	8.3		
Total %	15.3	58.4	2.5	0.3	76.6	3.4	6.5	0	9.9	0	9.6	2.7	1.1	13.5	
Passenger Vehicles	1275	4898	211	29	6413	287	553	0	840	0	806	233	95	1134	8387
% Passenger Vehicles	97.5	98.4	98.6	100	98.2	98.6	99.5	0	99.2	0	98.1	99.6	99	98.4	98.3
Heavy Vehicles	33	81	3	0	117	4	3	0	7	0	16	1	1	18	142
% Heavy Vehicles	2.5	1.6	1.4	0	1.8	1.4	0.5	0	0.8	0	1.9	0.4	1	1.6	1.7
UTurns	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0	100	0	0	0	0.1	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Tampa&Whiting
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	47	189	2	0	238	3	0	0	3	0	10	2	4	16	257
06:45 AM	58	189	5	0	252	2	6	0	8	0	15	8	4	27	287
Total	105	378	7	0	490	5	6	0	11	0	25	10	8	43	544
07:00 AM	85	234	4	1	324	4	8	0	12	0	21	5	5	31	367
07:15 AM	72	216	3	0	291	3	9	0	12	0	29	7	4	40	343
07:30 AM	103	217	10	0	330	6	16	0	22	0	36	3	2	41	393
07:45 AM	89	174	9	0	272	8	22	0	30	0	49	12	9	70	372
Total	349	841	26	1	1217	21	55	0	76	0	135	27	20	182	1475
08:00 AM	90	142	9	2	243	9	18	0	27	0	50	14	4	68	338
08:15 AM	83	134	9	0	226	12	27	0	39	0	42	17	4	63	328
08:30 AM	57	124	11	1	193	19	33	0	52	0	58	14	4	76	321
08:45 AM	73	114	8	1	196	12	47	0	59	0	51	15	6	72	327
Total	303	514	37	4	858	52	125	0	177	0	201	60	18	279	1314
09:00 AM	57	118	8	2	185	37	57	0	94	0	55	23	3	81	360
09:15 AM	73	130	2	1	206	17	29	0	46	0	60	12	6	78	330
*** BREAK ***															
Total	130	248	10	3	391	54	86	0	140	0	115	35	9	159	690
*** BREAK ***															
04:00 PM	27	210	17	1	255	18	27	0	45	0	26	11	3	40	340
04:15 PM	33	205	11	2	251	11	29	0	40	0	15	6	5	26	317
04:30 PM	26	235	12	8	281	18	23	0	41	0	29	7	3	39	361
04:45 PM	39	253	6	2	300	10	21	0	31	0	21	7	5	33	364
Total	125	903	46	13	1087	57	100	0	157	0	91	31	16	138	1382
05:00 PM	21	284	8	1	314	18	35	0	53	0	51	11	0	62	429
05:15 PM	36	277	10	1	324	17	30	0	47	0	47	9	3	59	430
05:30 PM	32	280	16	0	328	12	30	0	42	0	22	9	1	32	402
05:45 PM	45	267	6	1	319	14	21	0	35	0	37	14	2	53	407
Total	134	1108	40	3	1285	61	116	0	177	0	157	43	6	206	1668
06:00 PM	43	253	13	0	309	12	20	0	32	0	25	7	2	34	375
06:15 PM	25	213	12	2	252	8	24	0	32	0	17	7	4	28	312
06:30 PM	35	240	10	2	287	10	12	0	22	0	22	9	5	36	345
06:45 PM	26	200	10	1	237	7	9	0	16	0	18	4	7	29	282
Total	129	906	45	5	1085	37	65	0	102	0	82	27	18	127	1314
Grand Total	1275	4898	211	29	6413	287	553	0	840	0	806	233	95	1134	8387
Apprch %	19.9	76.4	3.3	0.5		34.2	65.8	0		0	71.1	20.5	8.4		
Total %	15.2	58.4	2.5	0.3	76.5	3.4	6.6	0	10	0	9.6	2.8	1.1	13.5	

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	85	234	4	1	324	4	8	0	12	0	21	5	5	31	367
07:15 AM	72	216	3	0	291	3	9	0	12	0	29	7	4	40	343
07:30 AM	103	217	10	0	330	6	16	0	22	0	36	3	2	41	393
07:45 AM	89	174	9	0	272	8	22	0	30	0	49	12	9	70	372
Total Volume	349	841	26	1	1217	21	55	0	76	0	135	27	20	182	1475
% App. Total	28.7	69.1	2.1	0.1		27.6	72.4	0		0	74.2	14.8	11		
PHF	.847	.899	.650	.250	.922	.656	.625	.000	.633	.000	.689	.563	.556	.650	.938

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Tampa&Whiting
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:30 AM				08:30 AM				
+0 mins.	85	234	4	1	324	19	33	0	52	0	58	14	4	76
+15 mins.	72	216	3	0	291	12	47	0	59	0	51	15	6	72
+30 mins.	103	217	10	0	330	37	57	0	94	0	55	23	3	81
+45 mins.	89	174	9	0	272	17	29	0	46	0	60	12	6	78
Total Volume	349	841	26	1	1217	85	166	0	251	0	224	64	19	307
% App. Total	28.7	69.1	2.1	0.1		33.9	66.1	0		0	73	20.8	6.2	
PHF	.847	.899	.650	.250	.922	.574	.728	.000	.668	.000	.933	.696	.792	.948

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	21	284	8	1	314	18	35	0	53	0	51	11	0	62	429
05:15 PM	36	277	10	1	324	17	30	0	47	0	47	9	3	59	430
05:30 PM	32	280	16	0	328	12	30	0	42	0	22	9	1	32	402
05:45 PM	45	267	6	1	319	14	21	0	35	0	37	14	2	53	407
Total Volume	134	1108	40	3	1285	61	116	0	177	0	157	43	6	206	1668
% App. Total	10.4	86.2	3.1	0.2		34.5	65.5	0		0	76.2	20.9	2.9		
PHF	.744	.975	.625	.750	.979	.847	.829	.000	.835	.000	.770	.768	.500	.831	.970

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM				05:00 PM				
+0 mins.	21	284	8	1	314	18	35	0	53	0	51	11	0	62
+15 mins.	36	277	10	1	324	17	30	0	47	0	47	9	3	59
+30 mins.	32	280	16	0	328	12	30	0	42	0	22	9	1	32
+45 mins.	45	267	6	1	319	14	21	0	35	0	37	14	2	53
Total Volume	134	1108	40	3	1285	61	116	0	177	0	157	43	6	206
% App. Total	10.4	86.2	3.1	0.2		34.5	65.5	0		0	76.2	20.9	2.9	
PHF	.744	.975	.625	.750	.979	.847	.829	.000	.835	.000	.770	.768	.500	.831

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Tampa&Whiting
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	8	0	0	9	0	0	0	0	0	0	0	0	0	9
06:45 AM	2	6	0	0	8	0	0	0	0	0	1	0	0	1	9
Total	3	14	0	0	17	0	0	0	0	0	1	0	0	1	18
07:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	1	4
07:15 AM	1	8	0	0	9	0	0	0	0	0	1	0	0	1	10
07:30 AM	0	2	0	0	2	1	0	0	1	0	0	0	0	0	3
07:45 AM	1	4	0	0	5	0	1	0	1	0	1	0	0	1	7
Total	3	16	0	0	19	1	1	0	2	0	2	1	0	3	24
08:00 AM	2	3	0	0	5	0	0	0	0	0	0	0	1	1	6
08:15 AM	1	3	0	0	4	0	0	0	0	0	2	0	0	2	6
08:30 AM	1	2	1	0	4	0	0	0	0	0	1	0	0	1	5
08:45 AM	4	5	0	0	9	0	1	0	1	0	1	0	0	1	11
Total	8	13	1	0	22	0	1	0	1	0	4	0	1	5	28
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:15 AM	4	4	0	0	8	3	0	0	3	0	1	0	0	1	12
*** BREAK ***															
Total	5	4	0	0	9	3	0	0	3	0	1	0	0	1	13
*** BREAK ***															
04:00 PM	2	4	0	0	6	0	1	0	1	0	0	0	0	0	7
04:15 PM	1	5	0	0	6	0	0	0	0	0	1	0	0	1	7
04:30 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	3
04:45 PM	2	4	0	0	6	0	0	0	0	0	1	0	0	1	7
Total	6	13	2	0	21	0	1	0	1	0	2	0	0	2	24
05:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4
05:15 PM	2	1	0	0	3	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	4	0	0	5	0	0	0	0	0	1	0	0	1	6
Total	3	8	0	0	11	0	0	0	0	0	4	0	0	4	15
06:00 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:30 PM	2	3	0	0	5	0	0	0	0	0	1	0	0	1	6
06:45 PM	1	6	0	0	7	0	0	0	0	0	1	0	0	1	8
Total	5	13	0	0	18	0	0	0	0	0	2	0	0	2	20
Grand Total	33	81	3	0	117	4	3	0	7	0	16	1	1	18	142
Apprch %	28.2	69.2	2.6	0		57.1	42.9	0		0	88.9	5.6	5.6		
Total %	23.2	57	2.1	0	82.4	2.8	2.1	0	4.9	0	11.3	0.7	0.7	12.7	

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	8	0	0	9	0	0	0	0	0	0	0	0	0	9
06:45 AM	2	6	0	0	8	0	0	0	0	0	1	0	0	1	9
07:00 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	1	4
07:15 AM	1	8	0	0	9	0	0	0	0	0	1	0	0	1	10
Total Volume	5	24	0	0	29	0	0	0	0	0	2	1	0	3	32
% App. Total	17.2	82.8	0	0		0	0	0		0	66.7	33.3	0		
PHF	.625	.750	.000	.000	.806	.000	.000	.000	.000	.000	.500	.250	.000	.750	.800

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Tampa&Whiting
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	TAMPA STREET Southbound					WHITING STREET Westbound				WHITING STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM					08:30 AM				07:45 AM				
+0 mins.	1	8	0	0	9	0	0	0	0	0	1	0	0	1
+15 mins.	2	6	0	0	8	0	1	0	1	0	0	0	1	1
+30 mins.	1	2	0	0	3	0	0	0	0	0	2	0	0	2
+45 mins.	1	8	0	0	9	3	0	0	3	0	1	0	0	1
Total Volume	5	24	0	0	29	3	1	0	4	0	4	0	1	5
% App. Total	17.2	82.8	0	0		75	25	0		0	80	0	20	
PHF	.625	.750	.000	.000	.806	.250	.250	.000	.333	.000	.500	.000	.250	.625

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	2	4	0	0	6	0	1	0	1	0	0	0	0	0	7
04:15 PM	1	5	0	0	6	0	0	0	0	0	1	0	0	1	7
04:30 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	3
04:45 PM	2	4	0	0	6	0	0	0	0	0	1	0	0	1	7
Total Volume	6	13	2	0	21	0	1	0	1	0	2	0	0	2	24
% App. Total	28.6	61.9	9.5	0		0	100	0		0	100	0	0		
PHF	.750	.650	.250	.000	.875	.000	.250	.000	.250	.000	.500	.000	.000	.500	.857

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM				04:15 PM				
+0 mins.	2	4	0	0	6	0	1	0	1	0	1	0	0	1
+15 mins.	1	5	0	0	6	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	2	0	3	0	0	0	0	0	1	0	0	1
+45 mins.	2	4	0	0	6	0	0	0	0	0	2	0	0	2
Total Volume	6	13	2	0	21	0	1	0	1	0	4	0	0	4
% App. Total	28.6	61.9	9.5	0		0	100	0		0	100	0	0	
PHF	.750	.650	.250	.000	.875	.000	.250	.000	.250	.000	.500	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

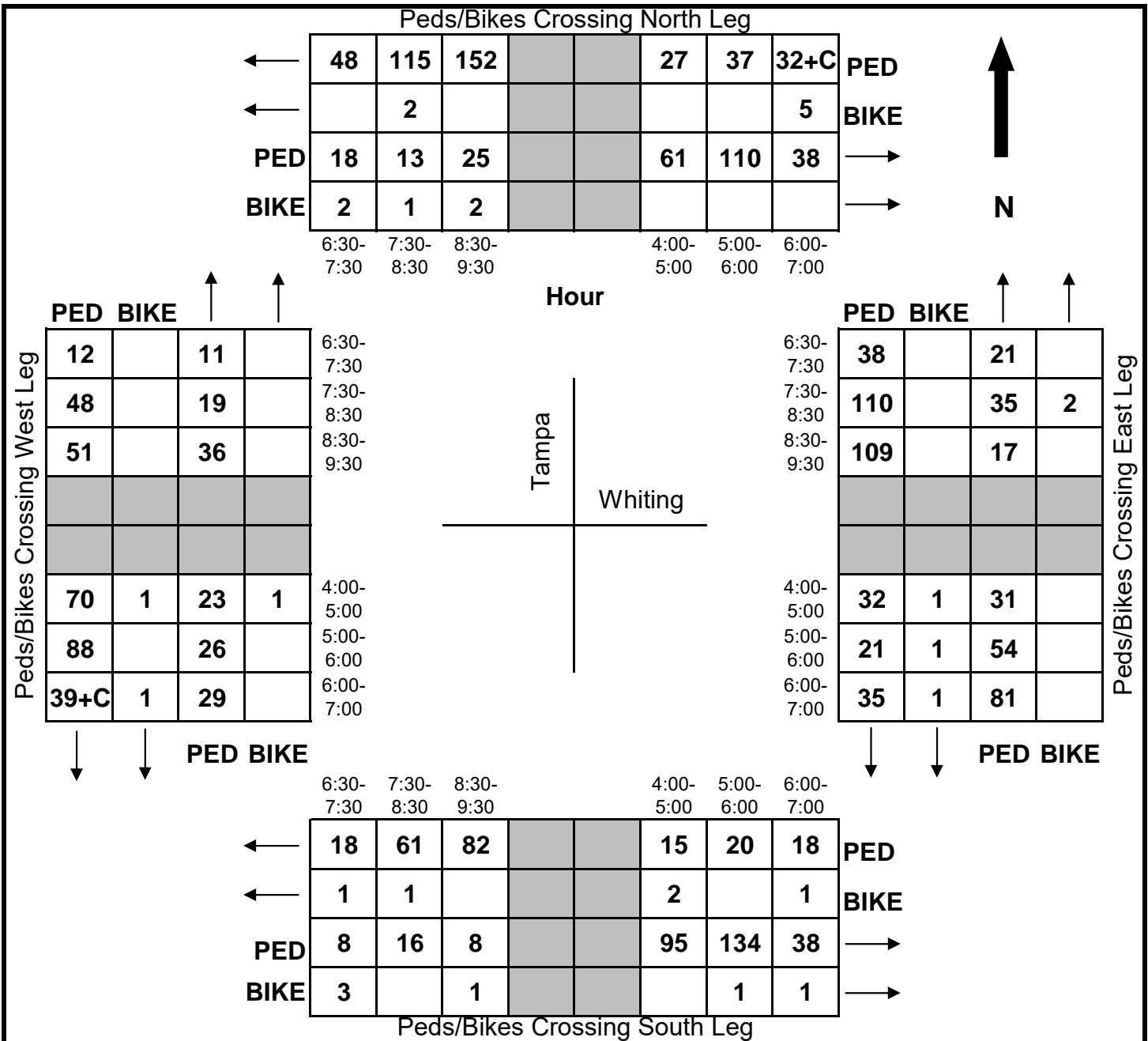
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Tampa Street at Whiting Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	3	2	3	8	27	298	1	1	327	32	8	0	40	375
06:45 AM	0	12	1	5	18	51	313	1	0	365	45	16	0	61	444
Total	0	15	3	8	26	78	611	2	1	692	77	24	0	101	819
07:00 AM	0	15	3	3	21	49	319	6	0	374	59	31	0	90	485
07:15 AM	0	29	1	1	31	55	389	4	0	448	82	25	0	107	586
07:30 AM	0	26	7	2	35	46	364	3	1	414	111	40	0	151	600
07:45 AM	0	32	5	4	41	76	417	1	0	494	77	47	0	124	659
Total	0	102	16	10	128	226	1489	14	1	1730	329	143	0	472	2330
08:00 AM	0	33	11	1	45	71	347	1	1	420	72	49	0	121	586
08:15 AM	0	25	7	3	35	75	327	6	10	418	86	67	0	153	606
08:30 AM	0	29	10	6	45	66	265	11	2	344	39	74	0	113	502
08:45 AM	0	15	8	5	28	86	317	6	0	409	63	48	0	111	548
Total	0	102	36	15	153	298	1256	24	13	1591	260	238	0	498	2242
09:00 AM	0	14	13	4	31	80	328	8	3	419	57	58	0	115	565
09:15 AM	0	36	7	4	47	81	281	7	1	370	83	61	0	144	561
*** BREAK ***															
Total	0	50	20	8	78	161	609	15	4	789	140	119	0	259	1126
*** BREAK ***															
04:00 PM	0	12	13	15	40	41	215	1	2	259	64	23	0	87	386
04:15 PM	0	9	12	22	43	34	220	3	1	258	77	23	0	100	401
04:30 PM	0	15	13	13	41	30	261	1	1	293	59	28	0	87	421
04:45 PM	0	17	11	32	60	32	226	0	1	259	72	23	0	95	414
Total	0	53	49	82	184	137	922	5	5	1069	272	97	0	369	1622
05:00 PM	0	23	19	31	73	46	308	0	1	355	57	22	0	79	507
05:15 PM	0	18	24	23	65	45	320	3	1	369	61	21	0	82	516
05:30 PM	0	22	24	24	70	49	311	2	0	362	72	15	0	87	519
05:45 PM	0	25	22	14	61	45	320	3	2	370	51	19	0	70	501
Total	0	88	89	92	269	185	1259	8	4	1456	241	77	0	318	2043
06:00 PM	0	19	24	19	62	42	197	0	0	239	59	12	0	71	372
06:15 PM	0	24	16	14	54	37	227	3	0	267	51	21	0	72	393
06:30 PM	0	24	15	11	50	31	184	3	1	219	63	26	0	89	358
06:45 PM	0	13	8	8	29	24	139	1	2	166	68	20	0	88	283
Total	0	80	63	52	195	134	747	7	3	891	241	79	0	320	1406
Grand Total	0	490	276	267	1033	1219	6893	75	31	8218	1560	777	0	2337	11588
Apprch %	0	47.4	26.7	25.8		14.8	83.9	0.9	0.4		66.8	33.2	0		
Total %	0	4.2	2.4	2.3	8.9	10.5	59.5	0.6	0.3	70.9	13.5	6.7	0	20.2	
Passenger Vehicles	0	485	274	267	1026	1180	6850	74	31	8135	1533	767	0	2300	11461
% Passenger Vehicles	0	99	99.3	100	99.3	96.8	99.4	98.7	100	99	98.3	98.7	0	98.4	98.9
Heavy Vehicles	0	5	2	0	7	39	43	1	0	83	22	10	0	32	122
% Heavy Vehicles	0	1	0.7	0	0.7	3.2	0.6	1.3	0	1	1.4	1.3	0	1.4	1.1
UTurns	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
% UTurns	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 3

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:00 PM			
+0 mins.	0	23	19	31	73	46	308	0	1	355	64	23	0	87
+15 mins.	0	18	24	23	65	45	320	3	1	369	77	23	0	100
+30 mins.	0	22	24	24	70	49	311	2	0	362	59	28	0	87
+45 mins.	0	25	22	14	61	45	320	3	2	370	72	23	0	95
Total Volume	0	88	89	92	269	185	1259	8	4	1456	272	97	0	369
% App. Total	0	32.7	33.1	34.2		12.7	86.5	0.5	0.3		73.7	26.3	0	
PHF	.000	.880	.927	.742	.921	.944	.984	.667	.500	.984	.883	.866	.000	.923
Passenger Vehicles	0	86	89	92	267	183	1257	8	4	1452	268	95	0	363
% Passenger Vehicles	0	97.7	100	100	99.3	98.9	99.8	100	100	99.7	98.5	97.9	0	98.4
Heavy Vehicles	0	2	0	0	2	2	2	0	0	4	1	2	0	3
% Heavy Vehicles	0	2.3	0	0	0.7	1.1	0.2	0	0	0.3	0.4	2.1	0	0.8
UTurns	0	0	0	0	0	0	0	0	0	0	3	0	0	3
% UTurns	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0.8

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	3	2	3	8	27	297	1	1	326	31	7	0	38	372
06:45 AM	0	11	1	5	17	49	310	1	0	360	42	15	0	57	434
Total	0	14	3	8	25	76	607	2	1	686	73	22	0	95	806
07:00 AM	0	15	3	3	21	44	318	6	0	368	57	29	0	86	475
07:15 AM	0	28	1	1	30	50	389	4	0	443	81	25	0	106	579
07:30 AM	0	26	7	2	35	45	362	2	1	410	109	40	0	149	594
07:45 AM	0	32	5	4	41	72	410	1	0	483	77	47	0	124	648
Total	0	101	16	10	127	211	1479	13	1	1704	324	141	0	465	2296
08:00 AM	0	33	10	1	44	68	346	1	1	416	72	47	0	119	579
08:15 AM	0	25	7	3	35	71	324	6	10	411	84	66	0	150	596
08:30 AM	0	29	10	6	45	63	262	11	2	338	38	74	0	112	495
08:45 AM	0	15	8	5	28	85	313	6	0	404	61	47	0	108	540
Total	0	102	35	15	152	287	1245	24	13	1569	255	234	0	489	2210
09:00 AM	0	13	12	4	29	75	325	8	3	411	56	58	0	114	554
09:15 AM	0	36	7	4	47	80	277	7	1	365	79	61	0	140	552
*** BREAK ***															
Total	0	49	19	8	76	155	602	15	4	776	135	119	0	254	1106
*** BREAK ***															
04:00 PM	0	12	13	15	40	40	215	1	2	258	64	22	0	86	384
04:15 PM	0	9	12	22	43	34	218	3	1	256	76	22	0	98	397
04:30 PM	0	15	13	13	41	29	259	1	1	290	59	28	0	87	418
04:45 PM	0	17	11	32	60	32	225	0	1	258	69	23	0	92	410
Total	0	53	49	82	184	135	917	5	5	1062	268	95	0	363	1609
05:00 PM	0	22	19	31	72	46	307	0	1	354	57	22	0	79	505
05:15 PM	0	18	24	23	65	45	319	3	1	368	60	21	0	81	514
05:30 PM	0	21	24	24	69	48	311	2	0	361	70	15	0	85	515
05:45 PM	0	25	22	14	61	44	320	3	2	369	51	19	0	70	500
Total	0	86	89	92	267	183	1257	8	4	1452	238	77	0	315	2034
06:00 PM	0	19	24	19	62	42	196	0	0	238	59	12	0	71	371
06:15 PM	0	24	16	14	54	37	227	3	0	267	50	21	0	71	392
06:30 PM	0	24	15	11	50	31	183	3	1	218	63	26	0	89	357
06:45 PM	0	13	8	8	29	23	137	1	2	163	68	20	0	88	280
Total	0	80	63	52	195	133	743	7	3	886	240	79	0	319	1400
Grand Total	0	485	274	267	1026	1180	6850	74	31	8135	1533	767	0	2300	11461
Apprch %	0	47.3	26.7	26		14.5	84.2	0.9	0.4		66.7	33.3	0		
Total %	0	4.2	2.4	2.3	9	10.3	59.8	0.6	0.3	71	13.4	6.7	0	20.1	

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	0	26	7	2	35	45	362	2	1	410	109	40	0	149	594
07:45 AM	0	32	5	4	41	72	410	1	0	483	77	47	0	124	648
08:00 AM	0	33	10	1	44	68	346	1	1	416	72	47	0	119	579
08:15 AM	0	25	7	3	35	71	324	6	10	411	84	66	0	150	596
Total Volume	0	116	29	10	155	256	1442	10	12	1720	342	200	0	542	2417
% App. Total	0	74.8	18.7	6.5		14.9	83.8	0.6	0.7		63.1	36.9	0		
PHF	.000	.879	.725	.625	.881	.889	.879	.417	.300	.890	.784	.758	.000	.903	.932

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:15 AM					07:30 AM			
+0 mins.	0	32	5	4	41	50	389	4	0	443	109	40	0	149
+15 mins.	0	33	10	1	44	45	362	2	1	410	77	47	0	124
+30 mins.	0	25	7	3	35	72	410	1	0	483	72	47	0	119
+45 mins.	0	29	10	6	45	68	346	1	1	416	84	66	0	150
Total Volume	0	119	32	14	165	235	1507	8	2	1752	342	200	0	542
% App. Total	0	72.1	19.4	8.5		13.4	86	0.5	0.1		63.1	36.9	0	
PHF	.000	.902	.800	.583	.917	.816	.919	.500	.500	.907	.784	.758	.000	.903

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	22	19	31	72	46	307	0	1	354	57	22	0	79	505
05:15 PM	0	18	24	23	65	45	319	3	1	368	60	21	0	81	514
05:30 PM	0	21	24	24	69	48	311	2	0	361	70	15	0	85	515
05:45 PM	0	25	22	14	61	44	320	3	2	369	51	19	0	70	500
Total Volume	0	86	89	92	267	183	1257	8	4	1452	238	77	0	315	2034
% App. Total	0	32.2	33.3	34.5		12.6	86.6	0.6	0.3		75.6	24.4	0		
PHF	.000	.860	.927	.742	.927	.953	.982	.667	.500	.984	.850	.875	.000	.926	.987

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:00 PM			
+0 mins.	0	22	19	31	72	46	307	0	1	354	64	22	0	86
+15 mins.	0	18	24	23	65	45	319	3	1	368	76	22	0	98
+30 mins.	0	21	24	24	69	48	311	2	0	361	59	28	0	87
+45 mins.	0	25	22	14	61	44	320	3	2	369	69	23	0	92
Total Volume	0	86	89	92	267	183	1257	8	4	1452	268	95	0	363
% App. Total	0	32.2	33.3	34.5		12.6	86.6	0.6	0.3		73.8	26.2	0	
PHF	.000	.860	.927	.742	.927	.953	.982	.667	.500	.984	.882	.848	.000	.926

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
06:45 AM	0	1	0	0	1	2	3	0	0	5	3	1	0	4	10
Total	0	1	0	0	1	2	4	0	0	6	4	2	0	6	13
07:00 AM	0	0	0	0	0	5	1	0	0	6	1	2	0	3	9
07:15 AM	0	1	0	0	1	5	0	0	0	5	1	0	0	1	7
07:30 AM	0	0	0	0	0	1	2	1	0	4	2	0	0	2	6
07:45 AM	0	0	0	0	0	4	7	0	0	11	0	0	0	0	11
Total	0	1	0	0	1	15	10	1	0	26	4	2	0	6	33
08:00 AM	0	0	1	0	1	3	1	0	0	4	0	2	0	2	7
08:15 AM	0	0	0	0	0	4	3	0	0	7	2	1	0	3	10
08:30 AM	0	0	0	0	0	3	3	0	0	6	1	0	0	1	7
08:45 AM	0	0	0	0	0	1	4	0	0	5	2	1	0	3	8
Total	0	0	1	0	1	11	11	0	0	22	5	4	0	9	32
09:00 AM	0	1	1	0	2	5	3	0	0	8	1	0	0	1	11
09:15 AM	0	0	0	0	0	1	4	0	0	5	4	0	0	4	9
*** BREAK ***															
Total	0	1	1	0	2	6	7	0	0	13	5	0	0	5	20
*** BREAK ***															
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	0	2	5	0	0	7	1	2	0	3	10
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
05:30 PM	0	1	0	0	1	1	0	0	0	1	2	0	0	2	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	2	2	2	0	0	4	3	0	0	3	9
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***															
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	5
Grand Total	0	5	2	0	7	39	43	1	0	83	22	10	0	32	122
Apprch %	0	71.4	28.6	0		47	51.8	1.2	0		68.8	31.2	0		
Total %	0	4.1	1.6	0	5.7	32	35.2	0.8	0	68	18	8.2	0	26.2	

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
08:15 AM	0	0	0	0	0	4	3	0	0	7	2	1	0	3	10
08:30 AM	0	0	0	0	0	3	3	0	0	6	1	0	0	1	7
08:45 AM	0	0	0	0	0	1	4	0	0	5	2	1	0	3	8
09:00 AM	0	1	1	0	2	5	3	0	0	8	1	0	0	1	11
Total Volume	0	1	1	0	2	13	13	0	0	26	6	2	0	8	36
% App. Total	0	50	50	0		50	50	0	0		75	25	0		
PHF	.000	.250	.250	.000	.250	.650	.813	.000	.000	.813	.750	.500	.000	.667	.818

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM					07:45 AM					06:30 AM			
+0 mins.	0	0	0	0	0	4	7	0	0	11	1	1	0	2
+15 mins.	0	1	0	0	1	3	1	0	0	4	3	1	0	4
+30 mins.	0	0	0	0	0	4	3	0	0	7	1	2	0	3
+45 mins.	0	1	0	0	1	3	3	0	0	6	1	0	0	1
Total Volume	0	2	0	0	2	14	14	0	0	28	6	4	0	10
% App. Total	0	100	0	0	0	50	50	0	0	0	60	40	0	0
PHF	.000	.500	.000	.000	.500	.875	.500	.000	.000	.636	.500	.500	.000	.625

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	2	5	0	0	7	1	2	0	3	10
% App. Total	0	0	0	0	0	28.6	71.4	0	0	0	33.3	66.7	0	0	
PHF	.000	.000	.000	.000	.000	.500	.625	.000	.000	.583	.250	.500	.000	.750	.833

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					04:45 PM			
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1
+15 mins.	0	1	0	0	1	0	2	0	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	1	2	0	0	3	1	0	0	1
+45 mins.	0	1	0	0	1	0	1	0	0	1	2	0	0	2
Total Volume	0	2	0	0	2	2	5	0	0	7	4	0	0	4
% App. Total	0	100	0	0	0	28.6	71.4	0	0	0	100	0	0	0
PHF	.000	.500	.000	.000	.500	.500	.625	.000	.000	.583	.500	.000	.000	.500

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- UTurns

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***															
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***															
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***															
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***															
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
*** BREAK ***															
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***															
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 06:30 AM															
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM					06:30 AM					06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.375

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Franklin
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	FRANKLIN STREET Southbound					BROREIN STREET Westbound					FRANKLIN STREET Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

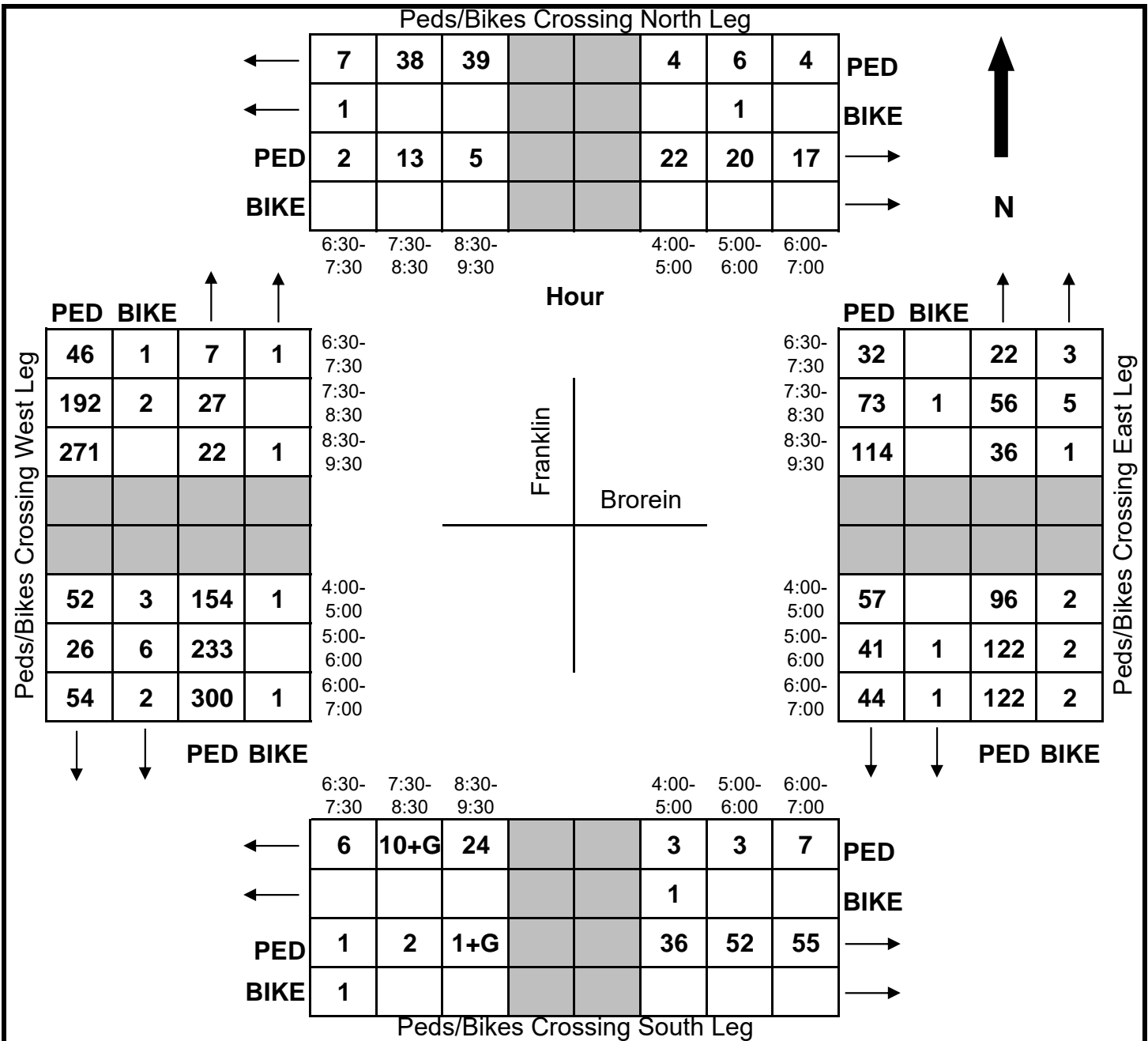
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Brorein Street at Franklin Street

Comments: G - Golf Cart

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	6	0	2	8	1	95	88	15	14	213	221
06:45 AM	0	10	0	2	12	9	102	103	24	19	257	269
Total	0	16	0	4	20	10	197	191	39	33	470	490
07:00 AM	0	21	3	0	24	7	120	108	38	12	285	309
07:15 AM	0	18	0	6	24	12	154	127	31	18	342	366
07:30 AM	0	43	3	8	54	17	167	175	51	22	432	486
07:45 AM	0	26	0	3	29	13	106	147	50	35	351	380
Total	0	108	6	17	131	49	547	557	170	87	1410	1541
08:00 AM	0	44	6	9	59	7	117	162	63	10	359	418
08:15 AM	0	43	0	5	48	6	151	125	57	19	358	406
08:30 AM	0	41	3	10	54	9	177	181	72	10	449	503
08:45 AM	0	76	13	7	96	17	131	168	50	25	391	487
Total	0	204	22	31	257	39	576	636	242	64	1557	1814
09:00 AM	0	58	9	9	76	6	170	166	61	20	423	499
09:15 AM	0	76	17	11	104	5	121	156	54	28	364	468
*** BREAK ***												
Total	0	134	26	20	180	11	291	322	115	48	787	967
*** BREAK ***												
04:00 PM	0	91	20	3	114	6	176	308	26	4	520	634
04:15 PM	0	59	21	9	89	8	183	344	15	2	552	641
04:30 PM	0	67	28	6	101	9	147	292	19	1	468	569
04:45 PM	0	80	8	3	91	3	194	361	22	4	584	675
Total	0	297	77	21	395	26	700	1305	82	11	2124	2519
05:00 PM	0	88	19	8	115	2	188	320	23	1	534	649
05:15 PM	0	85	20	5	110	1	158	316	37	2	514	624
05:30 PM	0	84	14	7	105	3	142	273	40	2	460	565
05:45 PM	0	78	13	7	98	10	161	232	31	3	437	535
Total	0	335	66	27	428	16	649	1141	131	8	1945	2373
06:00 PM	0	83	14	6	103	7	147	230	29	5	418	521
06:15 PM	0	101	13	11	125	4	132	217	45	4	402	527
06:30 PM	0	91	15	8	114	2	146	192	29	9	378	492
06:45 PM	0	78	10	11	99	1	143	183	25	3	355	454
Total	0	353	52	36	441	14	568	822	128	21	1553	1994
Grand Total	0	1447	249	156	1852	165	3528	4974	907	272	9846	11698
Apprch %	0	78.1	13.4	8.4		1.7	35.8	50.5	9.2	2.8		
Total %	0	12.4	2.1	1.3	15.8	1.4	30.2	42.5	7.8	2.3	84.2	
Passenger Vehicles	0	1434	244	148	1826	165	3501	4930	894	266	9756	11582
% Passenger Vehicles	0	99.1	98	94.9	98.6	100	99.2	99.1	98.6	97.8	99.1	99
Heavy Vehicles	0	13	5	8	26	0	27	44	13	6	90	116
% Heavy Vehicles	0	0.9	2	5.1	1.4	0	0.8	0.9	1.4	2.2	0.9	1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 08:30 AM												
08:30 AM	0	41	3	10	54	9	177	181	72	10	449	503
08:45 AM	0	76	13	7	96	17	131	168	50	25	391	487
09:00 AM	0	58	9	9	76	6	170	166	61	20	423	499
09:15 AM	0	76	17	11	104	5	121	156	54	28	364	468
Total Volume	0	251	42	37	330	37	599	671	237	83	1627	1957
% App. Total	0	76.1	12.7	11.2		2.3	36.8	41.2	14.6	5.1		
PHF	.000	.826	.618	.841	.793	.544	.846	.927	.823	.741	.906	.973

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	6	0	2	8	1	94	86	14	14	209	217
06:45 AM	0	9	0	1	10	9	100	103	24	18	254	264
Total	0	15	0	3	18	10	194	189	38	32	463	481
07:00 AM	0	19	2	0	21	7	119	107	36	12	281	302
07:15 AM	0	16	0	5	21	12	153	124	30	18	337	358
07:30 AM	0	43	3	7	53	17	165	173	51	22	428	481
07:45 AM	0	25	0	3	28	13	105	144	49	34	345	373
Total	0	103	5	15	123	49	542	548	166	86	1391	1514
08:00 AM	0	42	5	9	56	7	114	157	63	9	350	406
08:15 AM	0	43	0	2	45	6	151	125	56	18	356	401
08:30 AM	0	40	2	10	52	9	176	178	71	10	444	496
08:45 AM	0	75	13	7	95	17	131	168	50	25	391	486
Total	0	200	20	28	248	39	572	628	240	62	1541	1789
09:00 AM	0	58	8	8	74	6	170	163	60	19	418	492
09:15 AM	0	76	17	10	103	5	121	154	52	28	360	463
*** BREAK ***												
Total	0	134	25	18	177	11	291	317	112	47	778	955
*** BREAK ***												
04:00 PM	0	90	20	3	113	6	175	307	26	4	518	631
04:15 PM	0	58	21	9	88	8	182	341	15	2	548	636
04:30 PM	0	67	28	6	101	9	147	291	19	1	467	568
04:45 PM	0	79	8	3	90	3	192	358	22	4	579	669
Total	0	294	77	21	392	26	696	1297	82	11	2112	2504
05:00 PM	0	88	19	8	115	2	188	318	22	1	531	646
05:15 PM	0	85	19	5	109	1	157	314	37	2	511	620
05:30 PM	0	84	14	7	105	3	141	273	40	2	459	564
05:45 PM	0	78	13	7	98	10	160	229	31	2	432	530
Total	0	335	65	27	427	16	646	1134	130	7	1933	2360
06:00 PM	0	83	14	6	103	7	146	230	28	5	416	519
06:15 PM	0	101	13	11	125	4	130	214	45	4	397	522
06:30 PM	0	91	15	8	114	2	145	191	29	9	376	490
06:45 PM	0	78	10	11	99	1	139	182	24	3	349	448
Total	0	353	52	36	441	14	560	817	126	21	1538	1979
Grand Total	0	1434	244	148	1826	165	3501	4930	894	266	9756	11582
Apprch %	0	78.5	13.4	8.1		1.7	35.9	50.5	9.2	2.7		
Total %	0	12.4	2.1	1.3	15.8	1.4	30.2	42.6	7.7	2.3	84.2	

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	
08:30 AM	0	40	2	10	52	9	176	178	71	10	444	496
08:45 AM	0	75	13	7	95	17	131	168	50	25	391	486
09:00 AM	0	58	8	8	74	6	170	163	60	19	418	492
09:15 AM	0	76	17	10	103	5	121	154	52	28	360	463
Total Volume	0	249	40	35	324	37	598	663	233	82	1613	1937
% App. Total	0	76.9	12.3	10.8		2.3	37.1	41.1	14.4	5.1		
PHF	.000	.819	.588	.875	.786	.544	.849	.931	.820	.732	.908	.976

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					08:30 AM					
+0 mins.	0	40	2	10	52	9	176	178	71	10	444
+15 mins.	0	75	13	7	95	17	131	168	50	25	391
+30 mins.	0	58	8	8	74	6	170	163	60	19	418
+45 mins.	0	76	17	10	103	5	121	154	52	28	360
Total Volume	0	249	40	35	324	37	598	663	233	82	1613
% App. Total	0	76.9	12.3	10.8		2.3	37.1	41.1	14.4	5.1	
PHF	.000	.819	.588	.875	.786	.544	.849	.931	.820	.732	.908

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	58	21	9	88	8	182	341	15	2	548	636
04:30 PM	0	67	28	6	101	9	147	291	19	1	467	568
04:45 PM	0	79	8	3	90	3	192	358	22	4	579	669
05:00 PM	0	88	19	8	115	2	188	318	22	1	531	646
Total Volume	0	292	76	26	394	22	709	1308	78	8	2125	2519
% App. Total	0	74.1	19.3	6.6		1	33.4	61.6	3.7	0.4		
PHF	.000	.830	.679	.722	.857	.611	.923	.913	.886	.500	.918	.941

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 PM					04:15 PM					
+0 mins.	0	83	14	6	103	8	182	341	15	2	548
+15 mins.	0	101	13	11	125	9	147	291	19	1	467
+30 mins.	0	91	15	8	114	3	192	358	22	4	579
+45 mins.	0	78	10	11	99	2	188	318	22	1	531
Total Volume	0	353	52	36	441	22	709	1308	78	8	2125
% App. Total	0	80	11.8	8.2		1	33.4	61.6	3.7	0.4	
PHF	.000	.874	.867	.818	.882	.611	.923	.913	.886	.500	.918

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	1	2	1	0	4	4
06:45 AM	0	1	0	1	2	0	2	0	0	1	3	5
Total	0	1	0	1	2	0	3	2	1	1	7	9
07:00 AM	0	2	1	0	3	0	1	1	2	0	4	7
07:15 AM	0	2	0	1	3	0	1	3	1	0	5	8
07:30 AM	0	0	0	1	1	0	2	2	0	0	4	5
07:45 AM	0	1	0	0	1	0	1	3	1	1	6	7
Total	0	5	1	2	8	0	5	9	4	1	19	27
08:00 AM	0	2	1	0	3	0	3	5	0	1	9	12
08:15 AM	0	0	0	3	3	0	0	0	1	1	2	5
08:30 AM	0	1	1	0	2	0	1	3	1	0	5	7
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	4	2	3	9	0	4	8	2	2	16	25
09:00 AM	0	0	1	1	2	0	0	3	1	1	5	7
09:15 AM	0	0	0	1	1	0	0	2	2	0	4	5
*** BREAK ***												
Total	0	0	1	2	3	0	0	5	3	1	9	12
*** BREAK ***												
04:00 PM	0	1	0	0	1	0	1	1	0	0	2	3
04:15 PM	0	1	0	0	1	0	1	3	0	0	4	5
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	1	0	0	1	0	2	3	0	0	5	6
Total	0	3	0	0	3	0	4	8	0	0	12	15
05:00 PM	0	0	0	0	0	0	0	2	1	0	3	3
05:15 PM	0	0	1	0	1	0	1	2	0	0	3	4
05:30 PM	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	1	3	0	1	5	5
Total	0	0	1	0	1	0	3	7	1	1	12	13
06:00 PM	0	0	0	0	0	0	1	0	1	0	2	2
06:15 PM	0	0	0	0	0	0	2	3	0	0	5	5
06:30 PM	0	0	0	0	0	0	1	1	0	0	2	2
06:45 PM	0	0	0	0	0	0	4	1	1	0	6	6
Total	0	0	0	0	0	0	8	5	2	0	15	15
Grand Total	0	13	5	8	26	0	27	44	13	6	90	116
Apprch %	0	50	19.2	30.8		0	30	48.9	14.4	6.7		
Total %	0	11.2	4.3	6.9	22.4	0	23.3	37.9	11.2	5.2	77.6	

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	
07:15 AM	0	2	0	1	3	0	1	3	1	0	5	8
07:30 AM	0	0	0	1	1	0	2	2	0	0	4	5
07:45 AM	0	1	0	0	1	0	1	3	1	1	6	7
08:00 AM	0	2	1	0	3	0	3	5	0	1	9	12
Total Volume	0	5	1	2	8	0	7	13	2	2	24	32
% App. Total	0	62.5	12.5	25		0	29.2	54.2	8.3	8.3		
PHF	.000	.625	.250	.500	.667	.000	.583	.650	.500	.500	.667	.667

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	FLORIDA AVENUE Northbound					CHANNELSIDE DRIVE Eastbound						Int. Total
	Left	Thru	Right	RTOR	App. Total	Left on Red	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM					07:15 AM					
+0 mins.	0	1	0	1	2	0	1	3	1	0	5
+15 mins.	0	2	1	0	3	0	2	2	0	0	4
+30 mins.	0	2	0	1	3	0	1	3	1	1	6
+45 mins.	0	0	0	1	1	0	3	5	0	1	9
Total Volume	0	5	1	3	9	0	7	13	2	2	24
% App. Total	0	55.6	11.1	33.3		0	29.2	54.2	8.3	8.3	
PHF	.000	.625	.250	.750	.750	.000	.583	.650	.500	.500	.667

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	0	0	1	0	1	1	0	0	2	3
04:15 PM	0	1	0	0	1	0	1	3	0	0	4	5
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	1	0	0	1	0	2	3	0	0	5	6
Total Volume	0	3	0	0	3	0	4	8	0	0	12	15
% App. Total	0	100	0	0		0	33.3	66.7	0	0		
PHF	.000	.750	.000	.000	.750	.000	.500	.667	.000	.000	.600	.625

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					06:00 PM					
+0 mins.	0	1	0	0	1	0	1	0	1	0	2
+15 mins.	0	1	0	0	1	0	2	3	0	0	5
+30 mins.	0	0	0	0	0	0	1	1	0	0	2
+45 mins.	0	1	0	0	1	0	4	1	1	0	6
Total Volume	0	3	0	0	3	0	8	5	2	0	15
% App. Total	0	100	0	0		0	53.3	33.3	13.3	0	
PHF	.000	.750	.000	.000	.750	.000	.500	.417	.500	.000	.625

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

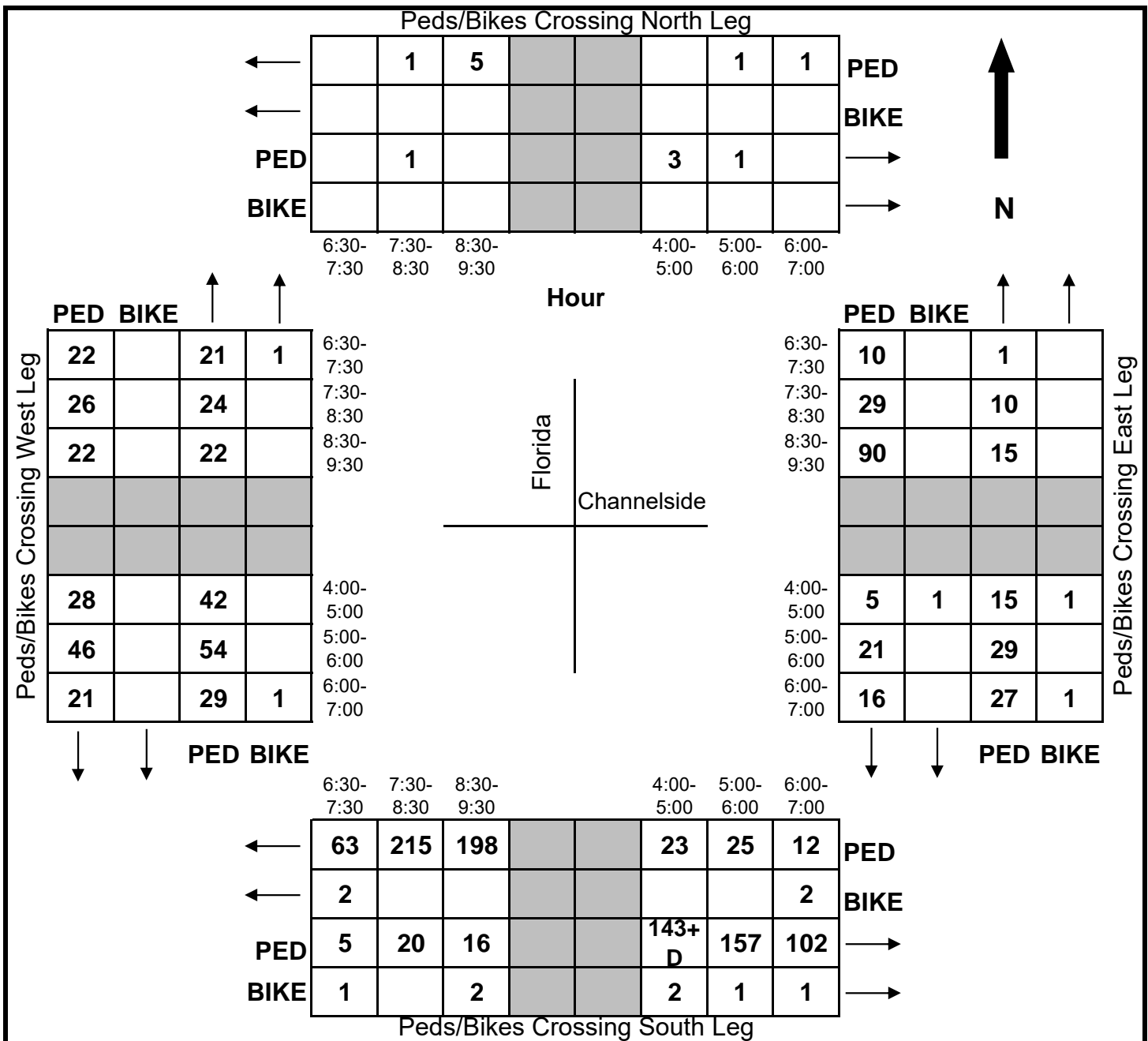
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Channelside Drive at Florida Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	320	34	10	364	8	137	0	145	509
06:45 AM	0	354	34	10	398	17	163	0	180	578
Total	0	674	68	20	762	25	300	0	325	1087
07:00 AM	0	384	67	8	459	10	208	0	218	677
07:15 AM	0	428	64	5	497	18	290	0	308	805
07:30 AM	0	393	65	2	460	45	381	0	426	886
07:45 AM	0	452	87	10	549	38	284	0	322	871
Total	0	1657	283	25	1965	111	1163	0	1274	3239
08:00 AM	0	384	105	1	490	47	339	0	386	876
08:15 AM	0	363	98	16	477	62	356	0	418	895
08:30 AM	0	279	81	5	365	55	397	0	452	817
08:45 AM	0	329	63	4	396	77	367	0	444	840
Total	0	1355	347	26	1728	241	1459	0	1700	3428
09:00 AM	0	355	86	4	445	72	357	0	429	874
09:15 AM	0	305	81	6	392	70	316	0	386	778
*** BREAK ***										
Total	0	660	167	10	837	142	673	0	815	1652
*** BREAK ***										
04:00 PM	0	207	22	8	237	56	313	0	369	606
04:15 PM	0	215	19	8	242	39	302	0	341	583
04:30 PM	0	262	19	3	284	33	261	0	294	578
04:45 PM	0	232	19	9	260	32	356	0	388	648
Total	0	916	79	28	1023	160	1232	0	1392	2415
05:00 PM	0	309	26	10	345	49	312	0	361	706
05:15 PM	0	325	29	4	358	51	301	0	352	710
05:30 PM	0	325	29	17	371	45	253	0	298	669
05:45 PM	0	327	36	8	371	36	290	0	326	697
Total	0	1286	120	39	1445	181	1156	0	1337	2782
06:00 PM	0	207	17	8	232	31	287	0	318	550
06:15 PM	0	224	17	17	258	37	269	0	306	564
06:30 PM	0	187	35	9	231	30	292	0	322	553
06:45 PM	0	141	32	1	174	27	239	0	266	440
Total	0	759	101	35	895	125	1087	0	1212	2107
Grand Total	0	7307	1165	183	8655	985	7070	0	8055	16710
Apprch %	0	84.4	13.5	2.1		12.2	87.8	0		
Total %	0	43.7	7	1.1	51.8	5.9	42.3	0	48.2	
Passenger Vehicles	0	7247	1151	181	8579	962	6998	0	7960	16539
% Passenger Vehicles	0	99.2	98.8	98.9	99.1	97.7	99	0	98.8	99
Heavy Vehicles	0	60	14	2	76	23	72	0	95	171
% Heavy Vehicles	0	0.8	1.2	1.1	0.9	2.3	1	0	1.2	1
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	393	65	2	460	45	381	0	426	886
07:45 AM	0	452	87	10	549	38	284	0	322	871
08:00 AM	0	384	105	1	490	47	339	0	386	876
08:15 AM	0	363	98	16	477	62	356	0	418	895
Total Volume	0	1592	355	29	1976	192	1360	0	1552	3528
% App. Total	0	80.6	18	1.5		12.4	87.6	0		
PHF	.000	.881	.845	.453	.900	.774	.892	.000	.911	.985
Passenger Vehicles	0	1575	352	29	1956	183	1349	0	1532	3488
% Passenger Vehicles	0	98.9	99.2	100	99.0	95.3	99.2	0	98.7	98.9
Heavy Vehicles	0	17	3	0	20	9	11	0	20	40

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

% Heavy Vehicles	0	1.1	0.8	0	1.0	4.7	0.8	0	1.3	1.1
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					08:15 AM				
+0 mins.	0	428	64	5	497	62	356	0	418	
+15 mins.	0	393	65	2	460	55	397	0	452	
+30 mins.	0	452	87	10	549	77	367	0	444	
+45 mins.	0	384	105	1	490	72	357	0	429	
Total Volume	0	1657	321	18	1996	266	1477	0	1743	
% App. Total	0	83	16.1	0.9		15.3	84.7	0		
PHF	.000	.916	.764	.450	.909	.864	.930	.000	.964	
Passenger Vehicles	0	1643	319	18	1980	262	1463	0	1725	
% Passenger Vehicles	0	99.2	99.4	100	99.2	98.5	99.1	0	99	
Heavy Vehicles	0	14	2	0	16	4	14	0	18	
% Heavy Vehicles	0	0.8	0.6	0	0.8	1.5	0.9	0	1	
UTurns	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	309	26	10	345	49	312	0	361	706
05:15 PM	0	325	29	4	358	51	301	0	352	710
05:30 PM	0	325	29	17	371	45	253	0	298	669
05:45 PM	0	327	36	8	371	36	290	0	326	697
Total Volume	0	1286	120	39	1445	181	1156	0	1337	2782
% App. Total	0	89	8.3	2.7		13.5	86.5	0		
PHF	.000	.983	.833	.574	.974	.887	.926	.000	.926	.980
Passenger Vehicles	0	1284	118	39	1441	179	1144	0	1323	2764
% Passenger Vehicles	0	99.8	98.3	100	99.7	98.9	99.0	0	99.0	99.4
Heavy Vehicles	0	2	2	0	4	2	12	0	14	18
% Heavy Vehicles	0	0.2	1.7	0	0.3	1.1	1.0	0	1.0	0.6
UTurns	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM				
+0 mins.	0	309	26	10	345	32	356	0	388	
+15 mins.	0	325	29	4	358	49	312	0	361	
+30 mins.	0	325	29	17	371	51	301	0	352	
+45 mins.	0	327	36	8	371	45	253	0	298	
Total Volume	0	1286	120	39	1445	177	1222	0	1399	
% App. Total	0	89	8.3	2.7		12.7	87.3	0		
PHF	.000	.983	.833	.574	.974	.868	.858	.000	.901	
Passenger Vehicles	0	1284	118	39	1441	176	1209	0	1385	
% Passenger Vehicles	0	99.8	98.3	100	99.7	99.4	98.9	0	99	
Heavy Vehicles	0	2	2	0	4	1	13	0	14	
% Heavy Vehicles	0	0.2	1.7	0	0.3	0.6	1.1	0	1	
UTurns	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	319	34	10	363	8	135	0	143	506
06:45 AM	0	351	33	10	394	15	160	0	175	569
Total	0	670	67	20	757	23	295	0	318	1075
07:00 AM	0	379	67	8	454	9	207	0	216	670
07:15 AM	0	425	64	5	494	16	288	0	304	798
07:30 AM	0	392	65	2	459	42	378	0	420	879
07:45 AM	0	444	86	10	540	35	283	0	318	858
Total	0	1640	282	25	1947	102	1156	0	1258	3205
08:00 AM	0	382	104	1	487	44	333	0	377	864
08:15 AM	0	357	97	16	470	62	355	0	417	887
08:30 AM	0	274	79	5	358	54	392	0	446	804
08:45 AM	0	325	62	3	390	75	364	0	439	829
Total	0	1338	342	25	1705	235	1444	0	1679	3384
09:00 AM	0	349	83	4	436	71	352	0	423	859
09:15 AM	0	300	80	6	386	70	314	0	384	770
*** BREAK ***										
Total	0	649	163	10	822	141	666	0	807	1629
*** BREAK ***										
04:00 PM	0	207	21	8	236	55	311	0	366	602
04:15 PM	0	213	19	7	239	39	296	0	335	574
04:30 PM	0	260	19	3	282	32	258	0	290	572
04:45 PM	0	231	19	9	259	32	352	0	384	643
Total	0	911	78	27	1016	158	1217	0	1375	2391
05:00 PM	0	308	24	10	342	49	307	0	356	698
05:15 PM	0	324	29	4	357	51	299	0	350	707
05:30 PM	0	325	29	17	371	44	251	0	295	666
05:45 PM	0	327	36	8	371	35	287	0	322	693
Total	0	1284	118	39	1441	179	1144	0	1323	2764
06:00 PM	0	206	17	8	231	31	284	0	315	546
06:15 PM	0	224	17	17	258	37	266	0	303	561
06:30 PM	0	186	35	9	230	30	291	0	321	551
06:45 PM	0	139	32	1	172	26	235	0	261	433
Total	0	755	101	35	891	124	1076	0	1200	2091
Grand Total	0	7247	1151	181	8579	962	6998	0	7960	16539
Apprch %	0	84.5	13.4	2.1		12.1	87.9	0		
Total %	0	43.8	7	1.1	51.9	5.8	42.3	0	48.1	

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	392	65	2	459	42	378	0	420	879
07:45 AM	0	444	86	10	540	35	283	0	318	858
08:00 AM	0	382	104	1	487	44	333	0	377	864
08:15 AM	0	357	97	16	470	62	355	0	417	887
Total Volume	0	1575	352	29	1956	183	1349	0	1532	3488
% App. Total	0	80.5	18	1.5		11.9	88.1	0		
PHF	.000	.887	.846	.453	.906	.738	.892	.000	.912	.983

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					08:15 AM			
+0 mins.	0	425	64	5	494	62	355	0	417
+15 mins.	0	392	65	2	459	54	392	0	446
+30 mins.	0	444	86	10	540	75	364	0	439
+45 mins.	0	382	104	1	487	71	352	0	423
Total Volume	0	1643	319	18	1980	262	1463	0	1725
% App. Total	0	83	16.1	0.9		15.2	84.8	0	
PHF	.000	.925	.767	.450	.917	.873	.933	.000	.967

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	308	24	10	342	49	307	0	356	698
05:15 PM	0	324	29	4	357	51	299	0	350	707
05:30 PM	0	325	29	17	371	44	251	0	295	666
05:45 PM	0	327	36	8	371	35	287	0	322	693
Total Volume	0	1284	118	39	1441	179	1144	0	1323	2764
% App. Total	0	89.1	8.2	2.7		13.5	86.5	0		
PHF	.000	.982	.819	.574	.971	.877	.932	.000	.929	.977

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM			
+0 mins.	0	308	24	10	342	32	352	0	384
+15 mins.	0	324	29	4	357	49	307	0	356
+30 mins.	0	325	29	17	371	51	299	0	350
+45 mins.	0	327	36	8	371	44	251	0	295
Total Volume	0	1284	118	39	1441	176	1209	0	1385
% App. Total	0	89.1	8.2	2.7		12.7	87.3	0	
PHF	.000	.982	.819	.574	.971	.863	.859	.000	.902

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	1	0	0	1	0	2	0	2	3
06:45 AM	0	3	1	0	4	2	3	0	5	9
Total	0	4	1	0	5	2	5	0	7	12
07:00 AM	0	5	0	0	5	1	1	0	2	7
07:15 AM	0	3	0	0	3	2	2	0	4	7
07:30 AM	0	1	0	0	1	3	3	0	6	7
07:45 AM	0	8	1	0	9	3	1	0	4	13
Total	0	17	1	0	18	9	7	0	16	34
08:00 AM	0	2	1	0	3	3	6	0	9	12
08:15 AM	0	6	1	0	7	0	1	0	1	8
08:30 AM	0	5	2	0	7	1	5	0	6	13
08:45 AM	0	4	1	1	6	2	3	0	5	11
Total	0	17	5	1	23	6	15	0	21	44
09:00 AM	0	6	3	0	9	1	5	0	6	15
09:15 AM	0	5	1	0	6	0	2	0	2	8
*** BREAK ***										
Total	0	11	4	0	15	1	7	0	8	23
*** BREAK ***										
04:00 PM	0	0	1	0	1	1	2	0	3	4
04:15 PM	0	2	0	1	3	0	6	0	6	9
04:30 PM	0	2	0	0	2	1	3	0	4	6
04:45 PM	0	1	0	0	1	0	4	0	4	5
Total	0	5	1	1	7	2	15	0	17	24
05:00 PM	0	1	2	0	3	0	5	0	5	8
05:15 PM	0	1	0	0	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	1	2	0	3	3
05:45 PM	0	0	0	0	0	1	3	0	4	4
Total	0	2	2	0	4	2	12	0	14	18
06:00 PM	0	1	0	0	1	0	3	0	3	4
06:15 PM	0	0	0	0	0	0	3	0	3	3
06:30 PM	0	1	0	0	1	0	1	0	1	2
06:45 PM	0	2	0	0	2	1	4	0	5	7
Total	0	4	0	0	4	1	11	0	12	16
Grand Total	0	60	14	2	76	23	72	0	95	171
Apprch %	0	78.9	18.4	2.6		24.2	75.8	0		
Total %	0	35.1	8.2	1.2	44.4	13.5	42.1	0	55.6	

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	0	6	1	0	7	0	1	0	1	8
08:30 AM	0	5	2	0	7	1	5	0	6	13
08:45 AM	0	4	1	1	6	2	3	0	5	11
09:00 AM	0	6	3	0	9	1	5	0	6	15
Total Volume	0	21	7	1	29	4	14	0	18	47
% App. Total	0	72.4	24.1	3.4		22.2	77.8	0		
PHF	.000	.875	.583	.250	.806	.500	.700	.000	.750	.783

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Florida
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	BROREIN STREET Westbound					FLORIDA AVENUE Northbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					07:15 AM			
+0 mins.	0	6	1	0	7	2	2	0	4
+15 mins.	0	5	2	0	7	3	3	0	6
+30 mins.	0	4	1	1	6	3	1	0	4
+45 mins.	0	6	3	0	9	3	6	0	9
Total Volume	0	21	7	1	29	11	12	0	23
% App. Total	0	72.4	24.1	3.4		47.8	52.2	0	
PHF	.000	.875	.583	.250	.806	.917	.500	.000	.639

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	2	0	1	3	0	6	0	6	9
04:30 PM	0	2	0	0	2	1	3	0	4	6
04:45 PM	0	1	0	0	1	0	4	0	4	5
05:00 PM	0	1	2	0	3	0	5	0	5	8
Total Volume	0	6	2	1	9	1	18	0	19	28
% App. Total	0	66.7	22.2	11.1		5.3	94.7	0		
PHF	.000	.750	.250	.250	.750	.250	.750	.000	.792	.778

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM			
+0 mins.	0	2	0	1	3	0	6	0	6
+15 mins.	0	2	0	0	2	1	3	0	4
+30 mins.	0	1	0	0	1	0	4	0	4
+45 mins.	0	1	2	0	3	0	5	0	5
Total Volume	0	6	2	1	9	1	18	0	19
% App. Total	0	66.7	22.2	11.1		5.3	94.7	0	
PHF	.000	.750	.250	.250	.750	.250	.750	.000	.792

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

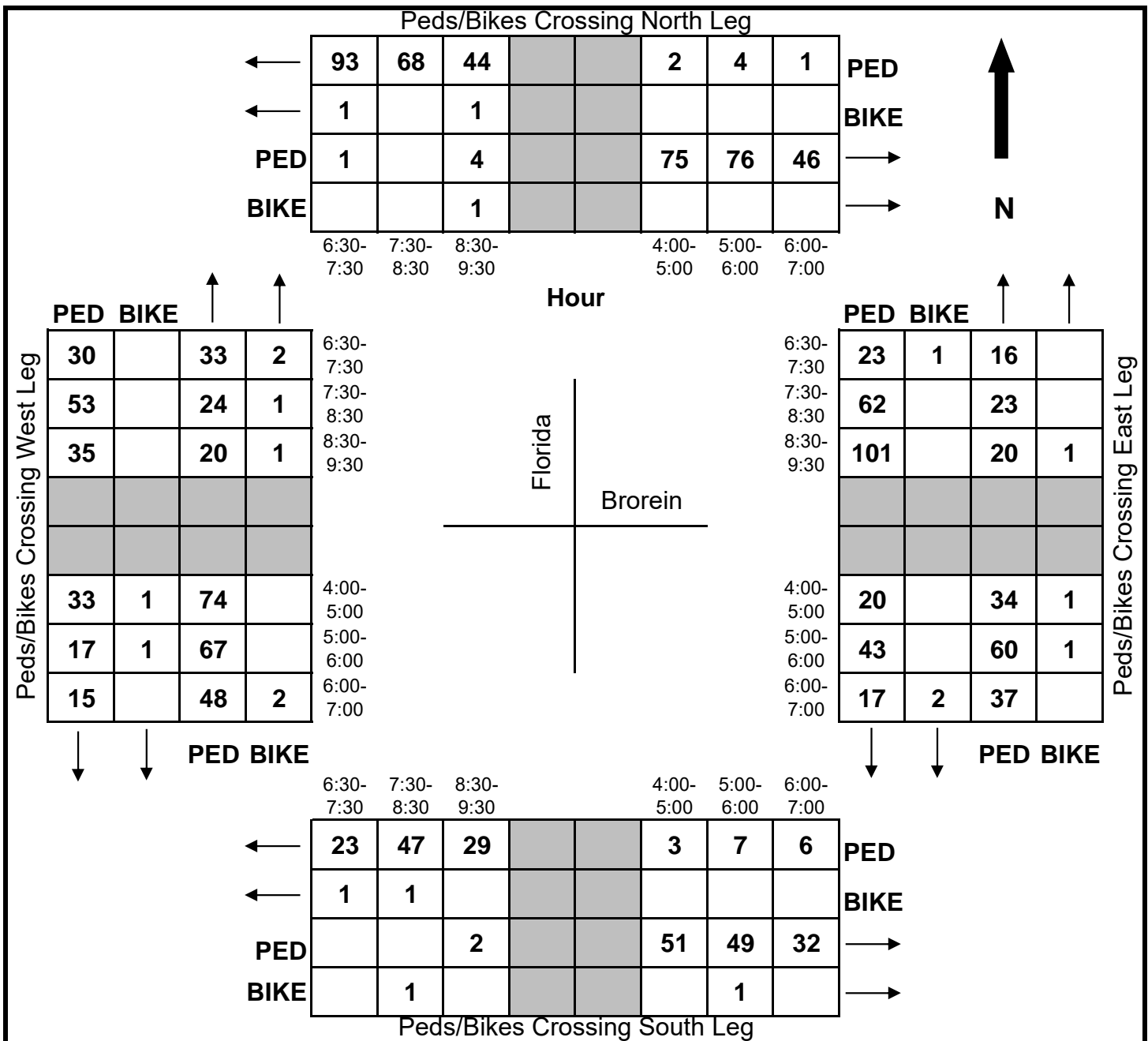
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Brorein Street at Florida Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	MORGAN STREET Southbound			MORGAN STREET Northbound				CHANNELSIDE DRIVE Eastbound					SELMON EXPWY EB OFF RAMP Southeastbound				Int. Total
	Left	Thru	App. Total	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Hard Left to Morgan NB	Left to Channelside	Thru to Morgan SB	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

08:30 AM	20	37	57	18	6	1	25	21	147	20	2	190	10	59	9	78	350
08:45 AM	17	32	49	22	6	0	28	24	138	29	8	199	21	57	5	83	359
09:00 AM	31	38	69	13	3	1	17	32	124	17	10	183	9	38	6	53	322
09:15 AM	36	58	94	36	3	5	44	18	119	30	15	182	9	36	3	48	368
Total Volume	104	165	269	89	18	7	114	95	528	96	35	754	49	190	23	262	1399
% App. Total	38.7	61.3		78.1	15.8	6.1		12.6	70	12.7	4.6		18.7	72.5	8.8		
PHF	.722	.711	.715	.618	.750	.350	.648	.742	.898	.800	.583	.947	.583	.805	.639	.789	.950

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:30 AM			08:30 AM				08:30 AM					08:00 AM			
+0 mins.	20	37	57	18	6	1	25	21	147	20	2	190	18	42	2	62
+15 mins.	17	32	49	22	6	0	28	24	138	29	8	199	7	49	7	63
+30 mins.	31	38	69	13	3	1	17	32	124	17	10	183	10	59	9	78
+45 mins.	36	58	94	36	3	5	44	18	119	30	15	182	21	57	5	83
Total Volume	104	165	269	89	18	7	114	95	528	96	35	754	56	207	23	286
% App. Total	38.7	61.3		78.1	15.8	6.1		12.6	70	12.7	4.6		19.6	72.4	8	
PHF	.722	.711	.715	.618	.750	.350	.648	.742	.898	.800	.583	.947	.667	.877	.639	.861

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	15	5	20	17	3	1	21	10	366	1	2	379	0	25	1	26	446
04:30 PM	9	2	11	16	2	2	20	3	318	2	1	324	1	35	1	37	392
04:45 PM	15	3	18	10	4	6	20	11	355	2	1	369	1	20	0	21	428
05:00 PM	17	9	26	25	5	6	36	10	341	0	0	351	3	20	1	24	437
Total Volume	56	19	75	68	14	15	97	34	1380	5	4	1423	5	100	3	108	1703
% App. Total	74.7	25.3		70.1	14.4	15.5		2.4	97	0.4	0.3		4.6	92.6	2.8		
PHF	.824	.528	.721	.680	.700	.625	.674	.773	.943	.625	.500	.939	.417	.714	.750	.730	.955

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM				04:15 PM					05:30 PM			
+0 mins.	17	9	26	25	5	6	36	10	366	1	2	379	3	35	0	38
+15 mins.	12	3	15	15	4	0	19	3	318	2	1	324	3	38	1	42
+30 mins.	15	7	22	24	6	0	30	11	355	2	1	369	2	32	1	35
+45 mins.	15	7	22	17	2	2	21	10	341	0	0	351	1	34	1	36
Total Volume	59	26	85	81	17	8	106	34	1380	5	4	1423	9	139	3	151
% App. Total	69.4	30.6		76.4	16	7.5		2.4	97	0.4	0.3		6	92.1	2	
PHF	.868	.722	.817	.810	.708	.333	.736	.773	.943	.625	.500	.939	.750	.914	.750	.899

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	MORGAN STREET Southbound			MORGAN STREET Northbound				CHANNELSIDE DRIVE Eastbound					SELMON EXPWY EB OFF RAMP Southeastbound				Int. Total
	Left	Thru	App. Total	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Hard Left to Morgan NB	Left to Channelside	Thru to Morgan SB	App. Total	
06:30 AM	9	12	21	7	0	0	7	9	77	9	1	96	0	12	2	14	138
06:45 AM	9	10	19	7	0	1	8	13	90	7	0	110	2	7	3	12	149
Total	18	22	40	14	0	1	15	22	167	16	1	206	2	19	5	26	287
07:00 AM	6	10	16	8	1	1	10	16	84	8	2	110	3	24	2	29	165
07:15 AM	9	7	16	11	0	0	11	14	100	9	0	123	11	24	2	37	187
07:30 AM	7	13	20	13	3	0	16	29	147	6	2	184	7	19	2	28	248
07:45 AM	22	33	55	6	0	2	8	24	113	8	2	147	8	35	4	47	257
Total	44	63	107	38	4	3	45	83	444	31	6	564	29	102	10	141	857
08:00 AM	20	30	50	17	1	0	18	21	138	13	2	174	18	41	2	61	303
08:15 AM	21	41	62	12	1	1	14	20	92	12	0	124	7	47	7	61	261
08:30 AM	19	37	56	18	6	1	25	21	143	20	2	186	10	58	9	77	344
08:45 AM	17	32	49	22	6	0	28	24	138	29	8	199	21	57	5	83	359
Total	77	140	217	69	14	2	85	86	511	74	12	683	56	203	23	282	1267
09:00 AM	28	38	66	13	3	1	17	31	121	17	10	179	9	36	6	51	313
09:15 AM	34	58	92	36	3	5	44	18	115	30	15	178	9	33	3	45	359
*** BREAK ***																	
Total	62	96	158	49	6	6	61	49	236	47	25	357	18	69	9	96	672
*** BREAK ***																	
04:00 PM	14	2	16	16	2	2	20	13	331	2	2	348	0	29	3	32	416
04:15 PM	15	5	20	17	3	1	21	10	362	1	2	375	0	24	1	25	441
04:30 PM	9	2	11	16	2	2	20	3	317	2	1	323	1	33	1	35	389
04:45 PM	14	3	17	10	4	6	20	11	352	2	1	366	1	19	0	20	423
Total	52	12	64	59	11	11	81	37	1362	7	6	1412	2	105	5	112	1669
05:00 PM	17	9	26	25	5	6	36	10	339	0	0	349	3	19	1	23	434
05:15 PM	12	3	15	15	4	0	19	7	331	1	0	339	0	15	0	15	388
05:30 PM	15	7	22	24	6	0	30	5	285	3	1	294	3	34	0	37	383
05:45 PM	14	7	21	17	2	2	21	6	242	1	1	250	3	38	1	42	334
Total	58	26	84	81	17	8	106	28	1197	5	2	1232	9	106	2	117	1539
06:00 PM	7	4	11	18	5	3	26	9	240	1	0	250	2	32	1	35	322
06:15 PM	11	7	18	12	2	3	17	6	223	4	1	234	1	34	1	36	305
06:30 PM	9	3	12	13	3	4	20	5	212	2	0	219	1	22	1	24	275
06:45 PM	19	3	22	12	2	2	16	7	188	2	0	197	1	15	1	17	252
Total	46	17	63	55	12	12	79	27	863	9	1	900	5	103	4	112	1154
Grand Total	357	376	733	365	64	43	472	332	4780	189	53	5354	121	707	58	886	7445
Apprch %	48.7	51.3		77.3	13.6	9.1		6.2	89.3	3.5	1		13.7	79.8	6.5		
Total %	4.8	5.1	9.8	4.9	0.9	0.6	6.3	4.5	64.2	2.5	0.7	71.9	1.6	9.5	0.8	11.9	

Start Time	MORGAN STREET Southbound			MORGAN STREET Northbound				CHANNELSIDE DRIVE Eastbound					SELMON EXPWY EB OFF RAMP Southeastbound				Int. Total
	Left	Thru	App. Total	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Hard Left to Morgan NB	Left to Channelside	Thru to Morgan SB	App. Total	
08:30 AM	19	37	56	18	6	1	25	21	143	20	2	186	10	58	9	77	344
08:45 AM	17	32	49	22	6	0	28	24	138	29	8	199	21	57	5	83	359
09:00 AM	28	38	66	13	3	1	17	31	121	17	10	179	9	36	6	51	313
09:15 AM	34	58	92	36	3	5	44	18	115	30	15	178	9	33	3	45	359

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

Total Volume	98	165	263	89	18	7	114	94	517	96	35	742	49	184	23	256	1375
% App. Total	37.3	62.7		78.1	15.8	6.1		12.7	69.7	12.9	4.7		19.1	71.9	9		
PHF	.721	.711	.715	.618	.750	.350	.648	.758	.904	.800	.583	.932	.583	.793	.639	.771	.958

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM			08:30 AM				08:30 AM				08:00 AM				
+0 mins.	19	37	56	18	6	1	25	21	143	20	2	186	18	41	2	61
+15 mins.	17	32	49	22	6	0	28	24	138	29	8	199	7	47	7	61
+30 mins.	28	38	66	13	3	1	17	31	121	17	10	179	10	58	9	77
+45 mins.	34	58	92	36	3	5	44	18	115	30	15	178	21	57	5	83
Total Volume	98	165	263	89	18	7	114	94	517	96	35	742	56	203	23	282
% App. Total	37.3	62.7		78.1	15.8	6.1		12.7	69.7	12.9	4.7		19.9	72	8.2	
PHF	.721	.711	.715	.618	.750	.350	.648	.758	.904	.800	.583	.932	.667	.875	.639	.849

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	15	5	20	17	3	1	21	10	362	1	2	375	0	24	1	25	441
04:30 PM	9	2	11	16	2	2	20	3	317	2	1	323	1	33	1	35	389
04:45 PM	14	3	17	10	4	6	20	11	352	2	1	366	1	19	0	20	423
05:00 PM	17	9	26	25	5	6	36	10	339	0	0	349	3	19	1	23	434
Total Volume	55	19	74	68	14	15	97	34	1370	5	4	1413	5	95	3	103	1687
% App. Total	74.3	25.7		70.1	14.4	15.5		2.4	97	0.4	0.3		4.9	92.2	2.9		
PHF	.809	.528	.712	.680	.700	.625	.674	.773	.946	.625	.500	.942	.417	.720	.750	.736	.956

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM				04:15 PM				05:30 PM				
+0 mins.	17	9	26	25	5	6	36	10	362	1	2	375	3	34	0	37
+15 mins.	12	3	15	15	4	0	19	3	317	2	1	323	3	38	1	42
+30 mins.	15	7	22	24	6	0	30	11	352	2	1	366	2	32	1	35
+45 mins.	14	7	21	17	2	2	21	10	339	0	0	349	1	34	1	36
Total Volume	58	26	84	81	17	8	106	34	1370	5	4	1413	9	138	3	150
% App. Total	69	31		76.4	16	7.5		2.4	97	0.4	0.3		6	92	2	
PHF	.853	.722	.808	.810	.708	.333	.736	.773	.946	.625	.500	.942	.750	.908	.750	.893

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	MORGAN STREET Southbound			MORGAN STREET Northbound				CHANNELSIDE DRIVE Eastbound					SELMON EXPWY EB OFF RAMP Southeastbound				Int. Total
	Left	Thru	App. Total	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Hard Left to Morgan NB	Left to Channelside	Thru to Morgan SB	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
06:45 AM	1	0	1	0	0	0	0	1	0	0	0	1	0	1	0	1	3
Total	1	0	1	0	0	0	0	1	2	0	0	3	0	2	0	2	6
07:00 AM	3	1	4	0	0	0	0	0	4	0	0	4	0	2	0	2	10
07:15 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	2	5
Total	3	1	4	0	0	0	0	2	13	0	0	15	0	5	0	5	24
08:00 AM	1	0	1	0	0	0	0	0	6	0	0	6	0	1	0	1	8
08:15 AM	3	0	3	0	0	0	0	1	2	0	0	3	0	2	0	2	8
08:30 AM	1	0	1	0	0	0	0	0	4	0	0	4	0	1	0	1	6
*** BREAK ***																	
Total	5	0	5	0	0	0	0	1	12	0	0	13	0	4	0	4	22
09:00 AM	3	0	3	0	0	0	0	1	3	0	0	4	0	2	0	2	9
09:15 AM	2	0	2	0	0	0	0	0	4	0	0	4	0	3	0	3	9
*** BREAK ***																	
Total	5	0	5	0	0	0	0	1	7	0	0	8	0	5	0	5	18
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
04:45 PM	1	0	1	0	0	0	0	0	3	0	0	3	0	1	0	1	5
Total	1	0	1	0	0	0	0	0	10	0	0	10	0	5	0	5	16
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	3	0	3	11
*** BREAK ***																	
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
Grand Total	15	1	16	0	0	0	0	5	57	0	0	62	0	24	0	24	102
Apprch %	93.8	6.2		0	0	0		8.1	91.9	0	0		0	100	0		
Total %	14.7	1	15.7	0	0	0	0	4.9	55.9	0	0	60.8	0	23.5	0	23.5	

Start Time	MORGAN STREET Southbound			MORGAN STREET Northbound				CHANNELSIDE DRIVE Eastbound					SELMON EXPWY EB OFF RAMP Southeastbound				Int. Total
	Left	Thru	App. Total	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Hard Left to Morgan NB	Left to Channelside	Thru to Morgan SB	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	2	5
08:00 AM	1	0	1	0	0	0	0	0	6	0	0	6	0	1	0	1	8
08:15 AM	3	0	3	0	0	0	0	1	2	0	0	3	0	2	0	2	8
08:30 AM	1	0	1	0	0	0	0	0	4	0	0	4	0	1	0	1	6

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Intersection Turning Movement Count

Total Volume	5	0	5	0	0	0	0	1	15	0	0	16	0	6	0	6	27
% App. Total	100	0		0	0	0		6.2	93.8	0	0		0	100	0		
PHF	.417	.000	.417	.000	.000	.000	.000	.250	.625	.000	.000	.667	.000	.750	.000	.750	.844

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM			06:30 AM				07:15 AM				07:30 AM				
+0 mins.	3	0	3	0	0	0	0	1	4	0	0	5	0	1	0	1
+15 mins.	1	0	1	0	0	0	0	1	2	0	0	3	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	1
+45 mins.	3	0	3	0	0	0	0	0	6	0	0	6	0	2	0	2
Total Volume	7	0	7	0	0	0	0	2	15	0	0	17	0	6	0	6
% App. Total	100	0		0	0	0		11.8	88.2	0	0		0	100	0	
PHF	.583	.000	.583	.000	.000	.000	.000	.500	.625	.000	.000	.708	.000	.750	.000	.750

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
04:45 PM	1	0	1	0	0	0	0	0	3	0	0	3	0	1	0	1	5
Total Volume	1	0	1	0	0	0	0	0	10	0	0	10	0	5	0	5	16
% App. Total	100	0		0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.625	.000	.625	.800

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
+45 mins.	1	0	1	0	0	0	0	0	3	0	0	3	0	1	0	1
Total Volume	1	0	1	0	0	0	0	0	10	0	0	10	0	5	0	5
% App. Total	100	0		0	0	0		0	100	0	0		0	100	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.625	.000	.625

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Channelside&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	MORGAN STREET Southbound			MORGAN STREET Northbound				CHANNELSIDE DRIVE Eastbound					SELMON EXPWY EB OFF RAMP Southeastbound				Int. Total
	Left	Thru	App. Total	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Hard Left to Morgan NB	Left to Channelside	Thru to Morgan SB	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM				04:00 PM					04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0		0	0	0		0	0	0	0		0	0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

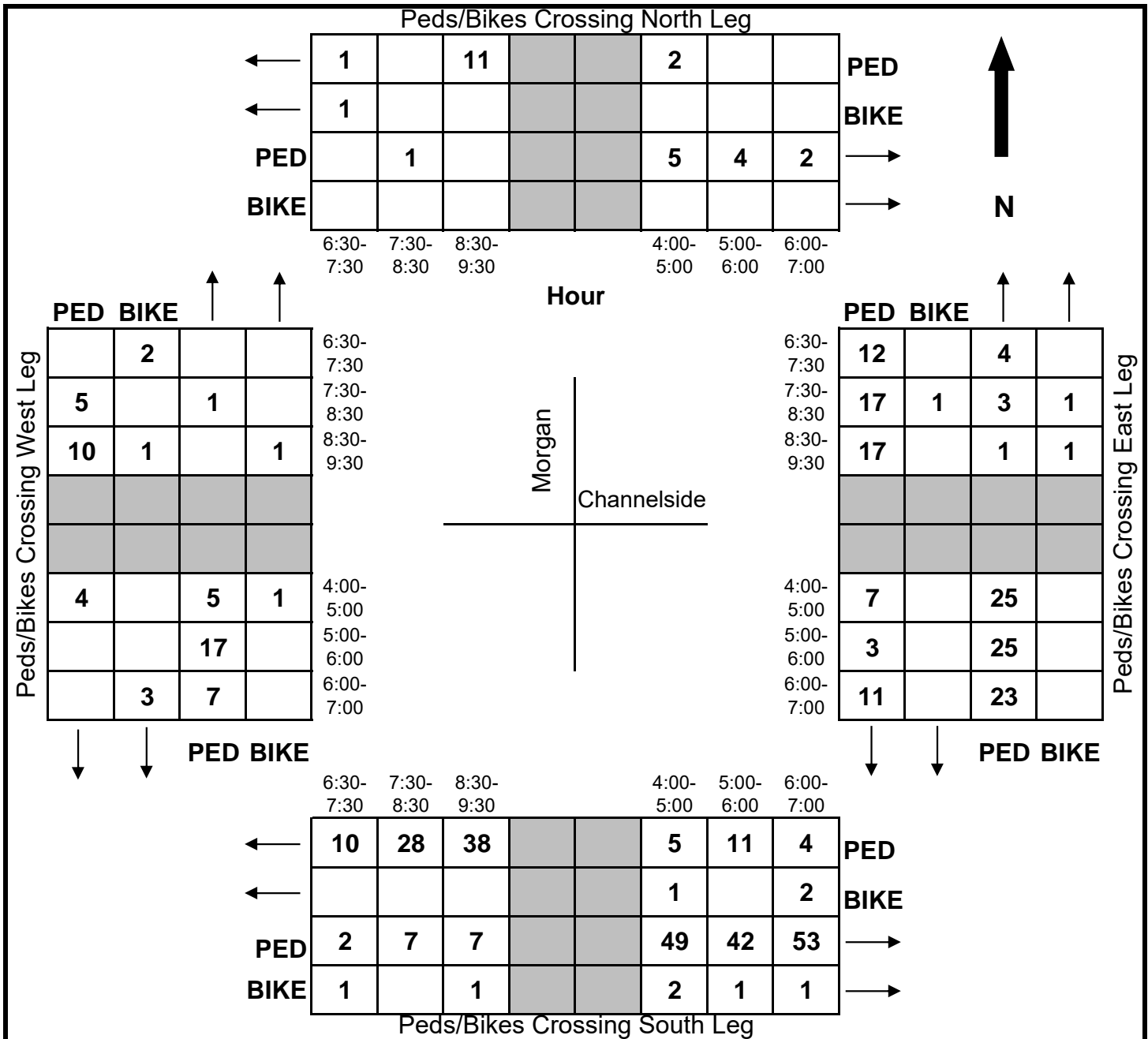
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Channelside Drive at Morgan Street

Comments: Construction workers in area not counted as pedestrians

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	
06:30 AM	31	5	8	44	103	15	12	130	9	257	266	7	1	8	448
06:45 AM	28	18	6	52	116	16	12	144	11	314	325	9	5	14	535
Total	59	23	14	96	219	31	24	274	20	571	591	16	6	22	983
07:00 AM	19	12	4	35	111	28	17	156	13	377	390	10	12	22	603
07:15 AM	12	18	5	35	112	28	21	161	3	382	385	14	18	32	613
07:30 AM	32	29	3	64	136	51	25	212	13	386	399	14	32	46	721
07:45 AM	40	37	0	77	151	67	35	253	22	391	413	4	27	31	774
Total	103	96	12	211	510	174	98	782	51	1536	1587	42	89	131	2711
08:00 AM	34	51	0	85	130	60	38	228	20	384	404	13	40	53	770
08:15 AM	50	39	0	89	123	63	34	220	20	333	353	8	28	36	698
08:30 AM	39	25	3	67	140	74	41	255	20	257	277	10	22	32	631
08:45 AM	34	48	1	83	111	43	30	184	24	297	321	11	40	51	639
Total	157	163	4	324	504	240	143	887	84	1271	1355	42	130	172	2738
09:00 AM	42	44	4	90	115	63	15	193	24	330	354	6	34	40	677
09:15 AM	65	45	0	110	92	35	14	141	40	243	283	21	29	50	584
*** BREAK ***															
Total	107	89	4	200	207	98	29	334	64	573	637	27	63	90	1261
*** BREAK ***															
04:00 PM	11	32	21	64	38	12	3	53	5	191	196	14	16	30	343
04:15 PM	10	21	29	60	48	10	0	58	6	194	200	16	23	39	357
04:30 PM	5	49	23	77	55	3	2	60	2	209	211	15	9	24	372
04:45 PM	10	36	28	74	59	9	0	68	4	202	206	16	15	31	379
Total	36	138	101	275	200	34	5	239	17	796	813	61	63	124	1451
05:00 PM	13	65	25	103	62	15	2	79	6	259	265	10	31	41	488
05:15 PM	11	73	18	102	71	8	1	80	5	298	303	24	17	41	526
05:30 PM	8	72	14	94	62	8	4	74	10	271	281	19	9	28	477
05:45 PM	12	70	4	86	85	9	3	97	8	256	264	25	8	33	480
Total	44	280	61	385	280	40	10	330	29	1084	1113	78	65	143	1971
06:00 PM	10	32	22	64	48	4	1	53	2	177	179	24	15	39	335
06:15 PM	16	26	21	63	46	3	2	51	6	206	212	16	7	23	349
06:30 PM	7	24	17	48	44	4	4	52	5	171	176	14	10	24	300
06:45 PM	3	16	21	40	21	1	0	22	5	129	134	11	11	22	218
Total	36	98	81	215	159	12	7	178	18	683	701	65	43	108	1202
Grand Total	542	887	277	1706	2079	629	316	3024	283	6514	6797	331	459	790	12317
Apprch %	31.8	52	16.2		68.8	20.8	10.4		4.2	95.8		41.9	58.1		
Total %	4.4	7.2	2.2	13.9	16.9	5.1	2.6	24.6	2.3	52.9	55.2	2.7	3.7	6.4	
Passenger Vehicles	538	873	273	1684	2051	619	311	2981	274	6448	6722	326	458	784	12171
% Passenger Vehicles	99.3	98.4	98.6	98.7	98.7	98.4	98.4	98.6	96.8	99	98.9	98.5	99.8	99.2	98.8
Heavy Vehicles	4	14	4	22	28	10	5	43	9	66	75	3	1	4	144
% Heavy Vehicles	0.7	1.6	1.4	1.3	1.3	1.6	1.6	1.4	3.2	1	1.1	0.9	0.2	0.5	1.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.3	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	
06:30 AM	31	5	8	44	102	15	12	129	9	254	263	7	1	8	444
06:45 AM	28	18	5	51	114	16	12	142	10	312	322	8	5	13	528
Total	59	23	13	95	216	31	24	271	19	566	585	15	6	21	972
07:00 AM	19	12	4	35	108	28	17	153	12	374	386	10	12	22	596
07:15 AM	12	18	5	35	110	28	21	159	3	379	382	13	18	31	607
07:30 AM	32	29	3	64	136	50	25	211	13	385	398	14	32	46	719
07:45 AM	40	36	0	76	148	67	33	248	22	387	409	4	27	31	764
Total	103	95	12	210	502	173	96	771	50	1525	1575	41	89	130	2686
08:00 AM	34	51	0	85	128	60	38	226	19	379	398	13	40	53	762
08:15 AM	48	37	0	85	122	63	34	219	20	329	349	7	28	35	688
08:30 AM	39	23	3	65	139	71	40	250	19	252	271	10	22	32	618
08:45 AM	33	46	1	80	109	43	30	182	24	292	316	11	40	51	629
Total	154	157	4	315	498	237	142	877	82	1252	1334	41	130	171	2697
09:00 AM	42	44	4	90	111	63	14	188	23	321	344	6	33	39	661
09:15 AM	64	43	0	107	87	33	14	134	38	239	277	20	29	49	567
*** BREAK ***															
Total	106	87	4	197	198	96	28	322	61	560	621	26	62	88	1228
*** BREAK ***															
04:00 PM	11	32	21	64	38	12	3	53	5	190	195	14	16	30	342
04:15 PM	10	21	28	59	47	10	0	57	5	189	194	15	23	38	348
04:30 PM	5	48	22	75	55	3	2	60	2	208	210	15	9	24	369
04:45 PM	10	36	28	74	59	8	0	67	3	200	203	16	15	31	375
Total	36	137	99	272	199	33	5	237	15	787	802	60	63	123	1434
05:00 PM	13	64	25	102	62	14	1	77	6	256	262	10	31	41	482
05:15 PM	11	72	18	101	71	8	1	80	5	297	302	24	17	41	524
05:30 PM	8	72	14	94	62	8	4	74	10	270	280	19	9	28	476
05:45 PM	12	69	4	85	85	8	3	96	8	256	264	25	8	33	478
Total	44	277	61	382	280	38	9	327	29	1079	1108	78	65	143	1960
06:00 PM	10	32	22	64	48	4	1	53	2	176	178	24	15	39	334
06:15 PM	16	26	20	62	46	3	2	51	6	206	212	16	7	23	348
06:30 PM	7	23	17	47	44	3	4	51	5	169	174	14	10	24	296
06:45 PM	3	16	21	40	20	1	0	21	5	128	133	11	11	22	216
Total	36	97	80	213	158	11	7	176	18	679	697	65	43	108	1194
Grand Total	538	873	273	1684	2051	619	311	2981	274	6448	6722	326	458	784	12171
Apprch %	31.9	51.8	16.2		68.8	20.8	10.4		4.1	95.9		41.6	58.4		
Total %	4.4	7.2	2.2	13.8	16.9	5.1	2.6	24.5	2.3	53	55.2	2.7	3.8	6.4	

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	
07:30 AM	32	29	3	64	136	50	25	211	13	385	398	14	32	46	719
07:45 AM	40	36	0	76	148	67	33	248	22	387	409	4	27	31	764
08:00 AM	34	51	0	85	128	60	38	226	19	379	398	13	40	53	762
08:15 AM	48	37	0	85	122	63	34	219	20	329	349	7	28	35	688
Total Volume	154	153	3	310	534	240	130	904	74	1480	1554	38	127	165	2933
% App. Total	49.7	49.4	1		59.1	26.5	14.4		4.8	95.2		23	77		
PHF	.802	.750	.250	.912	.902	.896	.855	.911	.841	.956	.950	.679	.794	.778	.960

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				07:45 AM				07:15 AM			08:00 AM		
+0 mins.	39	23	3	65	148	67	33	248	3	379	382	13	40	53
+15 mins.	33	46	1	80	128	60	38	226	13	385	398	7	28	35
+30 mins.	42	44	4	90	122	63	34	219	22	387	409	10	22	32
+45 mins.	64	43	0	107	139	71	40	250	19	379	398	11	40	51
Total Volume	178	156	8	342	537	261	145	943	57	1530	1587	41	130	171
% App. Total	52	45.6	2.3		56.9	27.7	15.4		3.6	96.4		24	76	
PHF	.695	.848	.500	.799	.907	.919	.906	.943	.648	.988	.970	.788	.813	.807

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	13	64	25	102	62	14	1	77	6	256	262	10	31	41	482
05:15 PM	11	72	18	101	71	8	1	80	5	297	302	24	17	41	524
05:30 PM	8	72	14	94	62	8	4	74	10	270	280	19	9	28	476
05:45 PM	12	69	4	85	85	8	3	96	8	256	264	25	8	33	478
Total Volume	44	277	61	382	280	38	9	327	29	1079	1108	78	65	143	1960
% App. Total	11.5	72.5	16		85.6	11.6	2.8		2.6	97.4		54.5	45.5		
PHF	.846	.962	.610	.936	.824	.679	.563	.852	.725	.908	.917	.780	.524	.872	.935

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM			05:00 PM		
+0 mins.	13	64	25	102	62	14	1	77	6	256	262	10	31	41
+15 mins.	11	72	18	101	71	8	1	80	5	297	302	24	17	41
+30 mins.	8	72	14	94	62	8	4	74	10	270	280	19	9	28
+45 mins.	12	69	4	85	85	8	3	96	8	256	264	25	8	33
Total Volume	44	277	61	382	280	38	9	327	29	1079	1108	78	65	143
% App. Total	11.5	72.5	16		85.6	11.6	2.8		2.6	97.4		54.5	45.5	
PHF	.846	.962	.610	.936	.824	.679	.563	.852	.725	.908	.917	.780	.524	.872

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	
06:30 AM	0	0	0	0	1	0	0	1	0	3	3	0	0	0	4
06:45 AM	0	0	1	1	2	0	0	2	1	2	3	1	0	1	7
Total	0	0	1	1	3	0	0	3	1	5	6	1	0	1	11
07:00 AM	0	0	0	0	3	0	0	3	1	3	4	0	0	0	7
07:15 AM	0	0	0	0	2	0	0	2	0	3	3	1	0	1	6
07:30 AM	0	0	0	0	0	1	0	1	0	1	1	0	0	0	2
07:45 AM	0	1	0	1	3	0	2	5	0	4	4	0	0	0	10
Total	0	1	0	1	8	1	2	11	1	11	12	1	0	1	25
08:00 AM	0	0	0	0	2	0	0	2	1	5	6	0	0	0	8
08:15 AM	2	2	0	4	1	0	0	1	0	4	4	1	0	1	10
08:30 AM	0	2	0	2	1	3	1	5	1	5	6	0	0	0	13
08:45 AM	1	2	0	3	2	0	0	2	0	5	5	0	0	0	10
Total	3	6	0	9	6	3	1	10	2	19	21	1	0	1	41
09:00 AM	0	0	0	0	4	0	1	5	1	9	10	0	1	1	16
09:15 AM	1	2	0	3	5	2	0	7	2	4	6	0	0	0	16
*** BREAK ***															
Total	1	2	0	3	9	2	1	12	3	13	16	0	1	1	32
*** BREAK ***															
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	1	1	1	0	0	1	1	5	6	0	0	0	8
04:30 PM	0	1	1	2	0	0	0	0	0	1	1	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	1	2	3	0	0	0	4
Total	0	1	2	3	1	1	0	2	2	9	11	0	0	0	16
05:00 PM	0	1	0	1	0	1	1	2	0	3	3	0	0	0	6
05:15 PM	0	1	0	1	0	0	0	0	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	2
Total	0	3	0	3	0	2	1	3	0	5	5	0	0	0	11
06:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
06:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	1	0	1	0	1	0	2	2	0	0	0	4
06:45 PM	0	0	0	0	1	0	0	1	0	1	1	0	0	0	2
Total	0	1	1	2	1	1	0	2	0	4	4	0	0	0	8
Grand Total	4	14	4	22	28	10	5	43	9	66	75	3	1	4	144
Apprch %	18.2	63.6	18.2		65.1	23.3	11.6		12	88		75	25		
Total %	2.8	9.7	2.8	15.3	19.4	6.9	3.5	29.9	6.2	45.8	52.1	2.1	0.7	2.8	

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	
08:30 AM	0	2	0	2	1	3	1	5	1	5	6	0	0	0	13
08:45 AM	1	2	0	3	2	0	0	2	0	5	5	0	0	0	10
09:00 AM	0	0	0	0	4	0	1	5	1	9	10	0	1	1	16
09:15 AM	1	2	0	3	5	2	0	7	2	4	6	0	0	0	16
Total Volume	2	6	0	8	12	5	2	19	4	23	27	0	1	1	55
% App. Total	25	75	0		63.2	26.3	10.5		14.8	85.2		0	100		
PHF	.500	.750	.000	.667	.600	.417	.500	.679	.500	.639	.675	.000	.250	.250	.859

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:30 AM				08:30 AM			06:30 AM		
+0 mins.	0	0	0	0	1	3	1	5	1	5	6	0	0	0
+15 mins.	2	2	0	4	2	0	0	2	0	5	5	1	0	1
+30 mins.	0	2	0	2	4	0	1	5	1	9	10	0	0	0
+45 mins.	1	2	0	3	5	2	0	7	2	4	6	1	0	1
Total Volume	3	6	0	9	12	5	2	19	4	23	27	2	0	2
% App. Total	33.3	66.7	0		63.2	26.3	10.5		14.8	85.2		100	0	
PHF	.375	.750	.000	.563	.600	.417	.500	.679	.500	.639	.675	.500	.000	.500

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

	04:15 PM				04:30 PM				04:45 PM			05:00 PM			Int. Total
04:15 PM	0	0	1	1	1	0	0	1	1	5	6	0	0	0	
04:30 PM	0	1	1	2	0	0	0	0	0	1	1	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	1	2	3	0	0	0	4
05:00 PM	0	1	0	1	0	1	1	2	0	3	3	0	0	0	6
Total Volume	0	2	2	4	1	2	1	4	2	11	13	0	0	0	21
% App. Total	0	50	50		25	50	25		15.4	84.6		0	0		
PHF	.000	.500	.500	.500	.250	.500	.250	.500	.500	.550	.542	.000	.000	.000	.656

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM			04:00 PM		
+0 mins.	0	0	1	1	1	0	0	1	1	5	6	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	1	2	3	0	0	0
+45 mins.	0	1	0	1	0	1	1	2	0	3	3	0	0	0
Total Volume	0	2	2	4	1	2	1	4	2	11	13	0	0	0
% App. Total	0	50	50		25	50	25		15.4	84.6		0	0	
PHF	.000	.500	.500	.500	.250	.500	.250	.500	.500	.550	.542	.000	.000	.000

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Morgan
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- UTurns

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total	
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total		
*** BREAK ***																
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0

Start Time	MORGAN STREET Southbound				SELMON EXPWY WB OFF RAMP Southwestbound				BROREIN STREET Westbound			MORGAN STREET Northbound			Int. Total	
	Thru	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Thru	App. Total		
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:30 AM																
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM			08:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM				04:00 PM				04:00 PM			04:00 PM			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

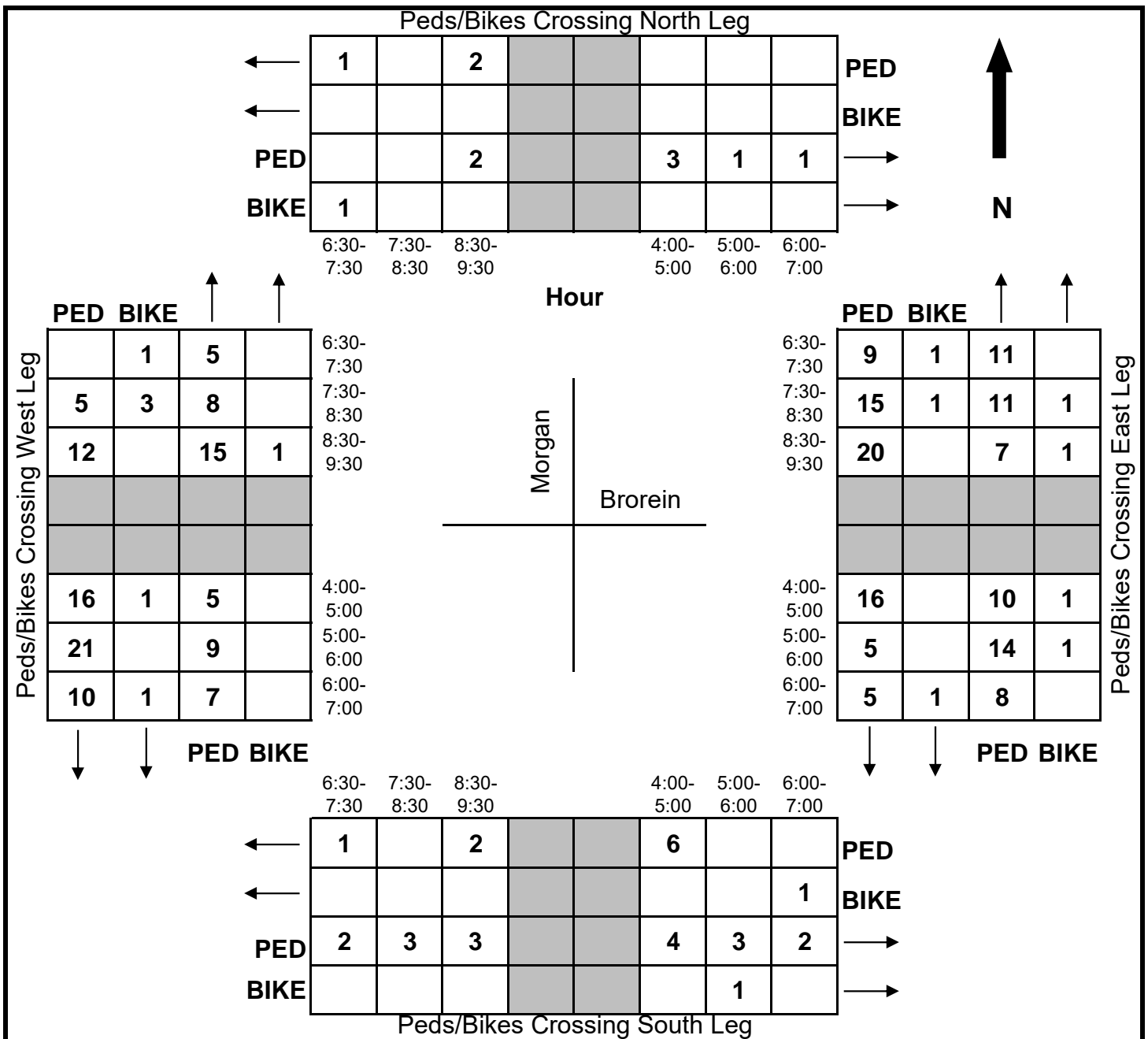
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Brorein Street at Morgan Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Jefferson
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	JEFFERSON STREET Southbound				BROREIN STREET Westbound							JEFFERSON STREET Northbound				Int. Total
	Left onto Selmon	Thru	Right	App. Total	Left	Thru	Right to Selmon	RTOR to Selmon	Right to Jefferson	RTOR to Jefferson	App. Total	Left	Thru to Jefferson	Thru to Selmon	App. Total	
06:30 AM	2	0	31	33	0	259	11	0	7	0	277	2	11	9	22	332
06:45 AM	4	0	32	36	0	289	12	0	9	0	310	4	16	5	25	371
Total	6	0	63	69	0	548	23	0	16	0	587	6	27	14	47	703
07:00 AM	2	0	32	34	0	371	12	0	13	0	396	5	17	8	30	460
07:15 AM	3	0	26	29	0	366	27	0	28	0	421	3	31	10	44	494
07:30 AM	4	0	29	33	0	362	24	0	36	0	422	5	37	17	59	514
07:45 AM	6	0	44	50	0	395	23	0	20	0	438	3	40	6	49	537
Total	15	0	131	146	0	1494	86	0	97	0	1677	16	125	41	182	2005
08:00 AM	9	0	35	44	0	375	23	1	34	1	434	4	29	17	50	528
08:15 AM	2	0	41	43	0	341	9	0	30	1	381	5	24	13	42	466
08:30 AM	4	0	49	53	0	215	5	0	38	1	259	4	33	11	48	360
08:45 AM	7	0	32	39	0	284	8	0	24	1	317	5	44	5	54	410
Total	22	0	157	179	0	1215	45	1	126	4	1391	18	130	46	194	1764
09:00 AM	4	0	50	54	0	303	13	0	37	0	353	11	39	4	54	461
09:15 AM	6	0	41	47	0	225	7	0	26	1	259	14	44	17	75	381
*** BREAK ***																
Total	10	0	91	101	0	528	20	0	63	1	612	25	83	21	129	842
*** BREAK ***																
04:00 PM	66	0	33	99	0	138	5	0	17	1	161	12	45	72	129	389
04:15 PM	53	0	42	95	0	164	10	0	14	2	190	6	53	108	167	452
04:30 PM	76	0	50	126	0	156	7	0	16	0	179	9	34	80	123	428
04:45 PM	71	0	48	119	0	148	8	0	13	0	169	7	50	89	146	434
Total	266	0	173	439	0	606	30	0	60	3	699	34	182	349	565	1703
05:00 PM	97	0	65	162	0	198	16	0	16	0	230	4	32	94	130	522
05:15 PM	94	0	58	152	0	231	9	0	10	1	251	8	40	86	134	537
05:30 PM	76	0	44	120	0	221	6	0	10	0	237	8	34	61	103	460
05:45 PM	77	0	34	111	0	224	5	0	3	0	232	5	25	49	79	422
Total	344	0	201	545	0	874	36	0	39	1	950	25	131	290	446	1941
06:00 PM	57	0	26	83	0	142	1	0	9	0	152	9	25	48	82	317
06:15 PM	34	0	30	64	0	200	6	0	10	0	216	7	22	38	67	347
06:30 PM	34	0	16	50	0	140	9	0	7	0	156	7	29	39	75	281
06:45 PM	23	0	12	35	0	117	0	0	11	0	128	2	27	29	58	221
Total	148	0	84	232	0	599	16	0	37	0	652	25	103	154	282	1166
Grand Total	811	0	900	1711	0	5864	256	1	438	9	6568	149	781	915	1845	10124
Apprch %	47.4	0	52.6		0	89.3	3.9	0	6.7	0.1		8.1	42.3	49.6		
Total %	8	0	8.9	16.9	0	57.9	2.5	0	4.3	0.1	64.9	1.5	7.7	9	18.2	

Start Time	JEFFERSON STREET Southbound				BROREIN STREET Westbound							JEFFERSON STREET Northbound				Int. Total
	Left onto Selmon	Thru	Right	App. Total	Left	Thru	Right to Selmon	RTOR to Selmon	Right to Jefferson	RTOR to Jefferson	App. Total	Left	Thru to Jefferson	Thru to Selmon	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	3	0	26	29	0	366	27	0	28	0	421	3	31	10	44	494
07:30 AM	4	0	29	33	0	362	24	0	36	0	422	5	37	17	59	514
07:45 AM	6	0	44	50	0	395	23	0	20	0	438	3	40	6	49	537
08:00 AM	9	0	35	44	0	375	23	1	34	1	434	4	29	17	50	528
Total Volume	22	0	134	156	0	1498	97	1	118	1	1715	15	137	50	202	2073
% App. Total	14.1	0	85.9		0	87.3	5.7	0.1	6.9	0.1		7.4	67.8	24.8		
PHF	.611	.000	.761	.780	.000	.948	.898	.250	.819	.250	.979	.750	.856	.735	.856	.965

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Jefferson
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	JEFFERSON STREET Southbound				BROREIN STREET Westbound							JEFFERSON STREET Northbound				Int. Total
	Left onto Selmon	Thru	Right	App. Total	Left	Thru	Right to Selmon	RTOR to Selmon	Right to Jefferson	RTOR to Jefferson	App. Total	Left	Thru to Jefferson	Thru to Selmon	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				07:15 AM							08:30 AM			
+0 mins.	4	0	49	53	0	366	27	0	28	0	421	4	33	11	48
+15 mins.	7	0	32	39	0	362	24	0	36	0	422	5	44	5	54
+30 mins.	4	0	50	54	0	395	23	0	20	0	438	11	39	4	54
+45 mins.	6	0	41	47	0	375	23	1	34	1	434	14	44	17	75
Total Volume	21	0	172	193	0	1498	97	1	118	1	1715	34	160	37	231
% App. Total	10.9	0	89.1		0	87.3	5.7	0.1	6.9	0.1		14.7	69.3	16	
PHF	.750	.000	.860	.894	.000	.948	.898	.250	.819	.250	.979	.607	.909	.544	.770

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	71	0	48	119	0	148	8	0	13	0	169	7	50	89	146	434
05:00 PM	97	0	65	162	0	198	16	0	16	0	230	4	32	94	130	522
05:15 PM	94	0	58	152	0	231	9	0	10	1	251	8	40	86	134	537
05:30 PM	76	0	44	120	0	221	6	0	10	0	237	8	34	61	103	460
Total Volume	338	0	215	553	0	798	39	0	49	1	887	27	156	330	513	1953
% App. Total	61.1	0	38.9		0	90	4.4	0	5.5	0.1		5.3	30.4	64.3		
PHF	.871	.000	.827	.853	.000	.864	.609	.000	.766	.250	.883	.844	.780	.878	.878	.909

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM							04:15 PM			
+0 mins.	76	0	50	126	0	198	16	0	16	0	230	6	53	108	167
+15 mins.	71	0	48	119	0	231	9	0	10	1	251	9	34	80	123
+30 mins.	97	0	65	162	0	221	6	0	10	0	237	7	50	89	146
+45 mins.	94	0	58	152	0	224	5	0	3	0	232	4	32	94	130
Total Volume	338	0	221	559	0	874	36	0	39	1	950	26	169	371	566
% App. Total	60.5	0	39.5		0	92	3.8	0	4.1	0.1		4.6	29.9	65.5	
PHF	.871	.000	.850	.863	.000	.946	.563	.000	.609	.250	.946	.722	.797	.859	.847

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Jefferson
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	JEFFERSON STREET Southbound				BROREIN STREET Westbound							JEFFERSON STREET Northbound				Int. Total
	Left onto Selmon	Thru	Right	App. Total	Left	Thru	Right to Selmon	RTOR to Selmon	Right to Jefferson	RTOR to Jefferson	App. Total	Left	Thru to Jefferson	Thru to Selmon	App. Total	
06:30 AM	1	0	0	1	0	3	0	0	0	0	3	1	1	0	2	6
06:45 AM	0	0	1	1	0	1	0	0	0	0	1	1	1	0	2	4
Total	1	0	1	2	0	4	0	0	0	0	4	2	2	0	4	10
07:00 AM	0	0	1	1	0	2	1	0	0	0	3	0	2	1	3	7
07:15 AM	2	0	0	2	0	3	2	0	0	0	5	0	1	0	1	8
07:30 AM	1	0	1	2	0	1	0	0	0	0	1	0	1	1	2	5
07:45 AM	1	0	1	2	0	4	0	0	0	0	4	0	1	1	2	8
Total	4	0	3	7	0	10	3	0	0	0	13	0	5	3	8	28
08:00 AM	1	0	0	1	0	5	1	0	0	0	6	2	2	0	4	11
08:15 AM	0	0	1	1	0	2	1	0	0	0	3	1	0	1	2	6
08:30 AM	0	0	2	2	0	3	0	0	0	0	3	0	1	0	1	6
08:45 AM	0	0	2	2	0	5	0	0	0	0	5	0	0	0	0	7
Total	1	0	5	6	0	15	2	0	0	0	17	3	3	1	7	30
09:00 AM	1	0	2	3	0	7	0	0	2	0	9	0	1	2	3	15
09:15 AM	1	0	0	1	0	6	1	0	0	0	7	0	2	0	2	10
*** BREAK ***																
Total	2	0	2	4	0	13	1	0	2	0	16	0	3	2	5	25
*** BREAK ***																
04:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	5	0	0	0	0	5	1	0	0	1	6
04:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	2	3
04:45 PM	0	0	1	1	0	2	0	0	0	0	2	0	1	0	1	4
Total	0	0	1	1	0	9	0	0	0	0	9	1	3	0	4	14
05:00 PM	0	0	0	0	0	3	0	0	0	0	3	0	1	0	1	4
05:15 PM	1	0	0	1	0	1	0	0	0	0	1	0	1	0	1	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	1	0	0	1	0	5	0	0	0	0	5	0	2	2	4	10
06:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																
06:30 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	1	1	3
06:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	3	0	0	0	0	3	0	0	1	1	6
Grand Total	11	0	12	23	0	59	6	0	2	0	67	6	18	9	33	123
Apprch %	47.8	0	52.2		0	88.1	9	0	3	0		18.2	54.5	27.3		
Total %	8.9	0	9.8	18.7	0	48	4.9	0	1.6	0	54.5	4.9	14.6	7.3	26.8	

Start Time	JEFFERSON STREET Southbound				BROREIN STREET Westbound							JEFFERSON STREET Northbound				Int. Total
	Left onto Selmon	Thru	Right	App. Total	Left	Thru	Right to Selmon	RTOR to Selmon	Right to Jefferson	RTOR to Jefferson	App. Total	Left	Thru to Jefferson	Thru to Selmon	App. Total	
08:30 AM	0	0	2	2	0	3	0	0	0	0	3	0	1	0	1	6
08:45 AM	0	0	2	2	0	5	0	0	0	0	5	0	0	0	0	7
09:00 AM	1	0	2	3	0	7	0	0	2	0	9	0	1	2	3	15
09:15 AM	1	0	0	1	0	6	1	0	0	0	7	0	2	0	2	10
Total Volume	2	0	6	8	0	21	1	0	2	0	24	0	4	2	6	38
% App. Total	25	0	75		0	87.5	4.2	0	8.3	0		0	66.7	33.3		
PHF	.500	.000	.750	.667	.000	.750	.250	.000	.250	.000	.667	.000	.500	.250	.500	.633

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:30 AM

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Brorein&Jefferson
 Site Code : 18037
 Start Date : 5/21/2019
 Page No : 2

Start Time	JEFFERSON STREET Southbound				BROREIN STREET Westbound						JEFFERSON STREET Northbound				Int. Total
	Left onto Selmon	Thru	Right	App. Total	Left	Thru	Right to Selmon	RTOR to Selmon	Right to Jefferson	RTOR to Jefferson	App. Total	Left	Thru to Jefferson	Thru to Selmon	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				08:30 AM						07:30 AM				
+0 mins.	0	0	1	1	0	3	0	0	0	0	3	0	1	1	2
+15 mins.	0	0	2	2	0	5	0	0	0	0	5	0	1	1	2
+30 mins.	0	0	2	2	0	7	0	0	2	0	9	2	2	0	4
+45 mins.	1	0	2	3	0	6	1	0	0	0	7	1	0	1	2
Total Volume	1	0	7	8	0	21	1	0	2	0	24	3	4	3	10
% App. Total	12.5	0	87.5		0	87.5	4.2	0	8.3	0		30	40	30	
PHF	.250	.000	.875	.667	.000	.750	.250	.000	.250	.000	.667	.375	.500	.750	.625

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	0	0	0	0	5	0	0	0	0	5	1	0	0	1	6
04:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	2	3
04:45 PM	0	0	1	1	0	2	0	0	0	0	2	0	1	0	1	4
05:00 PM	0	0	0	0	0	3	0	0	0	0	3	0	1	0	1	4
Total Volume	0	0	1	1	0	11	0	0	0	0	11	1	4	0	5	17
% App. Total	0	0	100		0	100	0	0	0	0		20	80	0		
PHF	.000	.000	.250	.250	.000	.550	.000	.000	.000	.000	.550	.250	.500	.000	.625	.708

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM						04:15 PM				
+0 mins.	0	0	0	0	0	5	0	0	0	0	5	1	0	0	1
+15 mins.	0	0	1	1	0	1	0	0	0	0	1	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	0	0	0	2	0	1	0	1
+45 mins.	1	0	0	1	0	3	0	0	0	0	3	0	1	0	1
Total Volume	1	0	1	2	0	11	0	0	0	0	11	1	4	0	5
% App. Total	50	0	50		0	100	0	0	0	0		20	80	0	
PHF	.250	.000	.250	.500	.000	.550	.000	.000	.000	.000	.550	.250	.500	.000	.625

Intersection Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

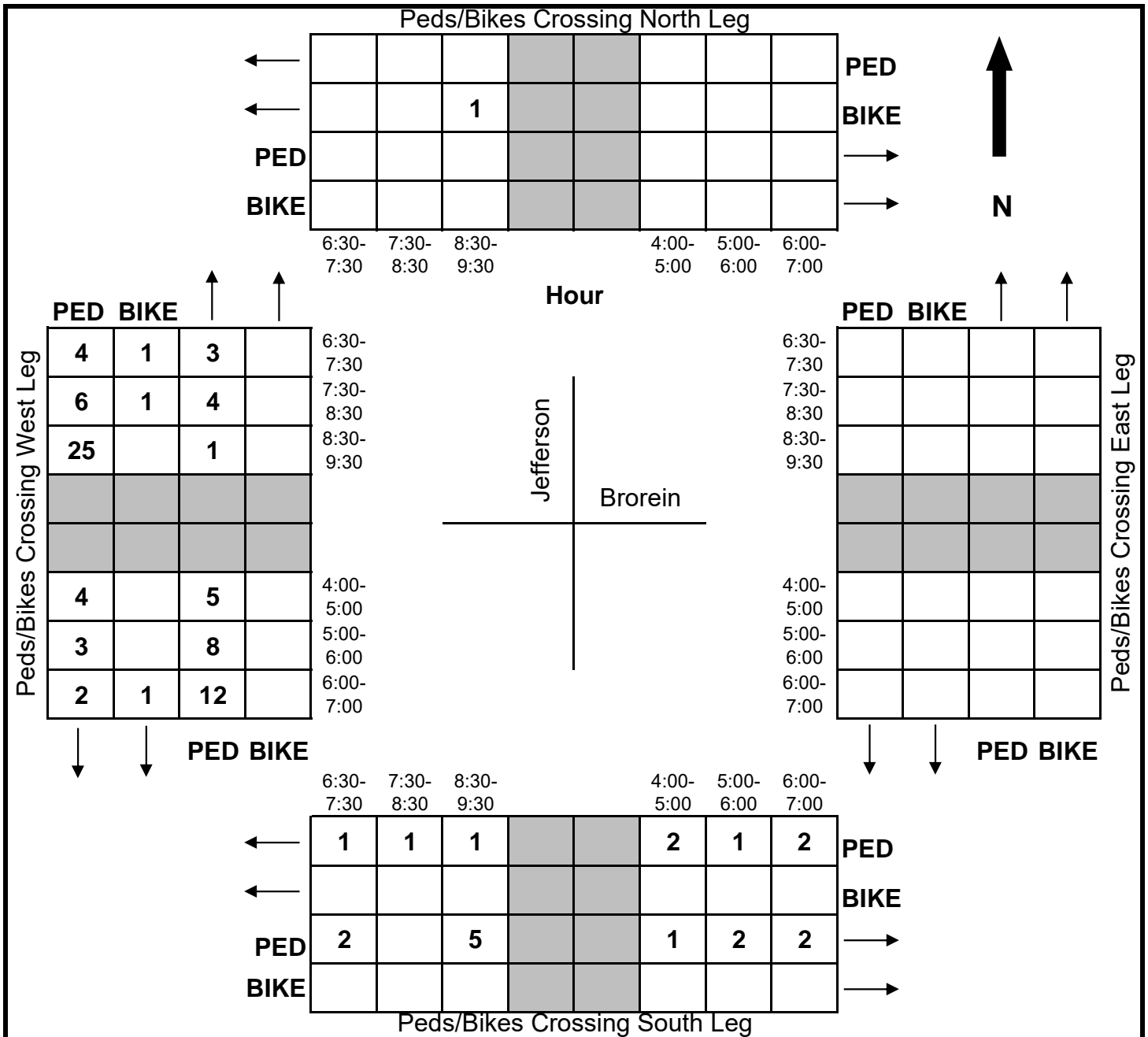
Count Times: 6:30-9:30am; 4-7pm

Weather: Clear

Intersection: Brorein Street at Jefferson Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

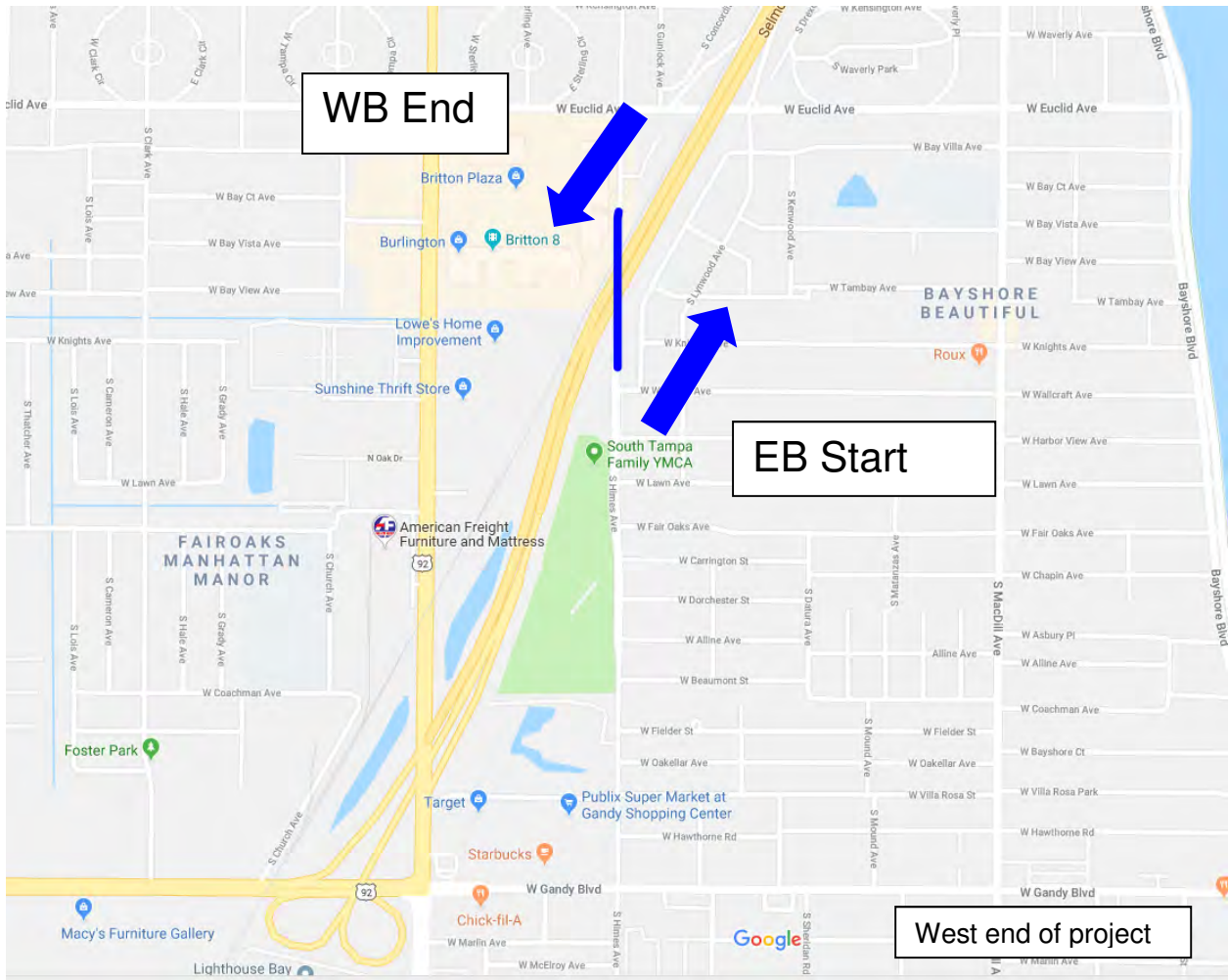


Appendix C

Field Data



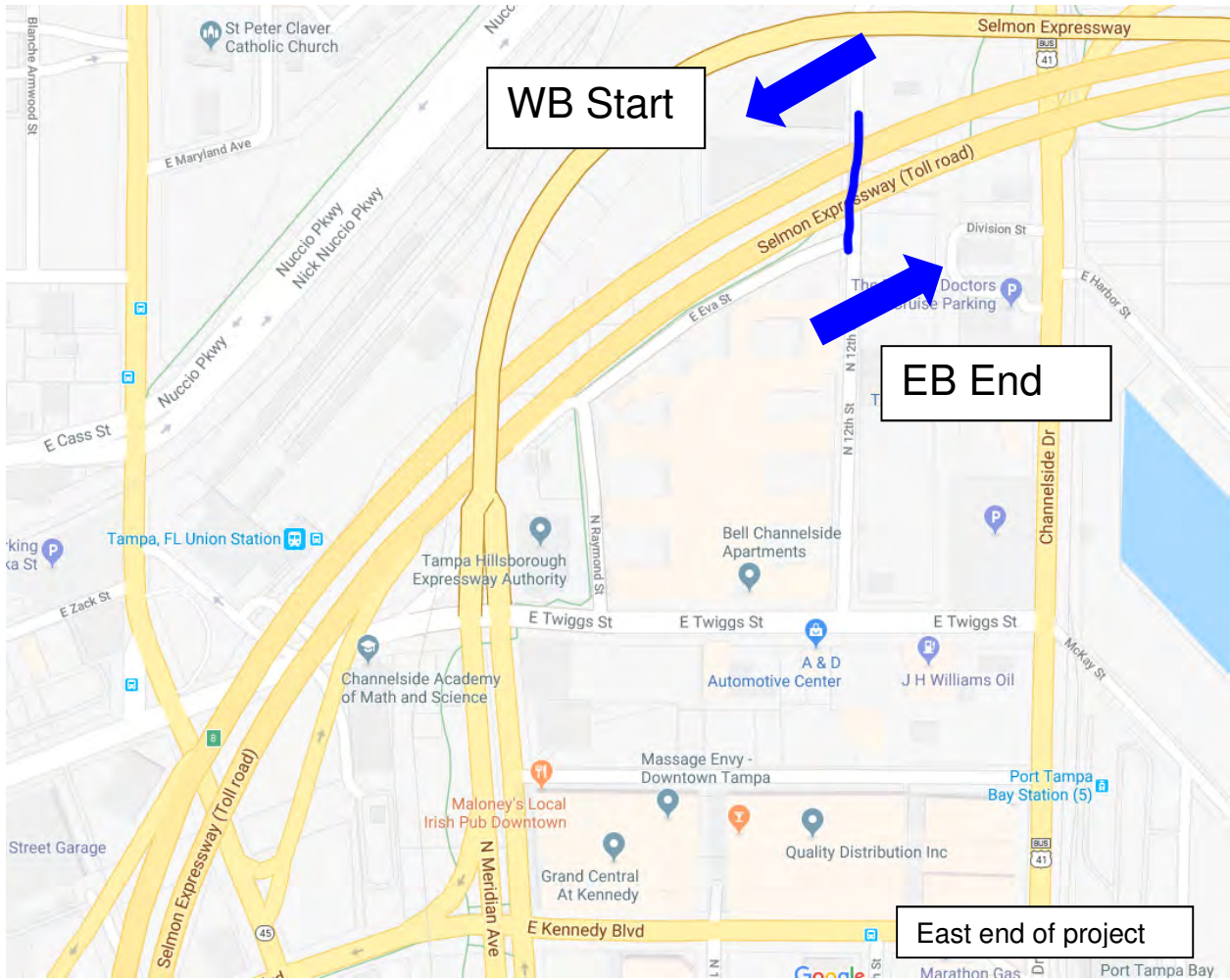
Travel Time Data



Blue: Travel time marker



Blue: Travel time marker



Blue: Travel time marker

Travel Time Runs

NORTHBOUND/EASTBOUND: Selmon Expressway from Himes Avenue to N 12th Street

AM Peak (7-9am)	Date:		5/22/2018		5/22/2018		5/22/2018		5/23/2019		5/23/2019		5/23/2019		Travel Run Average		Posted Speed Limit (mph)
	Start Time:		8:11am		8:30am		8:50am		8:12am		8:28am		8:44am		Avg Time (s)	Avg Speed (mph)	
	Distance (miles)		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Cross Street	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
Himes Avenue	0.0																45
Willow Avenue	3.0	3.0	200	54	198	55	199	54	200	54	207	52	206	52	202	54	55
N 12th Street	5.0	2.0	134	54	132	55	129	56	133	54	133	54	135	53	133	54	55
Totals	5.0	3.0	334	54	330	55	328	55	333	54	340	53	341	53	334	54	
Travel Time (min)			05:34		05:30		05:28		05:33		05:40		05:41		05:34		

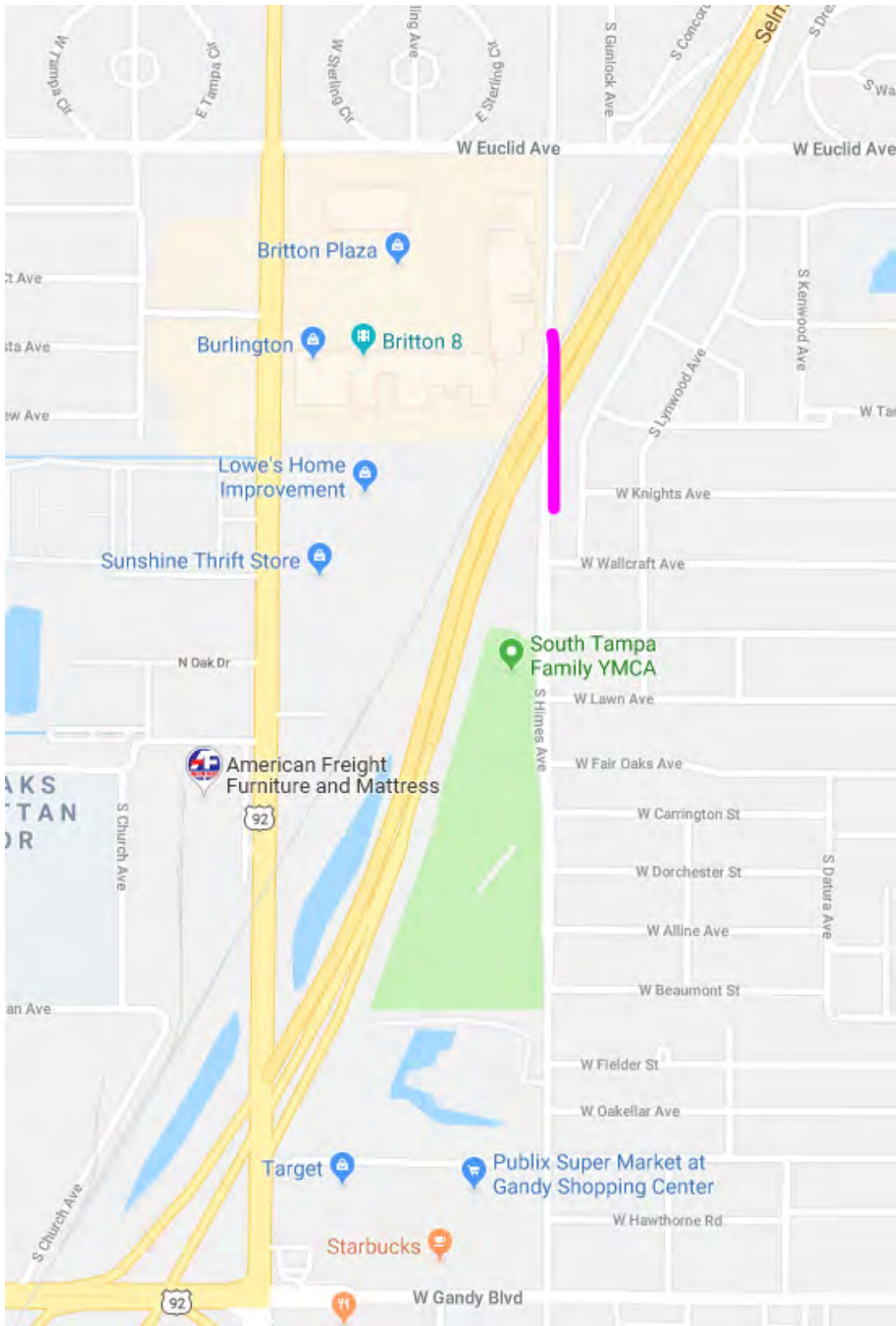
PM Peak (4-6pm)	Date:		5/21/2019		5/21/2019		5/21/2019		5/21/2019		5/22/2019		5/22/2019		Travel Run Average		Posted Speed Limit (mph)
	Start Time:		4:44pm		5:03pm		5:22pm		5:40pm		4:13pm		4:38pm		Avg Time (s)	Avg Speed (mph)	
	Distance (miles)		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Cross Street	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
Himes Avenue	0.0																45
Willow Avenue	3.0	3.0	207	52	209	52	209	52	210	51	294	37	436	25	261	45	55
N 12th Street	5.0	2.0	171	41	133	53	134	52	123	57	191	37	241	29	166	45	55
Totals	5.0	3.0	378	47	342	52	343	52	333	54	485	37	677	26	426	45	
Travel Time (min)			06:18		05:42		05:43		05:33		08:05		11:17		07:06		

WESTBOUND/SOUTHBOUND: Selmon Expressway from N 12th Street to Himes Avenue

AM Peak (7-9am)	Date:		5/22/2018		5/22/2018		5/22/2018		5/23/2019		5/23/2019		5/23/2019		Travel Run Average		Posted Speed Limit
	Start Time:		8:20am		8:40am		8:58am		8:03am		8:20am		8:36am		Avg Time (s)	Avg Speed (mph)	
	Distance (miles)		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Cross Street	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
N 12th Street	0.0																55
Willow Avenue	2.0	2.0	142	51	130	55	132	55	142	51	144	50	133	54	137	53	55
Himes Avenue	5.0	3.0	206	52	204	53	210	51	212	51	212	51	210	51	209	52	45
Totals	5.0	3.0	348	52	334	54	342	53	354	51	356	51	343	52	346	52	
Travel Time (min)			05:48		05:34		05:42		05:34		05:36		05:43		05:46		

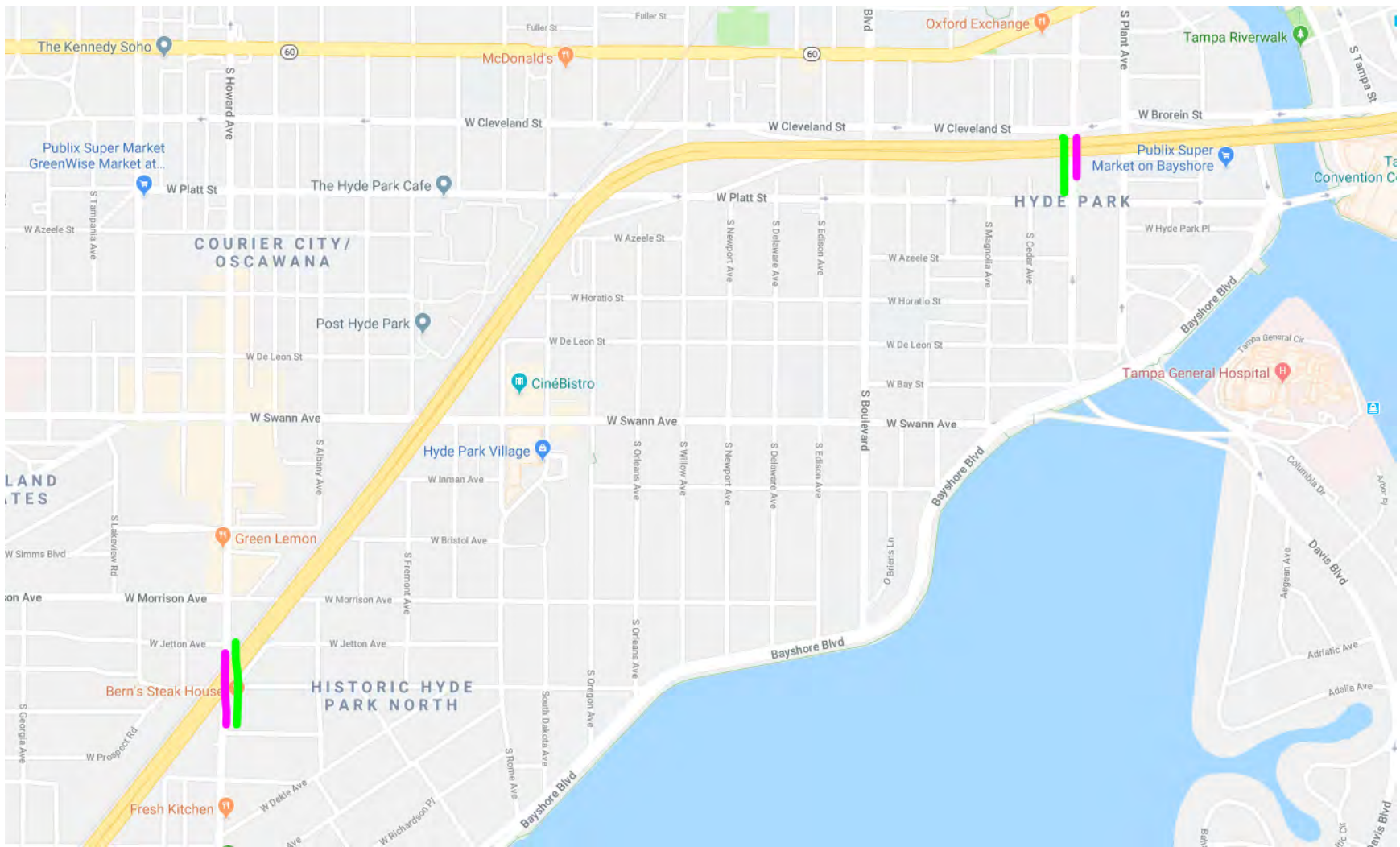
PM Peak (4-6pm)	Date:		5/21/2019		5/21/2019		5/21/2019		5/21/2019		5/22/2019		5/22/2019		Travel Run Average		Posted Speed Limit
	Start Time:		4:36pm		4:55pm		5:15pm		5:31pm		4:05pm		4:29pm		Avg Time (s)	Avg Speed (mph)	
	Distance (miles)		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Cross Street	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
N 12th Street	0.0																55
Willow Avenue	2.0	2.0	135	53	138	52	134	54	132	55	130	55	132	55	134	54	55
Himes Avenue	5.0	3.0	207	52	212	51	210	51	216	50	207	52	201	54	209	52	45
Totals	5.0	3.0	342	53	350	51	344	52	348	52	337	53	333	54	342	53	
Travel Time (min)			05:42		05:50		05:44		05:48		05:37		05:33		05:42		

Spot Speed Data



Green: Peak Speed

Fuchsia: Off-peak Speed



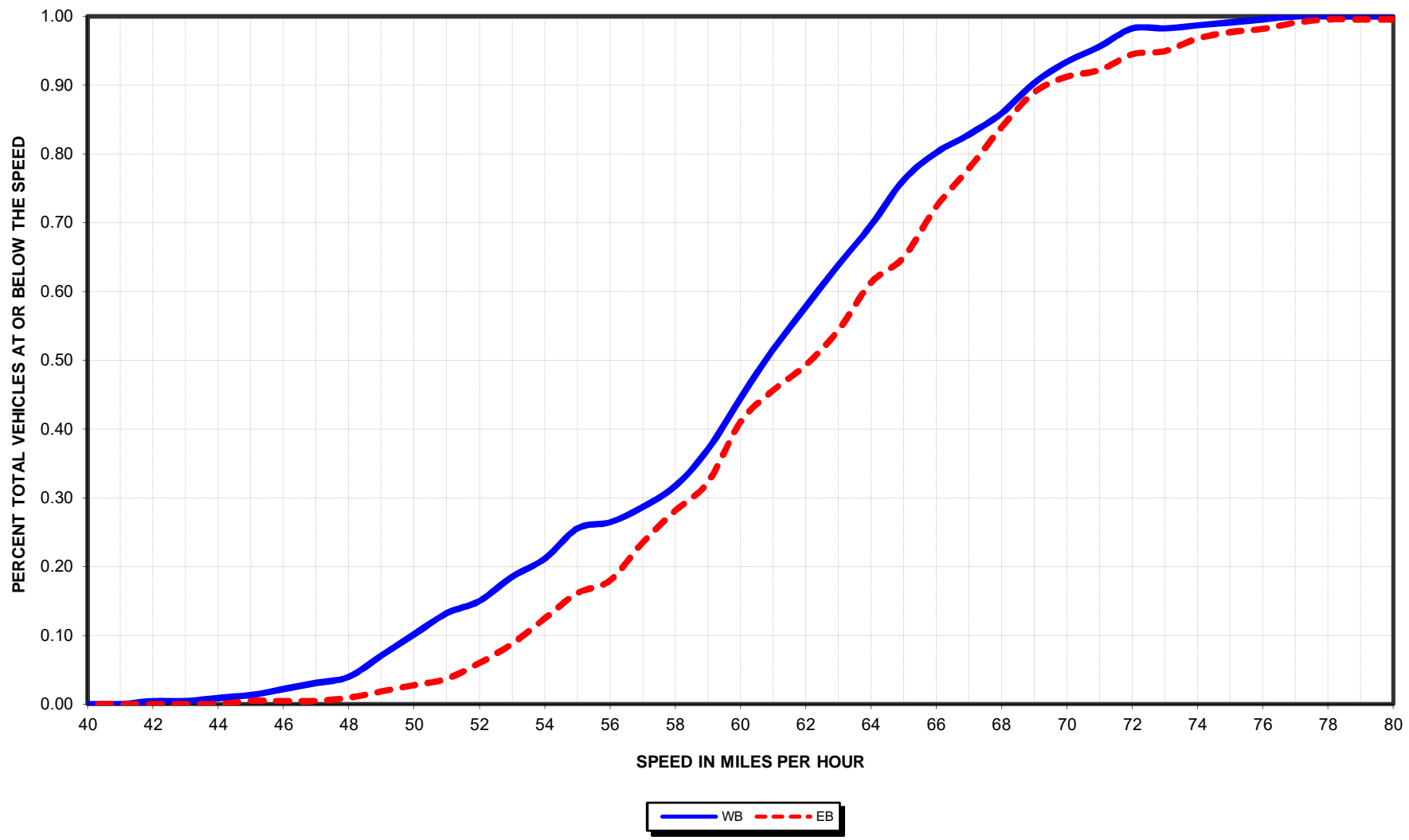
Green: Peak Speed

Fuchsia: Off-peak Speed

VEHICLE SPOT SPEED STUDY						
LOCATION: Selmon Expy at Himes Avenue				CITY: Tampa		
POSTED SPEED: 45mph		PVMNT CONDITION: Good/Dry		COUNTY: Hillsborough		
DATE: 5/23/2019		TIME: 12:50-1:50pm		OBSERVER: AT		
REMARKS:						
WB VOLUME		SPEED MPH	EB VOLUME		BOTH DIRECTIONS	
Cumulative	Total		Total	Cumulative	Total	Cumulative
227		>80	1	217	1	444
227		80		216	0	443
227		79		216	0	443
227		78	1	216	1	443
227	1	77	2	215	3	442
226	1	76	1	213	2	439
225	1	75	2	212	3	437
224	1	74	4	210	5	434
223		73	1	206	1	429
223	6	72	5	205	11	428
217	5	71	2	200	7	417
212	7	70	5	198	12	410
205	10	69	11	193	21	398
195	7	68	13	182	20	377
188	6	67	12	169	18	357
182	9	66	16	157	25	339
173	15	65	8	141	23	314
158	13	64	15	133	28	291
145	14	63	11	118	25	263
131	14	62	8	107	22	238
117	16	61	10	99	26	216
101	17	60	19	89	36	190
84	12	59	9	70	21	154
72	7	58	10	61	17	133
65	5	57	12	51	17	116
60	2	56	4	39	6	99
58	10	55	8	35	18	93
48	6	54	8	27	14	75
42	8	53	6	19	14	61
34	4	52	5	13	9	47
30	7	51	2	8	9	38
23	7	50	2	6	9	29
16	7	49	2	4	9	20
9	2	48	1	2	3	11
7	2	47		1	2	8
5	2	46		1	2	6
3	1	45	1	1	2	4
2	1	44		0	1	2
1		43		0	0	1
1	1	42		0	1	1
0		41		0	0	0
0		40		0	0	0
0		<40		0	0	0
TOTALS:	227		217		444	

SPEED DATA SUMMARY	WB VOLUME	EB VOLUME	BOTH DIRECTIONS	
85 PERCENTILE SPEED	68	69	68	
50 PERCENTILE SPEED	61	63	62	
10 MPH PACE	59-68	60-69	60-69	54.95%
MEAN	60.68	62.04	61.34	± 0.20
SAMPLE VARIANCE, s ²	48.03	39.97	44.65	
STANDARD DEVIATION, s	6.93	6.32	6.68	

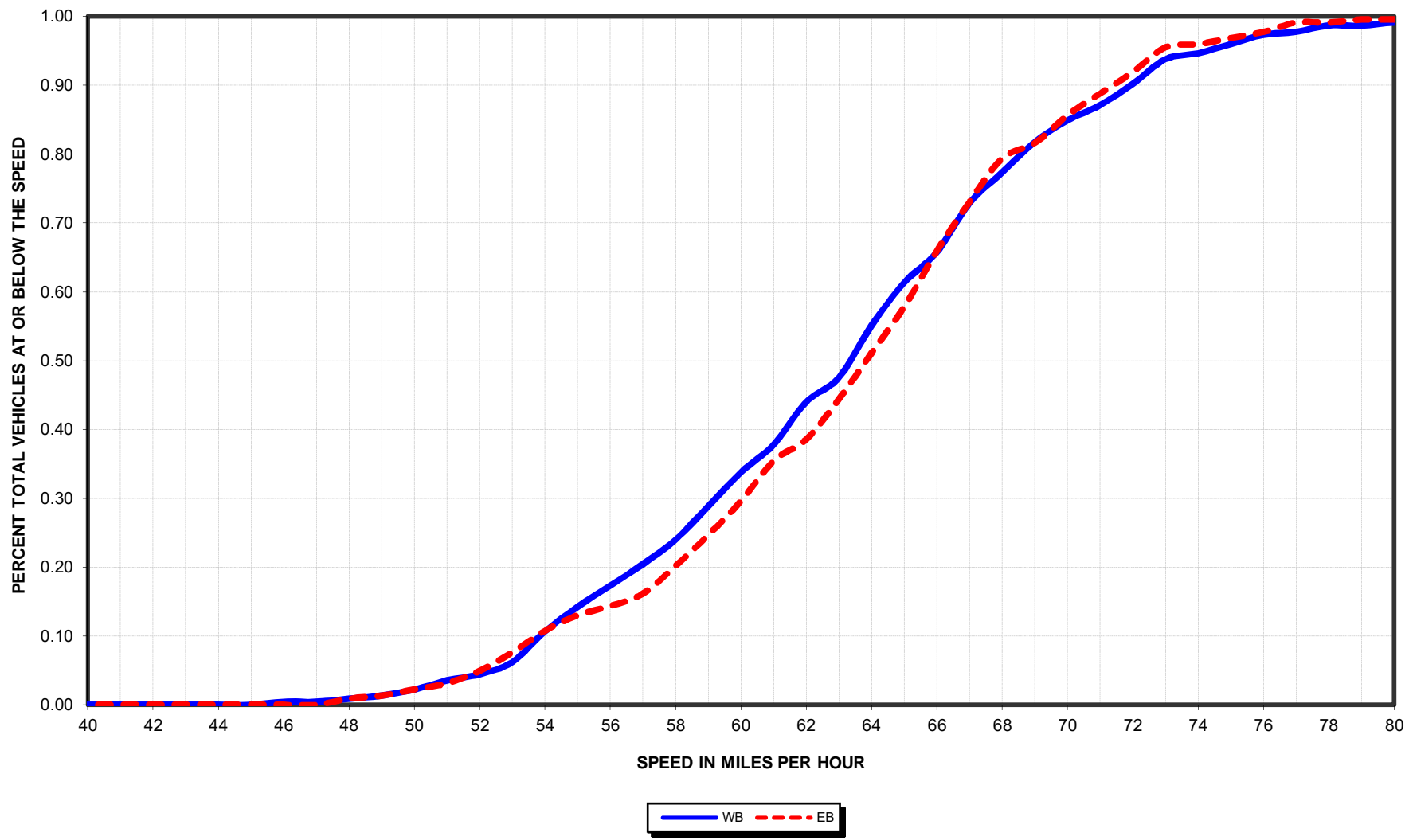
VEHICLE SPOT SPEED STUDY



VEHICLE SPOT SPEED STUDY						
LOCATION: Selmon Expy at Howard Avenue				CITY: Tampa		
POSTED SPEED: 55mph		PVMNT CONDITION: Good/Dry		COUNTY: Hillsborough		
DATE: 5/23/2019		TIME: 11:45am-12:45pm		OBSERVER: AT		
REMARKS:						
WB VOLUME		SPEED MPH	EB VOLUME		BOTH DIRECTIONS	
Cumulative	Total		Total	Cumulative	Total	Cumulative
225	2	>80	1	223	3	448
223	1	80		222	1	445
222		79	1	222	1	444
222	2	78		221	2	443
220	1	77	3	221	4	441
219	3	76	2	218	5	437
216	3	75	2	216	5	432
213	2	74	1	214	3	427
211	8	73	8	213	16	424
203	7	72	7	205	14	408
196	5	71	7	198	12	394
191	7	70	9	191	16	382
184	10	69	5	182	15	366
174	10	68	14	177	24	351
164	16	67	16	163	32	327
148	10	66	18	147	28	295
138	14	65	15	129	29	267
124	17	64	15	114	32	238
107	8	63	13	99	21	206
99	14	62	7	86	21	185
85	9	61	13	79	22	164
76	11	60	11	66	22	142
65	11	59	10	55	21	120
54	8	58	9	45	17	99
46	7	57	4	36	11	82
39	7	56	3	32	10	71
32	8	55	5	29	13	61
24	10	54	7	24	17	48
14	4	53	6	17	10	31
10	2	52	4	11	6	21
8	3	51	2	7	5	15
5	2	50	2	5	4	10
3	1	49	1	3	2	6
2	1	48	2	2	3	4
1		47		0	0	1
1	1	46		0	1	1
0		45		0	0	0
0		44		0	0	0
0		43		0	0	0
0		42		0	0	0
0		41		0	0	0
0		40		0	0	0
0		<40		0	0	0
TOTALS:	225		223		448	

SPEED DATA SUMMARY	WB VOLUME	EB VOLUME	BOTH DIRECTIONS	
85 PERCENTILE SPEED	70	70	70	
50 PERCENTILE SPEED	64	64	64	
10 MPH PACE	59-68	59-68	59-68	56.25%
MEAN	62.77	63.38	63.07	± 0.19
SAMPLE VARIANCE, s ²	43.68	39.94	41.74	
STANDARD DEVIATION, s	6.61	6.32	6.46	

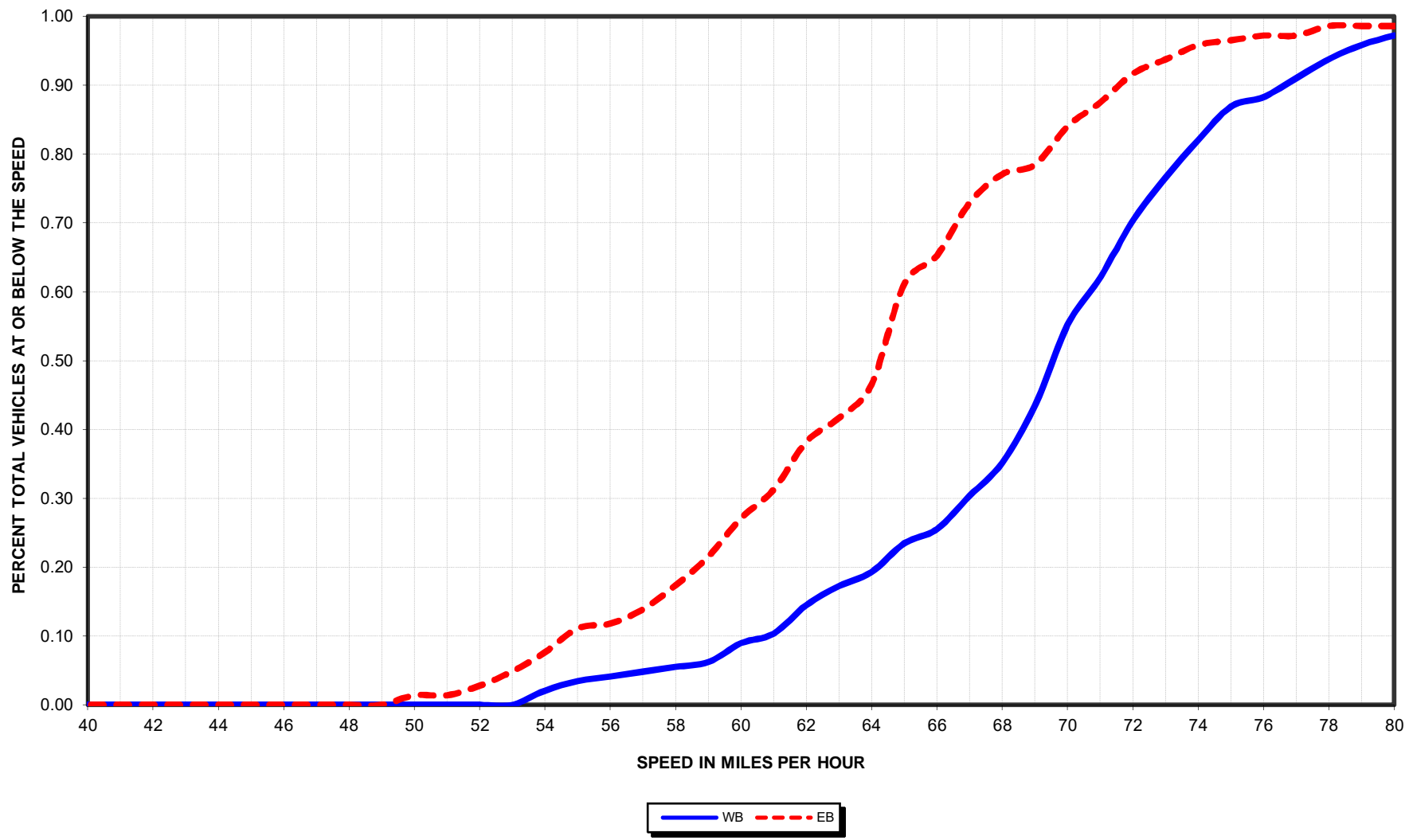
VEHICLE SPOT SPEED STUDY



VEHICLE SPOT SPEED STUDY						
LOCATION: Selmon Expy at Howard Avenue				CITY: Tampa		
POSTED SPEED: 55mph		PVMNT CONDITION: Good/Dry		COUNTY: Hillsborough		
DATE: 5/23/2019		TIME: 5-6pm		OBSERVER: AT		
REMARKS:						
WB VOLUME		SPEED MPH	EB VOLUME		BOTH DIRECTIONS	
Cumulative	Total		Total	Cumulative	Total	Cumulative
145	4	>80	2	144	6	289
141	2	80		142	2	283
139	3	79		142	3	281
136	4	78	2	142	6	278
132	4	77		140	4	272
128	2	76	1	140	3	268
126	7	75	1	139	8	265
119	8	74	3	138	11	257
111	9	73	3	135	12	246
102	12	72	6	132	18	234
90	10	71	5	126	15	216
80	17	70	8	121	25	201
63	12	69	2	113	14	176
51	7	68	6	111	13	162
44	7	67	11	105	18	149
37	3	66	6	94	9	131
34	6	65	21	88	27	122
28	3	64	7	67	10	95
25	4	63	5	60	9	85
21	6	62	10	55	16	76
15	2	61	6	45	8	60
13	4	60	8	39	12	52
9	1	59	6	31	7	40
8	1	58	5	25	6	33
7	1	57	3	20	4	27
6	1	56	1	17	2	23
5	2	55	5	16	7	21
3	3	54	4	11	7	14
0		53	3	7	3	7
0		52	2	4	2	4
0		51		2	0	2
0		50	2	2	2	2
0		49		0	0	0
0		48		0	0	0
0		47		0	0	0
0		46		0	0	0
0		45		0	0	0
0		44		0	0	0
0		43		0	0	0
0		42		0	0	0
0		41		0	0	0
0		40		0	0	0
0		<40		0	0	0
TOTALS:	145		144		289	

SPEED DATA SUMMARY	WB VOLUME	EB VOLUME	BOTH DIRECTIONS	
85 PERCENTILE SPEED	75	71	73	
50 PERCENTILE SPEED	70	65	67	
10 MPH PACE	66-75	59-68	65-74	56.06%
MEAN	67.23	63.15	65.19	± 0.29
SAMPLE VARIANCE, s ²	36.22	35.91	42.03	
STANDARD DEVIATION, s	6.02	5.99	6.48	

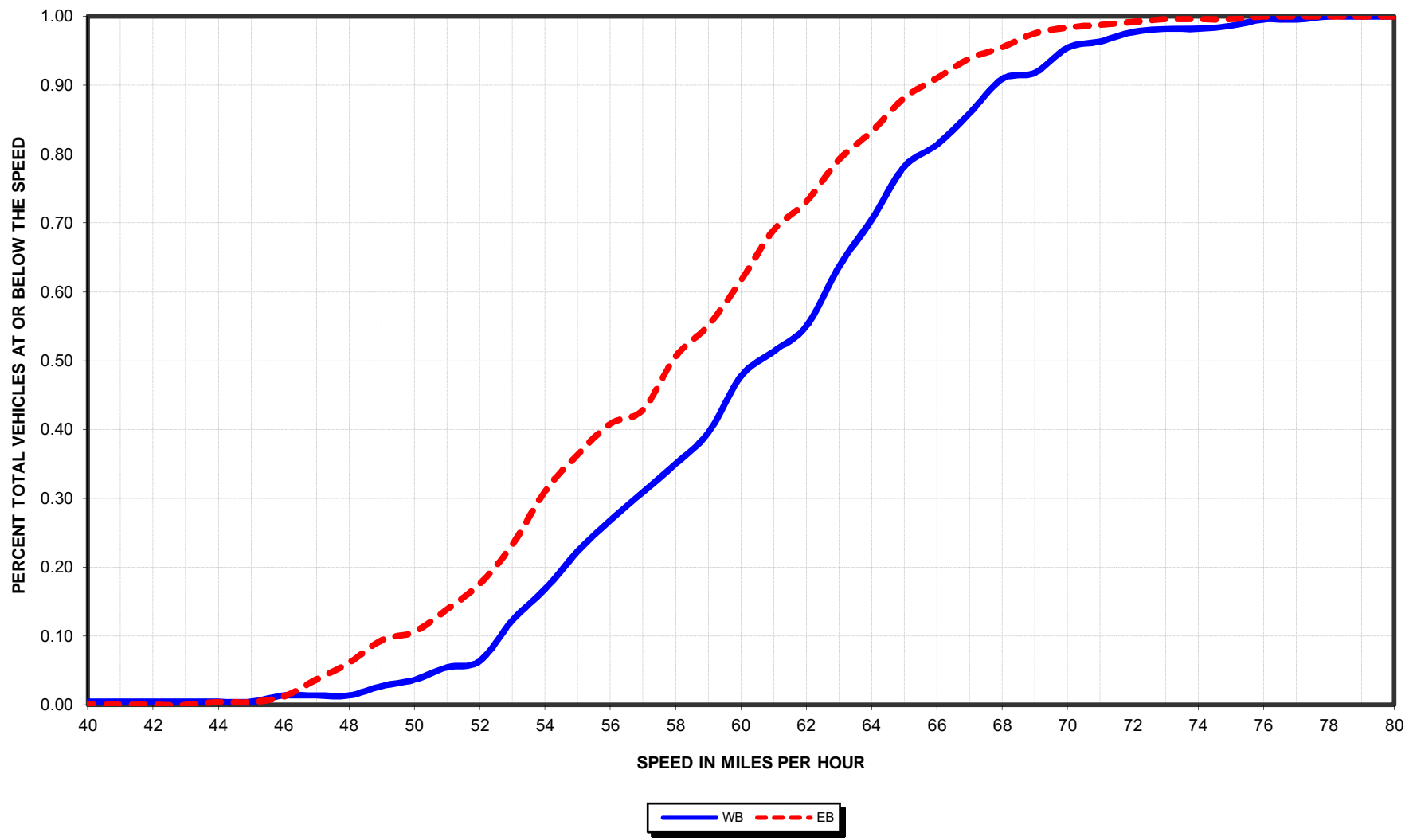
VEHICLE SPOT SPEED STUDY



VEHICLE SPOT SPEED STUDY						
LOCATION: Selmon Expy at Hyde Park Avenue				CITY: Tampa		
POSTED SPEED: 55mph		PVMNT CONDITION: Good/Dry		COUNTY: Hillsborough		
DATE: 5/23/2019		TIME: 10:40-11:40am		OBSERVER: AT		
REMARKS:						
WB VOLUME		SPEED MPH	EB VOLUME		BOTH DIRECTIONS	
Cumulative	Total		Total	Cumulative	Total	Cumulative
220		>80		245	0	465
220		80		245	0	465
220		79		245	0	465
220	1	78		245	1	465
219		77		245	0	464
219	2	76	1	245	3	464
217	1	75		244	1	461
216		74		244	0	460
216	1	73	1	244	2	460
215	3	72	1	243	4	458
212	2	71	1	242	3	454
210	8	70	2	241	10	451
202	2	69	5	239	7	441
200	11	68	4	234	15	434
189	10	67	7	230	17	419
179	7	66	7	223	14	402
172	17	65	12	216	29	388
155	15	64	10	204	25	359
140	19	63	15	194	34	334
121	8	62	10	179	18	300
113	8	61	18	169	26	282
105	18	60	16	151	34	256
87	10	59	11	135	21	222
77	9	58	19	124	28	201
68	9	57	5	105	14	173
59	10	56	11	100	21	159
49	12	55	13	89	25	138
37	10	54	19	76	29	113
27	13	53	14	57	27	84
14	2	52	9	43	11	57
12	4	51	8	34	12	46
8	2	50	3	26	5	34
6	3	49	8	23	11	29
3		48	6	15	6	18
3		47	6	9	6	12
3	2	46	2	3	4	6
1		45		1	0	2
1		44	1	1	1	2
1		43		0	0	1
1		42		0	0	1
1		41		0	0	1
1		40		0	0	1
1	1	<40		0	1	1
TOTALS:	220		245		465	

SPEED DATA SUMMARY	WB VOLUME	EB VOLUME	BOTH DIRECTIONS	
85 PERCENTILE SPEED	67	65	66	
50 PERCENTILE SPEED	61	58	60	
10 MPH PACE	59-68	54-63	56-65	53.76%
MEAN	60.73	58.29	59.45	± 0.17
SAMPLE VARIANCE, s ²	36.41	37.32	38.63	
STANDARD DEVIATION, s	6.03	6.11	6.22	

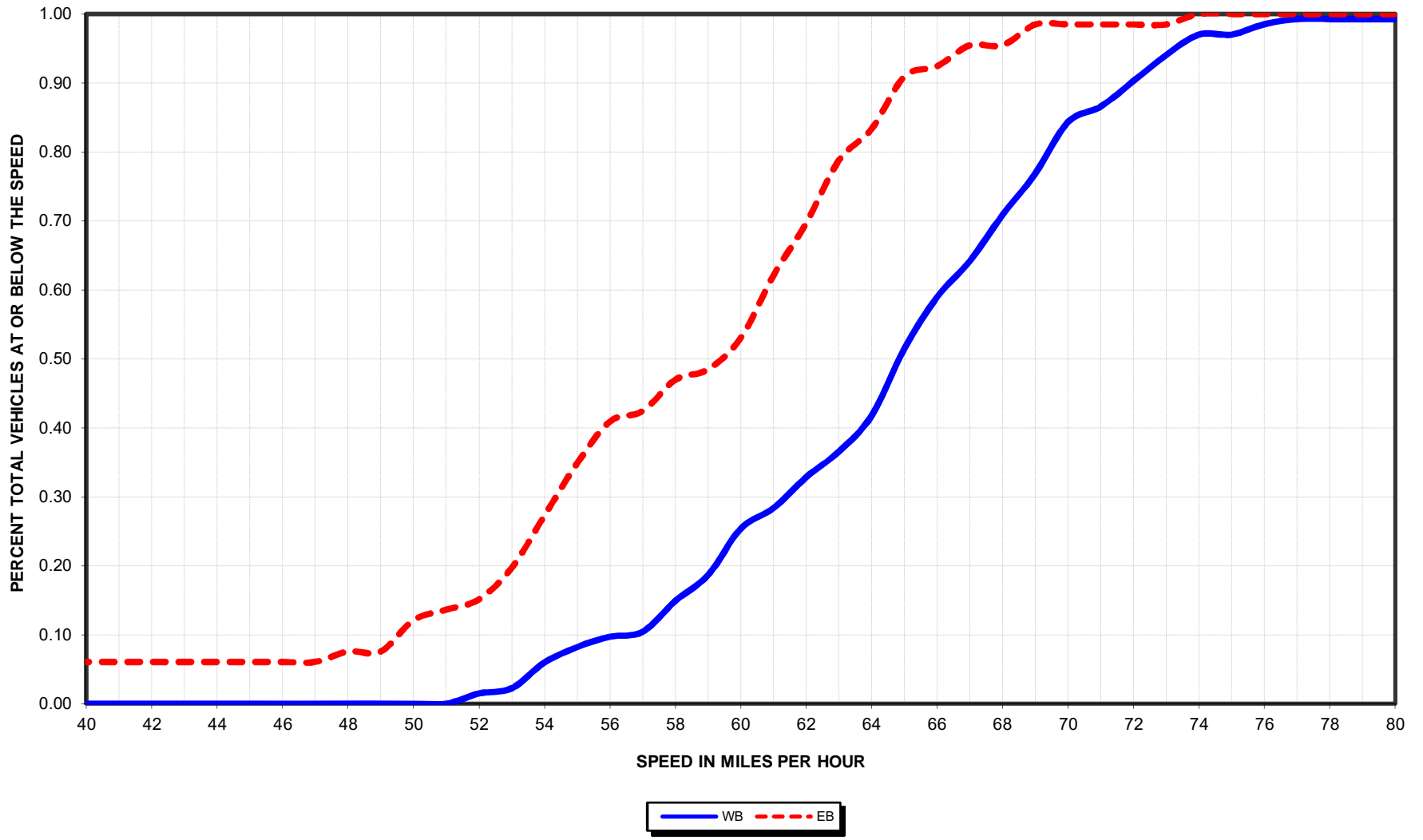
VEHICLE SPOT SPEED STUDY



VEHICLE SPOT SPEED STUDY						
LOCATION: Selmon Expy at Hyde Park Avenue				CITY: Tampa		
POSTED SPEED: 55mph		PVMNT CONDITION: Good/Dry		COUNTY: Hillsborough		
DATE: 5/23/2019		TIME: 3:50-4:50pm		OBSERVER: AT		
REMARKS: EB queued at 4:10pm						
WB VOLUME		SPEED MPH	EB VOLUME		BOTH DIRECTIONS	
Cumulative	Total		Total	Cumulative	Total	Cumulative
134	1	>80		66	1	200
133		80		66	0	199
133		79		66	0	199
133		78		66	0	199
133	1	77		66	1	199
132	2	76		66	2	198
130		75		66	0	196
130	4	74	1	66	5	196
126	5	73		65	5	191
121	5	72		65	5	186
116	3	71		65	3	181
113	10	70		65	10	178
103	8	69	2	65	10	168
95	9	68		63	9	158
86	7	67	2	63	9	149
79	10	66	1	61	11	140
69	13	65	5	60	18	129
56	7	64	3	55	10	111
49	5	63	6	52	11	101
44	6	62	5	46	11	90
38	4	61	6	41	10	79
34	9	60	3	35	12	69
25	5	59	1	32	6	57
20	6	58	3	31	9	51
14	1	57	1	28	2	42
13	2	56	4	27	6	40
11	3	55	5	23	8	34
8	5	54	5	18	10	26
3	1	53	3	13	4	16
2	2	52	1	10	3	12
0		51	1	9	1	9
0		50	3	8	3	8
0		49		5	0	5
0		48	1	5	1	5
0		47		4	0	4
0		46		4	0	4
0		45		4	0	4
0		44		4	0	4
0		43		4	0	4
0		42		4	0	4
0		41		4	0	4
0		40		4	0	4
0		<40	4	4	4	4
TOTALS:	134		66		200	

SPEED DATA SUMMARY	WB VOLUME	EB VOLUME	BOTH DIRECTIONS	
85 PERCENTILE SPEED	71	65	70	
50 PERCENTILE SPEED	65	60	63	
10 MPH PACE	61-70	54-63	60-69	55.50%
MEAN	64.36	55.79	61.53	± 0.40
SAMPLE VARIANCE, s ²	32.82	40.80	39.83	
STANDARD DEVIATION, s	5.73	6.39	6.31	

VEHICLE SPOT SPEED STUDY



Queue Length Data



Green – Ramp Terminals

Red – Intersections Adjacent to Ramp Terminals

Queue data should be collected in a way to capture backup on the arterials and off ramps where applicable. If turn bays are present, it is desired to note left, through, and right turn queues separately. If that is not readily possible, then through movement queues are the highest priority, especially on the main interchange cross street.

Aqua – primary queue data of interest

Yellow – secondary queue data of interest



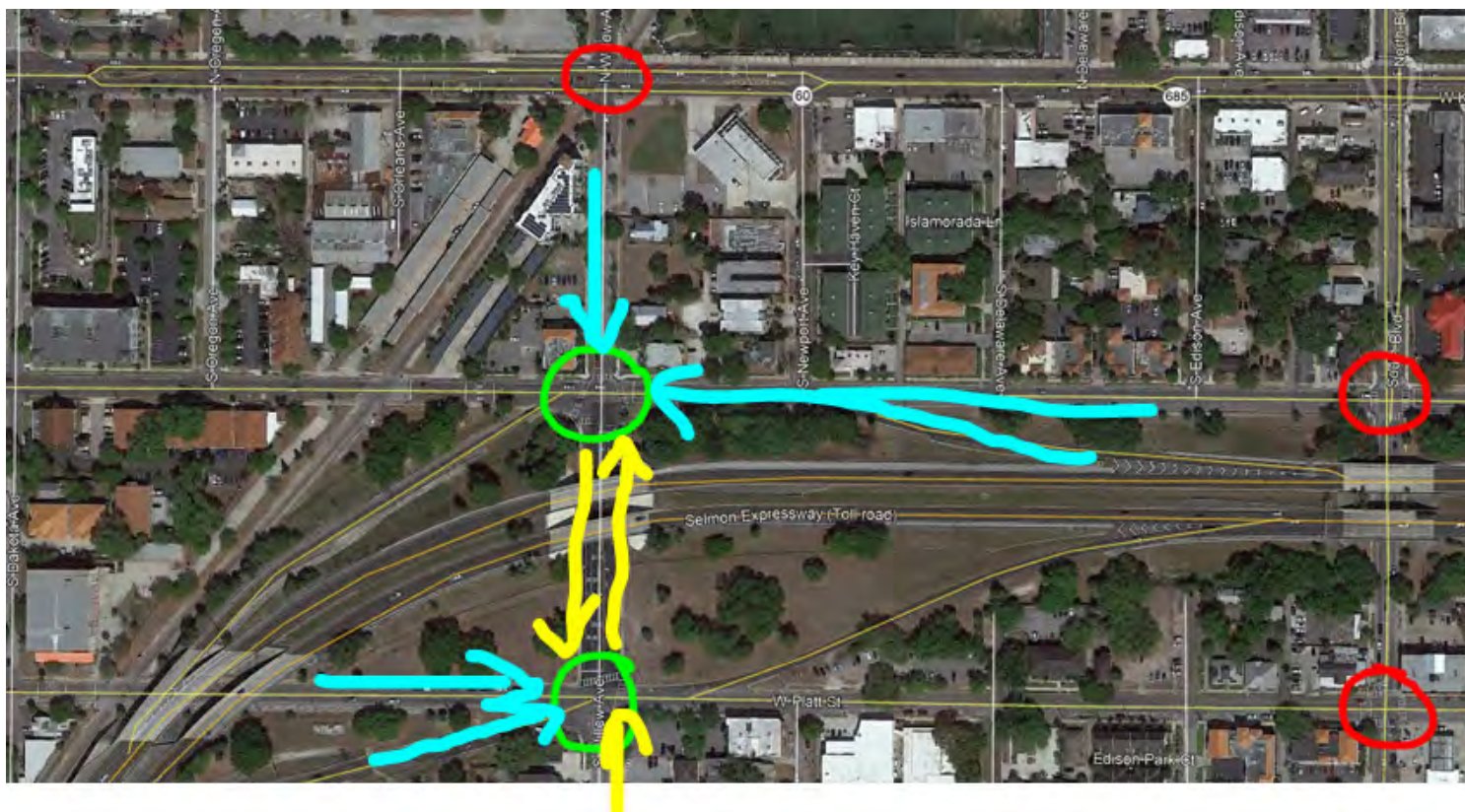
Green – Ramp Terminals

Red – Intersections Adjacent to Ramp Terminals

Queue data should be collected in a way to capture backup on the arterials and off ramps where applicable. If turn bays are present, it is desired to note left, through, and right turn queues separately. If that is not readily possible, then through movement queues are the highest priority, especially on the main interchange cross street.

Aqua – primary queue data of interest

Yellow – secondary queue data of interest



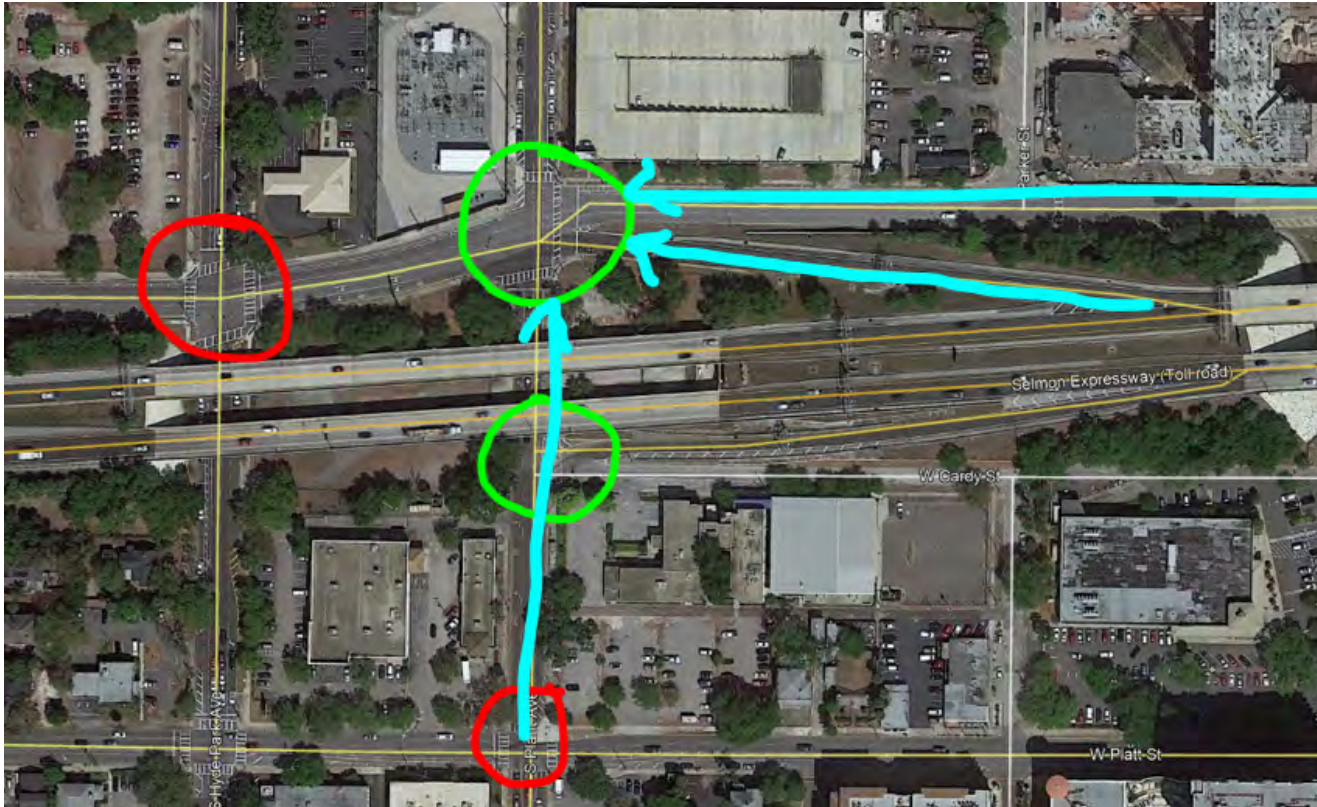
Green – Ramp Terminals

Red – Intersections Adjacent to Ramp Terminals

Queue data should be collected in a way to capture backup on the arterials and off ramps where applicable. If turn bays are present, it is desired to note left, through, and right turn queues separately. If that is not readily possible, then through movement queues are the highest priority, especially on the main interchange cross street.

Aqua – primary queue data of interest

Yellow – secondary queue data of interest



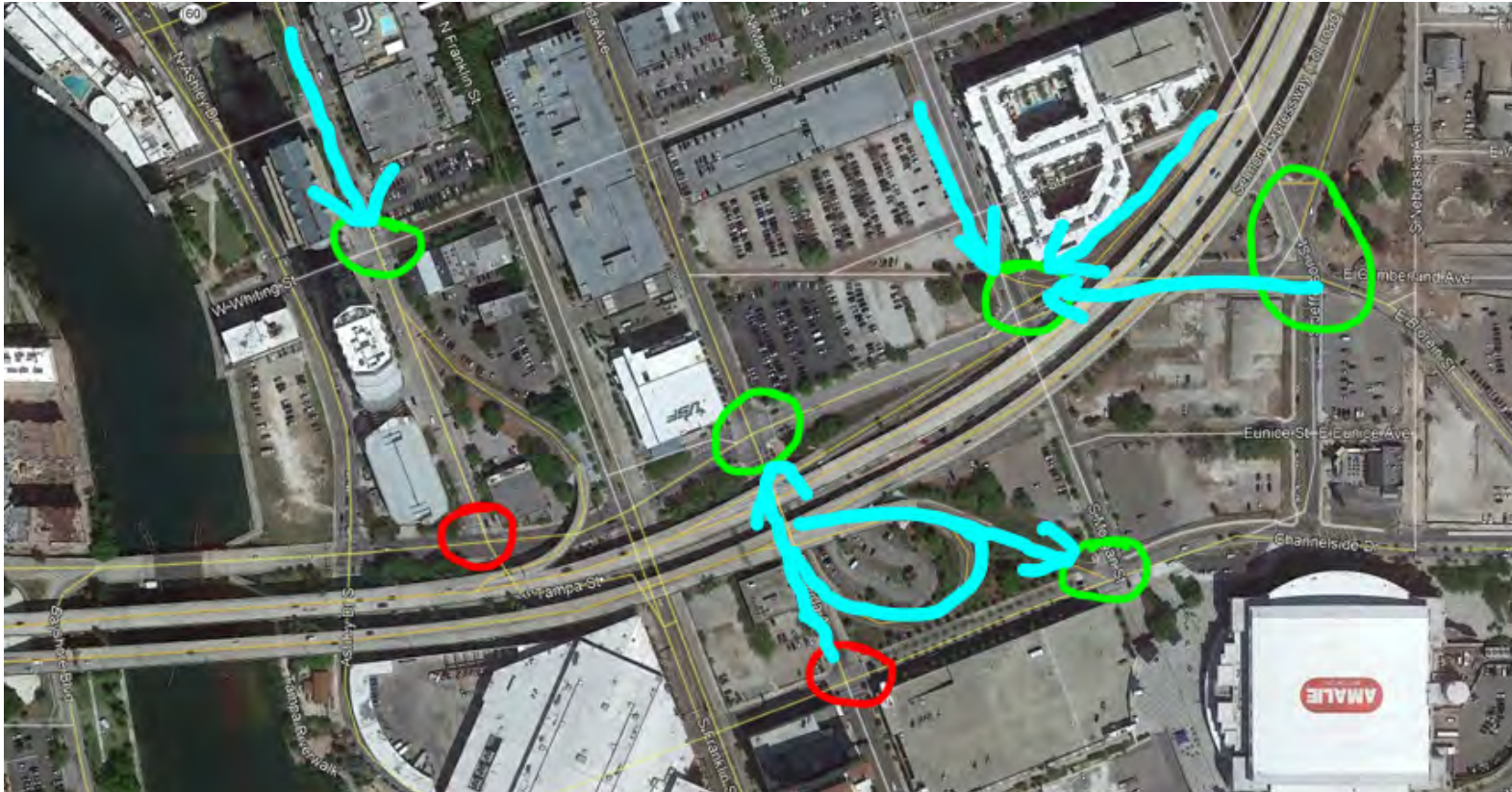
Green – Ramp Terminals

Red – Intersections Adjacent to Ramp Terminals

Queue data should be collected in a way to capture backup on the arterials and off ramps where applicable. If turn bays are present, it is desired to note left, through, and right turn queues separately. If that is not readily possible, then through movement queues are the highest priority, especially on the main interchange cross street.

Aqua – primary queue data of interest

Yellow – secondary queue data of interest



Green – Ramp Terminals

Red – Intersections Adjacent to Ramp Terminals

Queue data should be collected in a way to capture backup on the arterials and off ramps where applicable. If turn bays are present, it is desired to note left, through, and right turn queues separately. If that is not readily possible, then through movement queues are the highest priority, especially on the main interchange cross street.

Aqua – primary queue data of interest

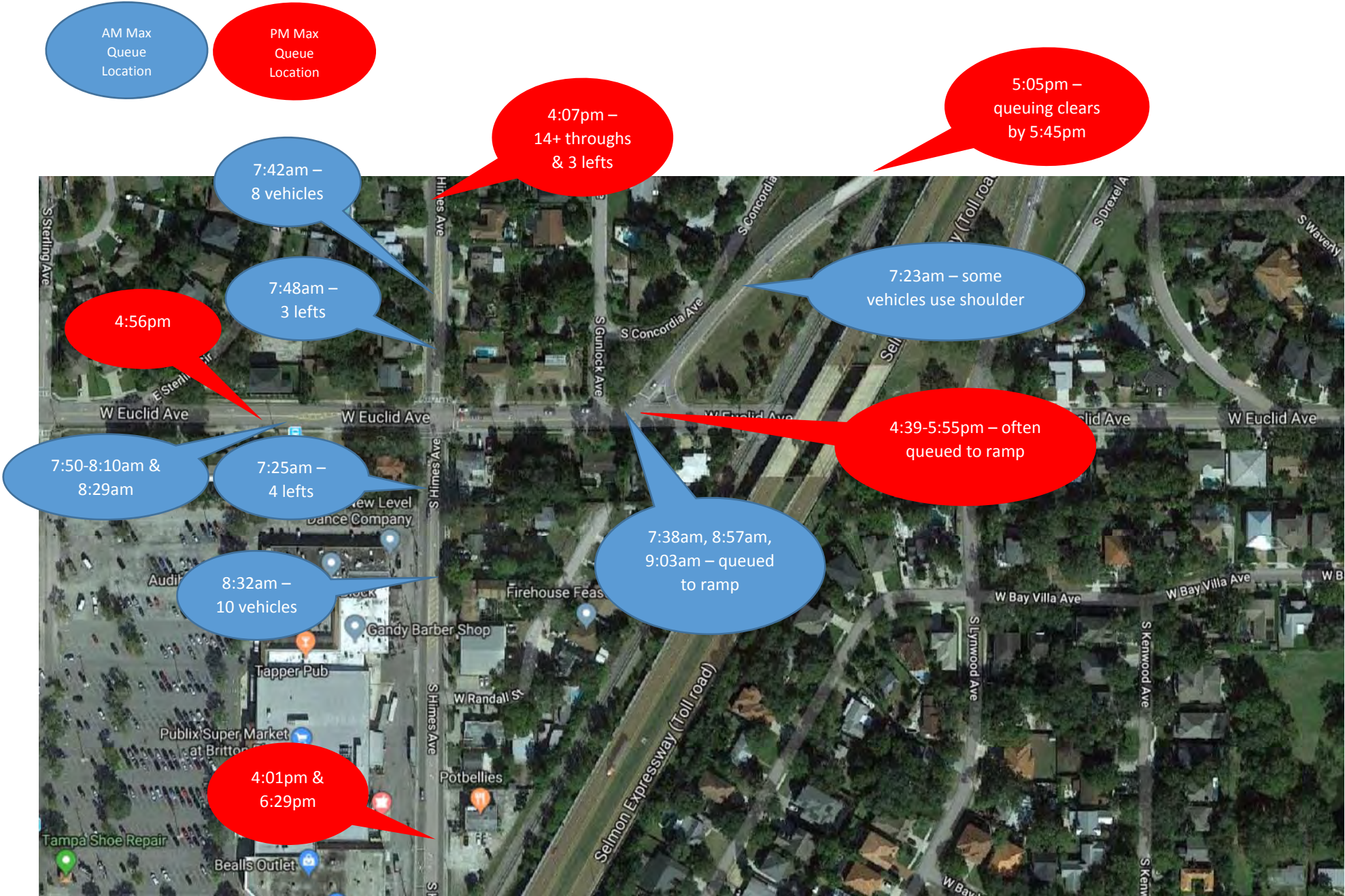
Yellow – secondary queue data of interest

Euclid Avenue Maximum Queues

Observations: 5/15/2019

AM Max Queue Location

PM Max Queue Location



Bay to Bay Blvd Maximum Queues

Observations: 5/22/19 - west of Selmon; 5/21/19 – east of Selmon

AM Max Queue Location (Blue oval)

PM Max Queue Location (Red oval)



Willow Ave Maximum Queues

Observations: 5/16/19

AM Max Queue Location (Blue oval)
PM Max Queue Location (Red oval)



Plant Ave Maximum Queues

Observations: 5/21/19

AM Max
Queue
Location

PM Max
Queue
Location



Downtown Maximum Queues

Observations: 5/22/19

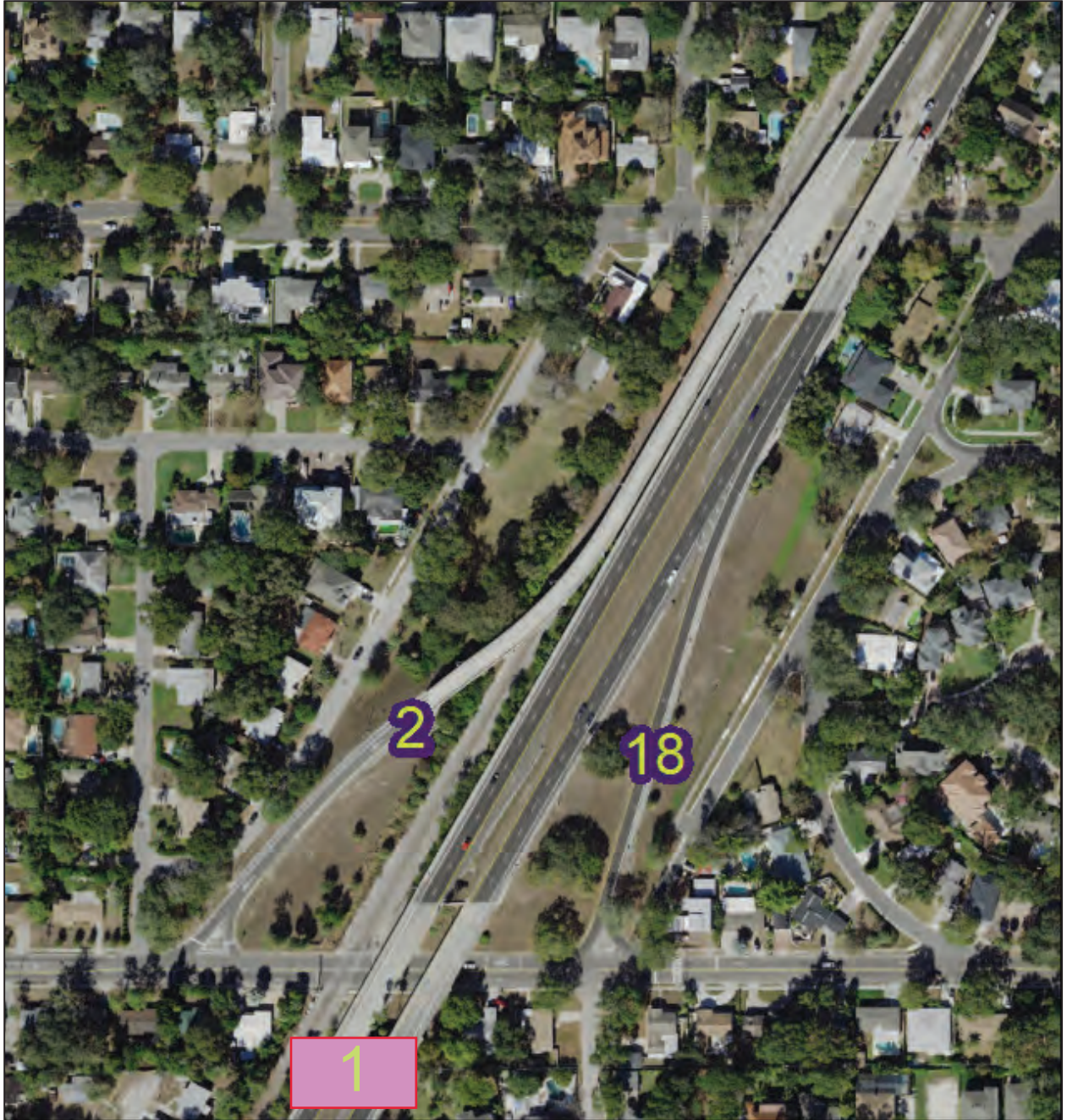
AM Max Queue Location

PM Max Queue Location



Streetlight Origin-Destination Data

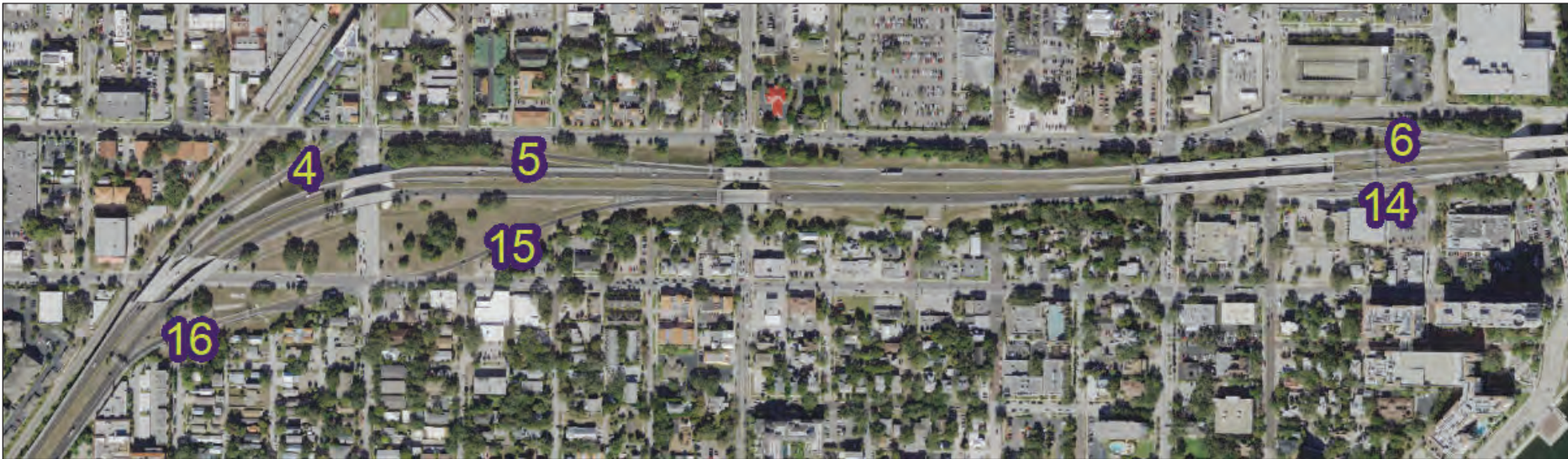
Selmon Expressway Streetlight Origin-Destination Zones



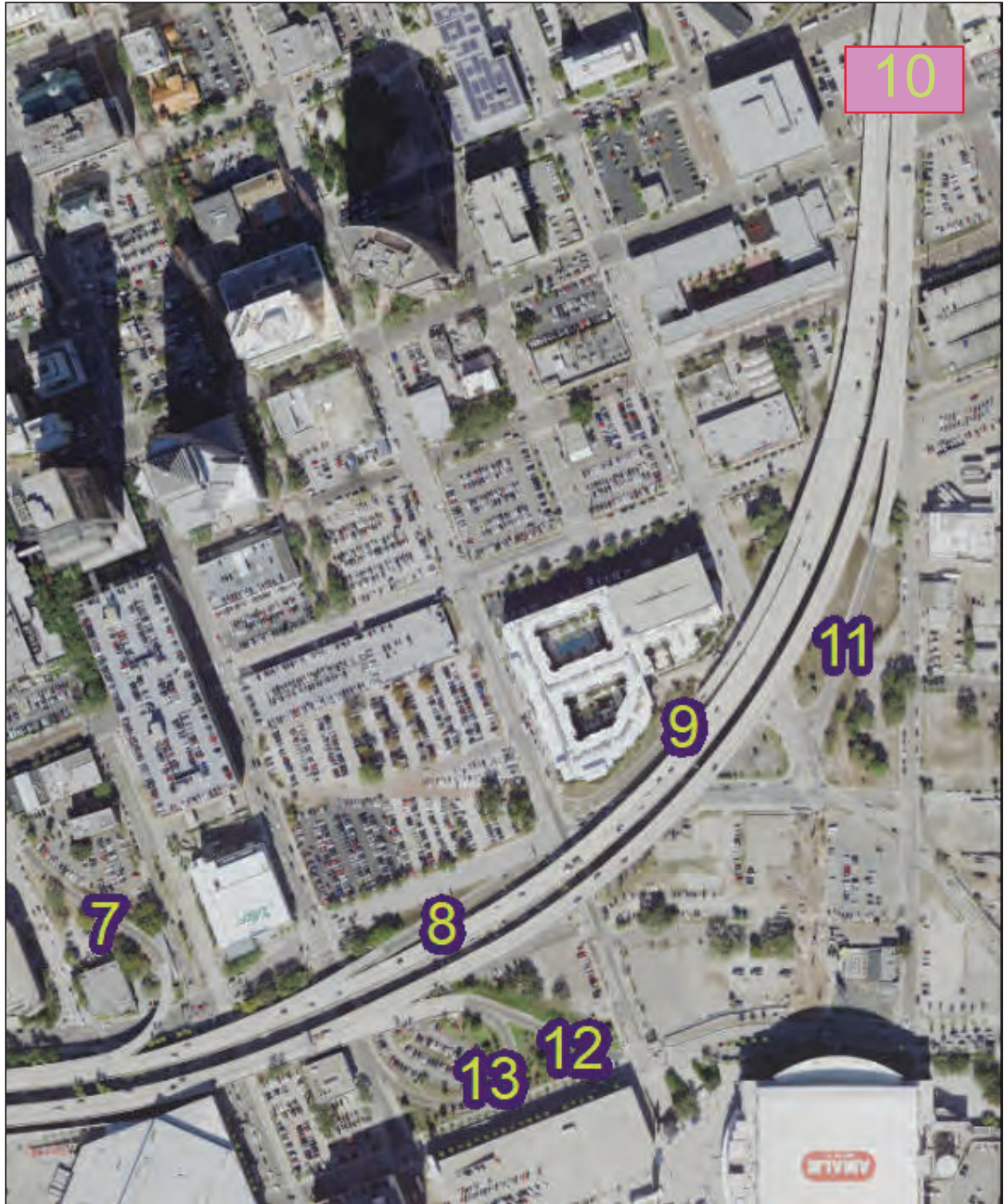
Selmon Expressway Streetlight Origin-Destination Zones



Selmon Expressway Streetlight Origin-Destination Zones



Selmon Expressway Streetlight Origin-Destination Zones



Selmon Expressway Streetlight Origin-Destination Zones



AM Streetlight Data Proportions by Origin

Origin/Destination	1	2	3	5	6	9	10	12	13	16
1	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	48.3%	9.2%	13.5%	28.7%
4	60.8%	15.3%	20.3%	0.0%	0.0%	0.0%	1.2%	0.3%	0.8%	1.4%
7	39.7%	18.8%	4.8%	32.3%	0.9%	0.0%	3.5%	0.0%	0.0%	0.0%
8	38.0%	9.1%	15.6%	17.6%	17.1%	0.0%	1.6%	0.1%	0.0%	0.9%
10	35.3%	7.7%	7.0%	12.2%	11.1%	26.0%	0.0%	0.0%	0.2%	0.6%
11	0.6%	0.0%	0.6%	0.0%	0.0%	0.6%	98.3%	0.0%	0.0%	0.0%
14	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	86.2%	12.3%	1.0%	0.0%
15	0.3%	0.2%	0.0%	0.2%	0.2%	0.0%	83.9%	8.2%	7.0%	0.0%
17	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	60.2%	10.4%	6.1%	23.1%
18	0.8%	0.2%	0.2%	0.2%	0.2%	0.0%	51.6%	9.9%	10.9%	26.2%

PM Streetlight Data Proportions by Origin

Origin/Destination	1	2	3	5	6	9	10	12	13	16
1	0.0%	0.1%	0.3%	0.3%	0.0%	0.0%	43.1%	52.7%	66.7%	65.6%
4	12.8%	13.8%	17.1%	0.0%	0.0%	0.0%	0.3%	0.5%	1.2%	0.9%
7	2.6%	5.3%	1.3%	6.3%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%
8	16.8%	17.4%	27.6%	23.2%	26.1%	0.0%	0.9%	0.5%	0.0%	1.3%
10	67.5%	63.0%	53.4%	69.8%	73.5%	99.9%	0.0%	0.0%	2.2%	3.5%
11	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	6.3%	0.0%	0.0%	0.0%
14	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	6.0%	5.5%	0.4%	0.0%
15	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	17.8%	11.2%	8.3%	0.0%
17	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	14.0%	15.5%	7.9%	13.8%
18	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	11.5%	14.2%	13.4%	15.0%

Appendix D

Signal Timing Plans

City of Tampa Signal Timing Sheet

Section ID: 2978 Computer: M CCU: 45 Drop: 1 Shop ID: 1616

Timing Date: 4/29/2015 Phase Date: 4/19/2001 Controller: ASC2S

Intersection: HIMES / EUCLID

Phase Numbers	2	4
Direction	N/S	E/W
Minimum Green	10	10
Walk	7	7
Flash Don't Walk	9	12
Vehicle Extension	3.0	3.0
Max. Green I	25	25
Max. Green II	35	35
Yellow Clearance	4.0	3.7
All Red Clearance	2.0	2.3
Phase Recall	MIN	---
Detector Memory	---	---
Ped. Recall	---	---
Flash Operation	YEL	RED

Special Modes and Times of Operation:

Surveillance Times: 00:00 - 15:15 / 18:30 - 24:00

Flash Source: Flash Times:

C = Computer Flash T = Time Clock/Controller

Special Functions: 0
 0
 0

FDOT SOP: **1 MOD**
 Backup Protection (Y/N): **N**
 FDOT FDW (Y/N): **Y**

Please Implement Within : [] 1 Week [] 1 Month

Comments:

UPDATED FDOT CLEARANCES.

** PATTERN 5 RUNS FROM 15:15 - 18:30 WITH CALL ON Ø4 / SURVEILANCE ALL OTHER TIMES**

Submitted By: [Signature] Reviewed By: [Signature] Approved By: [Signature]
 Date: 4-29-15 Date: 4-29-15 Date: 5-19-15

Signal Timing Implemented: [] As sent . [] With the following revisions

Date: 6/09/2015 By: [Signature]

Signal Timing Not Implemented: [] Reasons: _____

Date: _____ By: _____

2978
CITY OF TAMPA COMPUTER PATTERN SHEET

2978

2978 - HIMES & EUCLID

ECONOLITE

Timing Date: 02/08/2017	MIN	10	10		
	YEL	4	3.7		
	RED	2	2.3		
MSX: M CCU: 45 Drop: 1	WLK	7	7		
	FDW	9	12		
Structures: 1					
Lead / Lag:	Min - 40	23	17		
Pat	CYC	OS	NS	EW	
1 Am 0615 - 0900	60	42	30	30	
2 Am off 0900 - 1115	55	51	28	27	
3 Noon 1115 - 1330	50	0	24	26	
4 Pm off 1330 - 1515	50	0	24	26	
5 Pm 1515 - 1830	125	51	40	85	
6 Evening 1830 - 2200	50	0	24	26	
7 Late 2200 - 0615	50	46	24	26	
8					
9					
10					
11					
12					
13 Air Show outbound	100	4	50	50	
14					
15					
16 Hurricane	100	4	50	50	

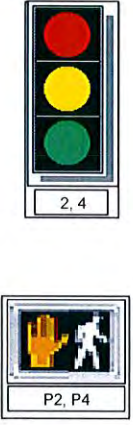
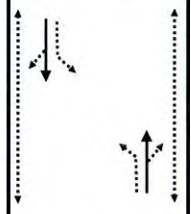
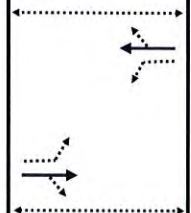
**PATTERN 5 RUNS FROM 15:15 - 18:30 WITH CALL ON E/W SURVEILANCE LOCATION ALL OTHER TIMES

T.B.C. Day Plan 1: M-Th patt 1-7 Day Plan 2: Fri patt 1-7 w/5 @ 14:45
Day Plan 3: S-Su patt 7 and patt 2 all other times

CITY OF TAMPA - PHASING DIAGRAM

Ø Diagram	1/11/2013		
Form Vers.	2/15/2012		
Pg:	1 of 2		
Prepared by	PRC		
Reviewed by	GT		
P2	P4	P6	P8
		N/A	N/A

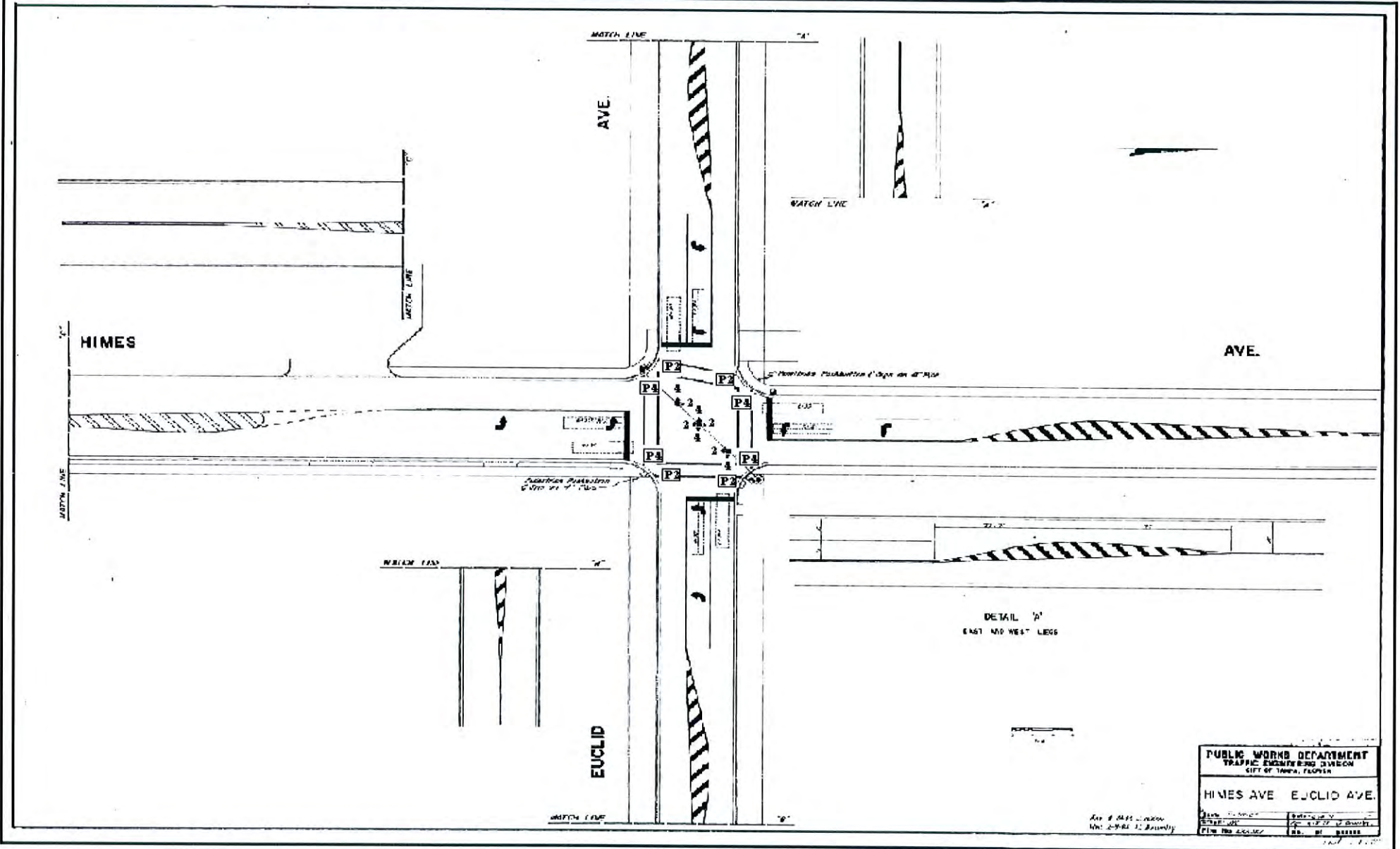
FDOT SOP#	1 MOD	Sect. I.D.#	2978
-----------	-------	-------------	------

Signal Head Display:		Location: HIMES / EUCLID		Prepared by													
		Phasing Date:	Overlaps														
		4/19/2001	Signal Head Numbers		2	4											
		Controller:	Econolite ASC2S		Y	R											
		Vehicle Movements	Flashing Operation														
		Phase	Interval	Display Sequence													
		Ø2	RW	G	R							W	DW				
			Clear Ped	G	R								FDW	DW			
			Clear to	Y	R									DW	DW		
			All Other	R	R									DW	DW		
		Ø4	RW	R	G							DW	W				
			Clear Ped	R	G								DW	FDW			
			Clear to	R	Y									DW	DW		
			All Other	R	R									DW	DW		
Comments:																	
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> CNA ON Ø2. PED HEADS AND BUTTONS ALL AROUND. </div>																	
		Signal Head #	2	4										P2	P4		
		Econolite Overlaps															
		Load Switch #	LS2	LS4										LS9	LS10		
		Peek Overlaps															

INTERSECTION DRAWING

Ø Diagram	1/11/2013
Form Vers.	2/15/2012
Pg:	2 of 2

FDOT SOP#	1 MOD	Sect. I.D.#	2978
Phasing Date:	4/19/2001	Location:	HIMES / EUCLID



PUBLIC WORKS DEPARTMENT TRAFFIC ENGINEERING DIVISION CITY OF TAMPA, FLORIDA	
HIMES AVE EUCLID AVE.	
Drawn: [blank]	Reviewed by: [blank]
Checked: [blank]	City Engineer: [blank]
File No: 445-102	Sheet: 01 of 01



Timingsheet, Controller Operation and Load Switch Page

SECID: 2942 Timing Date: 10/2/2018 Phasing Date: 3/21/2007

Shop Number: 2008 Drop:

Major Street **BAY TO BAY**

Orientation: East - West

Controller Type **COBALT**

Minor Street **CONCORDIA**

Orientation: North - South

Computer System **Cent**

Last Date Sent **10/2/2018**

Controller Timings (seconds)						
Controller Phase Number	2	4	6	8		
Direction	WB	NB	EB	SB		
Minimum Green	10	10	10	10		
Vehicle Extention	3.0	5.0	3.0	5.0		
Yellow Clr/Alt Clr	4	3.4	4	3.4		
Red Clr/Alt Red Clr	2	2.7	2	2.7		
Max Green I	55	35	55	35		
Max Green II	75	35	75	35		
Walk	7	7	7	7		
Walk - XGuard						
FDW	8	14	8	14		
FDW - XGuard						
Detector Memory	---	---	---	---		
Phase Recall	MAX	---	MAX	---		
Ped Recall	ON	---	ON	---		
Flash Operation	YEL	RED	YEL	RED		

Controller Operation	
RXR Preempt: No	FDOT SOP: 1MOD
Fire Preempt: No	Backup Protection: N
Bridge Preempt: No	LPI Location(Y/N): Y
Transit Preempt: False	LPI Date: 10/2/2018
Crossing Guard Times AM:	
Crossing Guard Times PM:	
Free Time Primary:	
Free Time Secondary:	
Flash Source- (C)omputer or (F)ield:	
Flash Times Primary	
Flash Times Secondary	
CNA Ø's	2,6

Cabinet Load Switch Assienments									
LS1:	LS2: 2	LS3:	LS4: 4	LS5:	LS6: 6	LS7:	LS8: 8		
LS9: P2	LS10: P4	LS11: P6	LS12: P8	LS13:	LS14:	LS15:	LS16:		

Phase Ring Assignments	
Sequence 1	Ring 1: 1 2 3 4 Ring 2: 5 6 7 8
Sequence 2	Ring 1: _____ Ring 2: _____
Sequence 3	Ring 1: _____ Ring 2: _____
Sequence 4	Ring 1: _____ Ring 2: _____

UPDATED FDOT CLEARANCES

Comments

Added 5 seconds for Lpi all phases in system

Submitted By: *CPB* Date: 10/02/18 Review By: *GAJ* Date: 10-3-18 Approved By: *BC* Date: 10/3/2018

Implemented By: *[Signature]* Date: 10-5-18 Notes:



Coordination Pattern Page

Ver. E

Print Date: 10/2/2018

Major Street: BAY TO BAY

Section Id: 2942

Record Number: 372

Coord Date: 10/2/2018

Minor Street: CONCORDIA

Coord M-F:

Coord WkEnd:

Coord Free:

Coord Sp Ops:

Direction:		WB		NB		EB		SB
Ø Number:		2		4		6		8

	Patterns	Sequence	Cycle	Offset								
1.	AM 0615 - 0900	1	140	114		95		45		95		45
2.	AM off 0900 - 1115	1	120	31		80		40		80		40
3.	Noon 1115 - 1330	1	120	31		80		40		80		40
4.	PM off 1330 - 1515	4	120	31		80		40		80		40
5.	PM 1515 - 1830	5	140	137		100		40		100		40
6.	Evening 1830 - 2200	6	120	102		80		40		80		40
7.	Late 2200 - 0615	7	100	80		65		35		65		35
8.												
9.			100	46		60		40		60		40
10.												
11.												
12.												
13.	Air Show Outbound		100	46		60		40		60		40
14.												
15.												
16.	Hurricane		100	46		60		40		60		40



Plan, SOP and Signal Heads Page

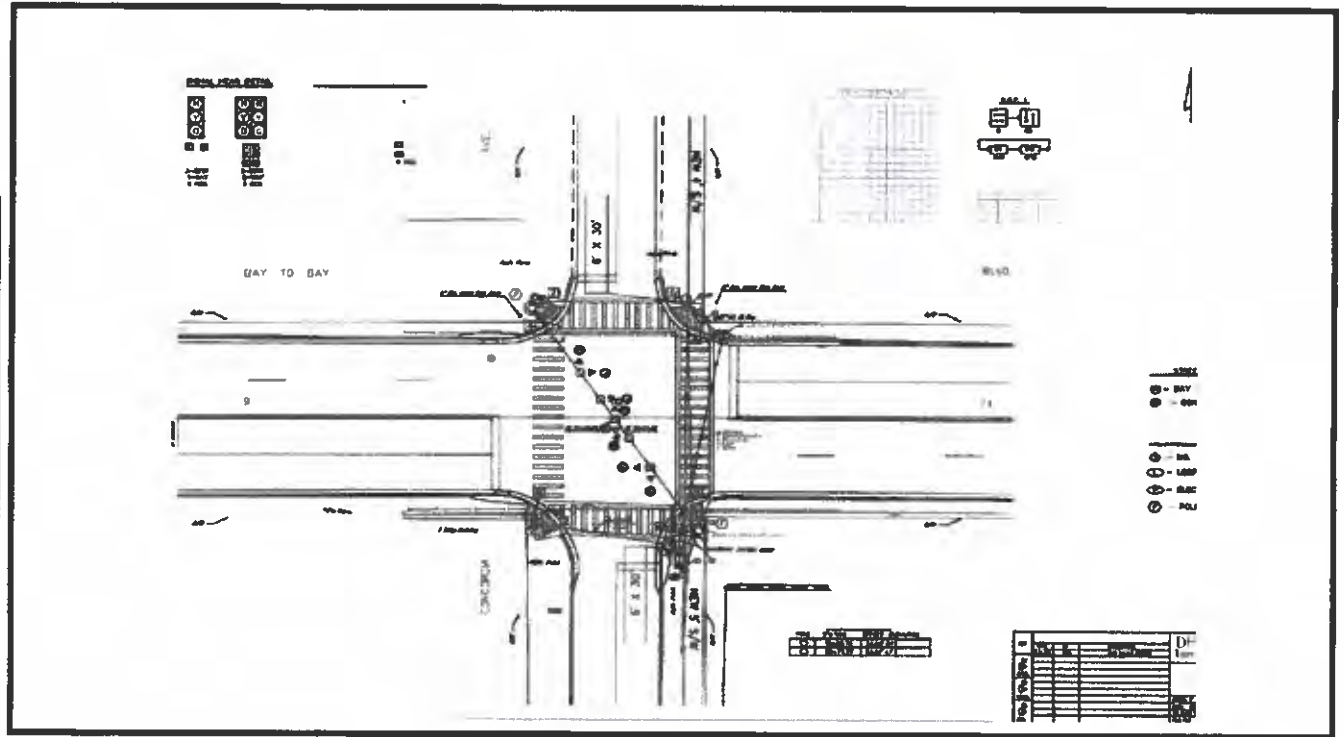
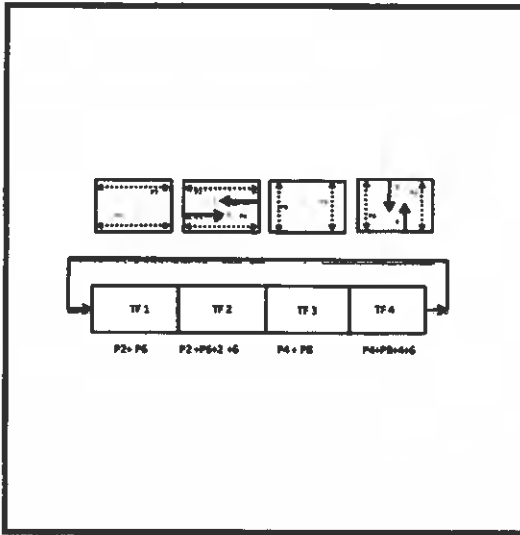
Print Date: 10/2/2018

Section Id 2942 Controller Type COBALT

Major Street BAY TO BAY

Minor Street CONCORDIA

Coord Date 10/2/2018 FDOT SOP: 1MOD



Ped 1 Selector
1ped-wlk-fdw-count
PED Signal 1
P2,P4,P6,P8



Sig 1 Selector
3-section-ball-vertica
Signal Head 1:
Ø2,Ø4,Ø6,Ø8



Sig 2 Selector
Signal Head 2

Sig 3 Selector
Signal Head 3

Sig 4 Selector
Signal Head 4

Sig 5 Selector
Signal Head 5

Sig 6 Selector
Signal Head 6

Sig 7 Selector
Signal Head 7

Sig 8 Selector
Signal Head 8

Ped 2 Selector

Sig 9 Selector

Sig 10 Selector

Sig 11 Selector

Sig 12 Selector

Sig 13 Selector

Sig 14 Selector

Sig 15 Selector

Sig 16 Selector

PED Signal 2:

Signal Head 9:

Signal Head 10:

Signal Head 11:

Signal Head 12:

Signal Head 13:

SIGNAL HEAD 14

SIGNAL HEAD 15

SIGNAL HEAD 16



Timingsheet, Controller Operation and Load Switch Page

SECID: 2943 Timing Date: 9/25/2018 Phasing Date: 9/25/2018

Shop Number: 1434 Drop:

Major Street **BAY TO BAY**

Orientation: East - West

Controller Type Cobalt

Minor Street **ESPERANZA**

Orientation: North - South

Computer System Cent

Last Date Sent 10/1/2018

Controller Timings (seconds)

Controller Phase Number	2	4				
Direction	E/W	N/S				
Minimum Green	10	5				
Vehicle Extension	3.0	5.0				
Yellow Clr/Alt Clr	4	4				
Red Clr/Alt Red Clr	2	2				
Max Green I	65	25				
Max Green II	80	30				
Walk	7	7				
Walk - XGuard						
FDW	14	13				
FDW - XGuard						
Detector Memory	---	ON				
Phase Recall	MAX	---				
Ped Recall	ON	---				
Flash Operation	RED	RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): Y
 Transit Preempt: False LPI Date: 9/25/2018
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø2

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 1 3 4
 Ring 2: 5 6 1 7 8
 Sequence 2 Ring 1: _____
 Ring 2: _____
 Sequence 3 Ring 1: _____
 Ring 2: _____
 Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: LS8:
 LS9: P2, P6 LS10: P8 LS11: LS12: LS13: LS14: LS15: LS16:

UPDATED FDOT CLEARANCES

5 second LPI in all Directions added 9-25-2018 COT

Comments

Submitted By: *CS* Date: 10/2/18 Review By: *SM* Date: 10-3-18 Approved By: *BC* Date: 10/03/2018
 Implemented By: *SM* Date: 10/5/18 Notes:

FRESH



Coordination Pattern Page

Ver. E

Print Date: 10/1/2018

Major Street: BAY TO BAY

Section Id: 2943

Record Number: 373

Coord Date: 9/25/2018

Minor Street: ESPERANZA

Coord M-F: Mon - Thurs Day Plan 1; Friday Day plan 2

Coord WkEnd: Sat - Sun Day Plan 3

Coord Free:

Coord Sp Ops:

Direction:		E/W		N/S				
Ø Number:		2		4				

	Patterns	Sequence	Cycle	Offset								
1.	6:15 - 9:00 AM PEAK	1	140	119		100		40				
2.	9:00 - 11:15 AM OFF	1	120	38		78		42				
3.	1115 - 1330 Noon	1	120	38		8		42				
4.	1330 - 1515 PM Off Peak	1	120	38		78		42				
5.	1515 - 1830 PM Peak	1	140	15		85		55				
6.	1830 - 2200 Evening	1	120	28		80		40				
7.	2200 - 0615 Late	1	100	19		65		35				
8.												
9.												
10.												
11.												
12.												
13.	Air Show Outbound	1	100	58		51		49				
14.												
15.												
16.	Hurricane	1	100	58		51		49				



Plan, SOP and Signal Heads Page

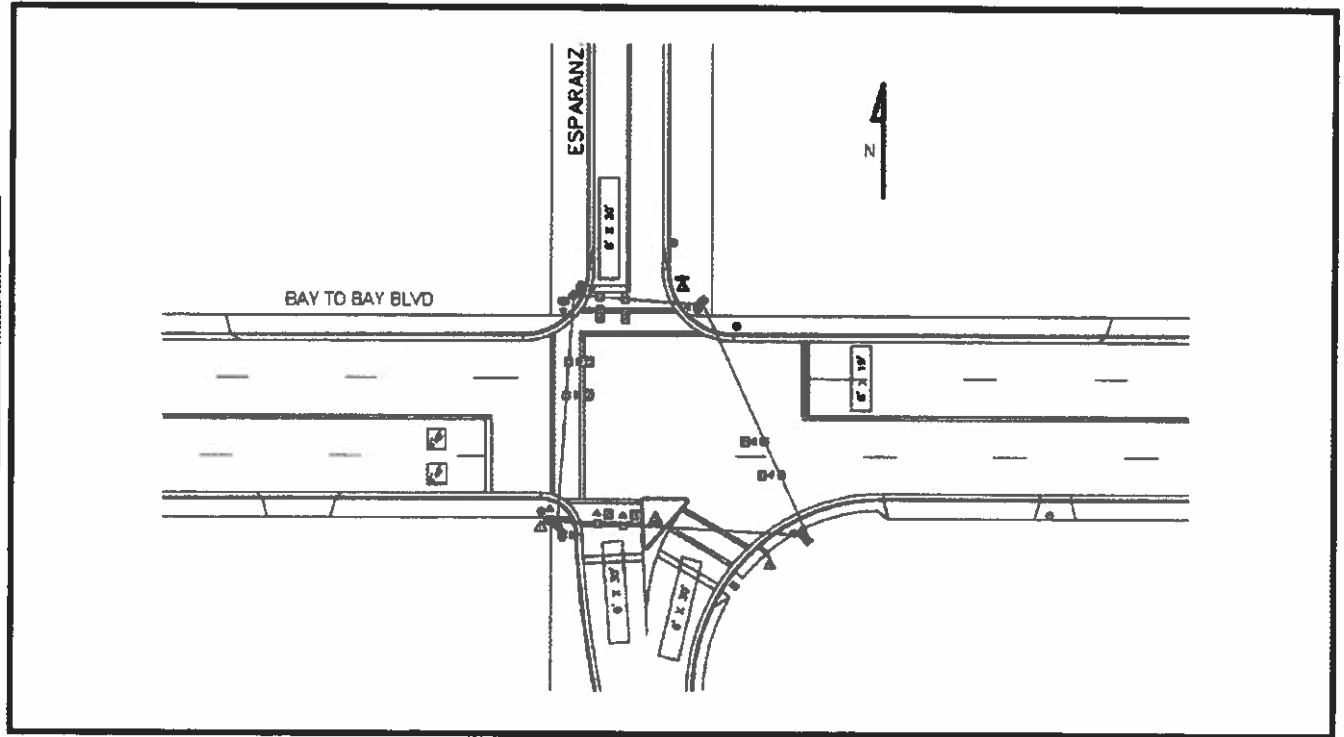
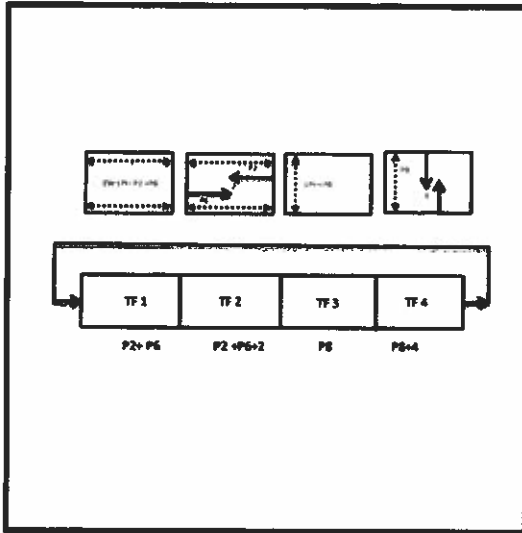
Print Date: 10/2/2018

Section Id 2943 Controller Type Cobalt

Major Street BAY TO BAY

Minor Street ESPERANZA

Coord Date 9/25/2018 FDOT SOP: 1 MOD



Ped 1 Selector
1ped-wlk-fdw-count
PED Signal 1:
P2,P4,P6



Sig 1 Selector
3-section-ball-vertical
Signal Head 1:
2,4,6,8



Sig 2 Selector
Signal Head 2:

Sig 3 Selector
Signal Head 3:

Sig 4 Selector
Signal Head 4:

Sig 5 Selector
Signal Head 5:

Sig 6 Selector
Signal Head 6:

Sig 7 Selector
Signal Head 7:

Sig 8 Selector
Signal Head 8:

Ped 2 Selector
PED Signal 2:

Sig 9 Selector
Signal Head 9:

Sig 10 Selector
Signal Head 10:

Sig 11 Selector
Signal Head 11:

Sig 12 Selector
Signal Head 12:

Sig 13 Selector
Signal Head 13:

Sig 14 Selector
SIGNAL HEAD 14

Sig 15 Selector
SIGNAL HEAD 15

Sig 16 Selector
SIGNAL L HEAD 16



Timingsheet, Controller Operation and Load Switch Page

6138

SECID: 2944 Timing Date: 6/8/2015

Phasing Date: 1/24/2012

Shop Number: 1634 Drop: 4

Major Street **MACDILL**

Orientation: North-South

Controller Type **COBALT**

Minor Street **BAY TO BAY**

Orientation: East-West

Computer System **Cen**

Last Date Sent **6/1/2015**

Controller Timings (seconds)

Controller Phase Number	1	2	3	4	5	6	7	8
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB
Minimum Green	5	10	5	10	5	10	5	10
Vehicle Extention	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Yellow Clr/Alt Clr	4	4	4	4	4	4	4	4
Red Clr/Alt Red Clr	2.1	2.1	2.4	2.4	2.1	2.1	2.4	2.4
Max Green I	20	50	20	45	20	50	20	45
Max Green II	20	50	20	45	20	50	20	45
Walk		7		7		7		7
Walk - XGuard								
FDW		16		20		16		20
FDW - XGuard								
Detector Memory	---	---	---	ON	---	---	---	ON
Phase Recall	---	MAX	---	---	---	MAX	---	---
Ped Recall	---	ON	---	---	---	ON	---	---
Flash Operation	---	YEL	---	RED	---	YEL	---	RED

Controller Operation

RXR Preempt: Yes FDOT SOP: 10 MOD
 Fire Preempt: No Backup Protection:
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's 2, 6

Cabinet Load Switch Assignments

LS1: Ø1 LS2: Ø2 LS3: Ø3 LS4: Ø4 LS5: Ø5 LS6: Ø6 LS7: Ø7 LS8: Ø8
 LS9: P2 LS10: P4 LS11: P6 LS12: P8 LS13: LS14: LS15: LS16:

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8
 Sequence 2 Ring 1: _____
 Ring 2: _____
 Sequence 3 Ring 1: _____
 Ring 2: _____
 Sequence 4 Ring 1: _____
 Ring 2: _____

Comments

*** RXR PREEMPT LOCATION: SEE BELOW FOR TIMINGS ***

RR Preempt - Trk Clr 10 secs, Min Green 0 secs, Yellow 25.5 phase default, Red 25.5 phase default.

Trk Clr Phases - 4 & 7, Hold Phases - 1, 3, 6, Exit Phases - 2 & 6.

2 per 790

Submitted By: *[Signature]* Date: 1-14-19 Review By: *[Signature]* Date: 1-14-19 Approved By: *[Signature]* Date: 01/14/19
 Implemented By: *[Signature]* Date: 1-17-19 Notes:



Coordination Pattern Page

Ver. E

Print Date: 1/8/2019

Major Street: **MACDILL**

Section Id: 2944

Record Number: 374

Coord Date: 2/8/2017

Minor Street: **BAY TO BAY**

Coord M-F:

Coord WkEnd:

Coord Free:

Coord Sp Ops:

Direction:	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB
Ø Number:	1	2	3	4	5	6	7	8

	Patterns	Sequence	Cycle	Offset								
1.	0615 - 0900 AM Peak	1	140	69	20	51	27	42	20	51	14	55
2.	0900 - 1115 AM Off Peak	1	120	96	16	42	21	41	16	42	21	41
3.	1115 - 1330 Noon	1	120	96	16	42	21	41	16	42	21	41
4.	1330 - 1515 PM Off Peak	1	120	96	16	42	21	41	16	42	21	41
5.	1515 - 1830 PM Peak	1	140	32	22	50	18	50	22	50	18	50
6.	1830 - 2200 Evening	1	120	96	16	42	21	41	16	42	21	41
7.	2200 - 0615 Late	1	100	86	15	38	16	31	15	38	16	31
8.												
9.												
10.												
11.												
12.												
13.	Air Show - Outbound	1	120	83	12	55	12	41	12	55	12	41
14.												
15.												
16.	Hurricane	1	120	83	12	55	12	41	12	55	12	41

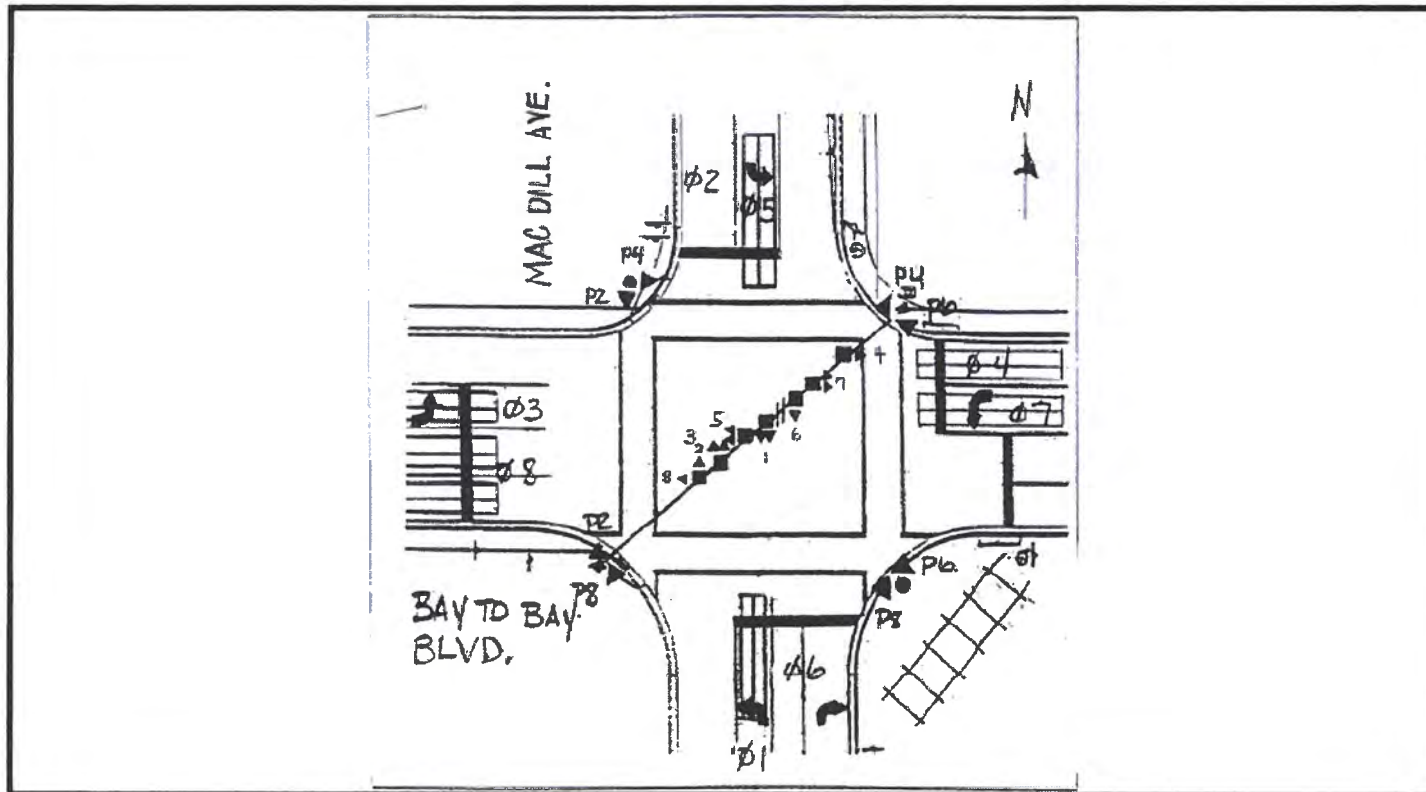
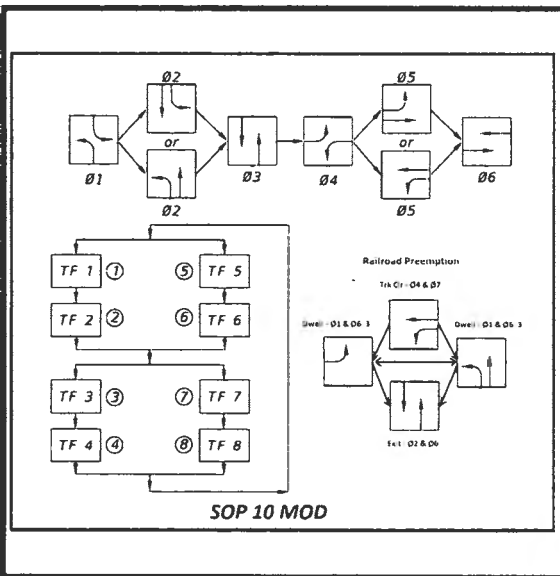
Handwritten notes:
 100
 790




Section Id 2944 Controller Type COBALT

Major Street MACDILL

Minor Street BAY TO BAY

Coord Date 2/8/2017 FDOT SOP: 10 MOD



Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P2, P4, P6, P8 	Sig 1 Selector 5-section-doghouse- Signal Head 1: 1/6, 3/8, 5/2, 7/4 	Sig 2 Selector 3-section-ball-vertica Signal Head 2: 2, 4, 6, 8 	Sig 3 Selector Signal Head 3:	Sig 4 Selector Signal Head 4:	Sig 5 Selector Signal Head 5:	Sig 6 Selector Signal Head 6:	Sig 7 Selector Signal Head 7:	Sig 8 Selector Signal Head 8:
Ped 2 Selector PED Signal 2:	Sig 9 Selector Signal Head 9:	Sig 10 Selector Signal Head 10:	Sig 11 Selector Signal Head 11:	Sig 12 Selector Signal Head 12:	Sig 13 Selector Signal Head 13:	Sig 14 Selector SIGNAL HEAD 14	Sig 15 Selector SIGNAL HEAD 15	Sig 16 Selector SIGNAL HEAD 16

MacDill South to El Prado MacDill / Bay To Bay 6/24/2015 12:49

Preemptors

Preemptor 1

Active X
 Priority Preemption
 Outputs Only During Hold X
 Terminate Overlap ASAP
 Don't Override Flash
 Flash During Hold
 No CVM in Flash
 Fast Flash Grn on Hold Phase
 Enable Max Time

Det Lock.
 Yel-Red To Grn.
 Flash All Outputs
 Terminate Phases.
 Duration Time.
 Delay Time
 Inhibit Time
 Min Ped Clear.
 Max Time
 Exit Max
 Min Hold Time.
 Hold Delay Time.

Minimum Green 0
 Track Clear 5
 Hold.

	Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/A	B	C	D
Terminate Overlap					X											
Track Clearance Phase			X													
Hold Phases			X				X									
Exit Phases			X				X									
Exit Calls on Phase			X				X									

Out of Flash Color for Exit Phases Green

Preemptor 2 Det Lock. Ped Dark
 Active

Priority Pre mptor 1

Phase 1 1 1
 Term Phase O l p 1 2 3 4 5 6 7 8 9 0 1 2
 Trk Cl Phase X X
 Hold Phases X X X X X
 Exit Phases X X
 Exit C lls. X X
 Spare
 Term Overlap A. B. C. D.
 Active... .. YES Ped Dark NO
 Priority... .. YES Ped Active NO
 Det Lock... .. NO Zero PC Time YES
 Hold Flash... .. NO PC Thru Yell w NO
 Term Ovlp ASAP. NO Term Phase NO
 Don't Override Flash... .. X
 Flash ll Outputs.....
 Yellow-Red Goes Green
 Enable Max Preempt Time...
 Active Only During Hold .
 No CVM in Flash.....
 Fast Flash Grn on Hold...
 Out of Flash..... Green
 Max Time..... 0 Duration Time.. 0
 Min Hold Time. 0 Delay Time..... 0
 Min Ped Clear.. 4.0 Inhibit Time..... 0
 Exit Max..... 0 Hld Delay Time.. 0

	Grn	Yel	Red
Minimum.....	0.0	6.0	2.0
Track Clear.....	1.0	4.0	2.0
Hold.....	1.0	2.0	2.0

End of Submenu

Spare.....
 Term Overlap.....
 Active.....
 Priority.....
 Det Lock.....
 Hold Flash.....
 Term Ovlp AS.....
 Don't Override.....
 Flash All Outp.....
 Yellow-Red C.....
 Enable Max f.....
 Active Only f.....
 No CVM in F.....
 Fast Flash C.....
 Out of Flash.....
 Max Time...
 Min Hold Tir.....
 Min Ped Cle.....
 Exit Max...

 Minimum...
 Track Clea.....
 Hold.....
 Linked Pre.....
 End of Sul



Timingsheet, Controller Operation and Load Switch Page

D: 2945 Timing Date: 7/11/2018 Phasing Date: 7/11/2018

Shop Number: 1507 Drop: 8

Street: BAYSHORE

Orientation: North-South

Controller Type: COBALT

Street: BAY TO BAY

Orientation: Eastbound

Computer System: Cen

Last Date Sent: 7/30/2012

Controller Timings (seconds)

Controller Phase Number	1	2				6		8
Action	NB LT	SB				NB		EB
Minimum Green	5	10				10		10
Vehicle Extension	3.0	3.0				3.0		4.0
Low Clr/Alt Clr	4	4				4		4
Clr/Alt Red Clr	2.2	2.2				2.2		3.4
Green I	25	50				50		30
Green II	30	55				55		35
Yellow	7	7						7
Yellow - XGuard								
Yellow	9	15						10
Yellow - XGuard								
Detector Memory	ON	---						---
Phase Recall	---	MAX				MAX		---
Phase Recall	---	ON						---
Phase Operation	RED	YEL				YEL		RED

Controller Operation

RXR Preempt: No FDOT SOP: 15 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø2, Ø6

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8

Sequence 2 Ring 1: _____
 Ring 2: _____

Sequence 3 Ring 1: _____
 Ring 2: _____

Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

Ø1 LS2: Ø2 LS3: LS4: LS5: LS6: OLJ LS7: LS8: Ø8
 P2 LS10: LS11: P1 LS12: P8 LS13: LS14: LS15: LS16:

Submitted By: *GT* Date: *1-10-19* Review By: *MF* Date: *1.14.19* Approved By: *BC* Date: *01/14/19*
 Implemented By: *MF* Date: *1/16/19* Notes:



Coordination Pattern Page

Ver. E

Print Date: 1/7/2019

Major Street: BAYSHORE

Section Id: 2945

Record Number: 375

Coord Date: 2/8/2017

Minor Street: BAY TO BAY

Coord M-F: Patterns - 7, 1, 2, 3, 4, 5, 6, 7

Coord WkEnd: Patterns - 7, 2, 7

Coord Free:

Coord Sp Ops:

Direction:	NB LT	SB				NB		EB
Ø Number:	1	2				6		8

Patterns	Sequence	Cycle	Offset								
0615 - 0900 AM Peak	1	140	30	33	67				100		40
0900 - 1115 AM Off Peak	1	120	5	30	54				84		36
1115 - 1330 Noon	1	120	5	30	54				84		36
1330 - 1515 PM Off Peak	1	120	5	30	54				84		36
1515 - 1830 PM Peak	1	140	41	40	69				109		31
1830 - 2200 Evening	1	120	5	30	54				84		36
2200 - 0615 Late	1	100	77	30	40				70		30
Air Show - Outbound	1	85	58	18	50				68		17
Hurricane	1	85	58	18	50				68		17



Timingsheet, Controller Operation and Load Switch Page

SECID: 2805 Timing Date: 1/11/2018 Phasing Date: 1/11/2018 ARCGIS Node ID: Shop Number: 1545 Drop: 4

Major Street **PLATT**

Orientation: North-South

Controller Type **Cobalt**

Minor Street **WILLOW**

Orientation: East-EB Ramp

Computer System **Cen**

Date Sen **5/23/2001**

Controller Timings (seconds)

Controller Phase Number		3	4		6	7	8
Direction		SBLT	NB		EB	EBRAMP	SB
Minimum Green		5	15		10	10	15
Vehicle Extention		3.0	3.0		3.0	5.0	3.0
Yellow Clr/Alt Clr		3.7	3.7		4.4	4.4	3.7
Red Clr/Alt Red Clr		2.2	2.4		2.6	2.7	2.4
Max Green I		15	35		55	25	35
Max Green II		20	50		55	25	50
Walk			7		7		7
Walk - XGuard							
FDW			15		21		15
FDW - XGuard							
Detector Memory		ON	---		---	ON	---
Phase Recall		---	MAX		MAX	---	MAX
Ped Recall		---	ON		ON	---	ON
Flash Operation		---	RED		YEL	RED	RED

Controller Operation

RXR Preempt: No FDOT SOP: 4 MOD
 Fire Preempt: No Backup-Protection: N
 Bridge Preempt: No FDOT Walk Y
 Transit Preempt: False FDOT FDW: Y
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's **Ø4, Ø6, Ø8**

Phase Ring Assignments

Sequence 1	Ring 1:	6 3 4 7
	Ring 2:	8
Sequence 2	Ring 1:	_____
	Ring 2:	_____
Sequence 3	Ring 1:	_____
	Ring 2:	_____
Sequence 5	Ring 1:	_____
	Ring 2:	_____

Cabinet Load Switch Assignments

LS1: LS2: LS3: Ø3 LS4: Ø4 LS5: LS6: Ø6 LS7: Ø7 LS8: Ø8
 LS9: LS10: LS11: LS12: LS13: LS14: P4 LS15: P6 LS16: P8

:MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)

:MAX I ALL OTHER TIMES.

.Pretimed Actuated Operation with Rest In Walk applied.

§SBLT operates in PM Peak / Omitted all other patterns

Comments

Submitted By: *LS* Date: *2-7-18* Review By: *CPB* Date: *2/7/18* Approved By: *BS* Date: *2-7-18*

Implemented By: *Kuhel* Date: *8-29-17* Notes:



Coordination Pattern Page

Print Date: 2/7/2018

Major Street: PLATT

Section Id: 2805

Record Number: 361

Coord Date: 1/16/2018

Minor Street: WILLOW

Free Time Primary:

Free Time Secondary:

Day Plan #1 - Mon-Thr patt 1 -7.

Day Plan #2 - Fri - patt 1 - 7 w/5 @ 14:45

Day Plan #3 - Sat - patt 7, then patt 2 all other times

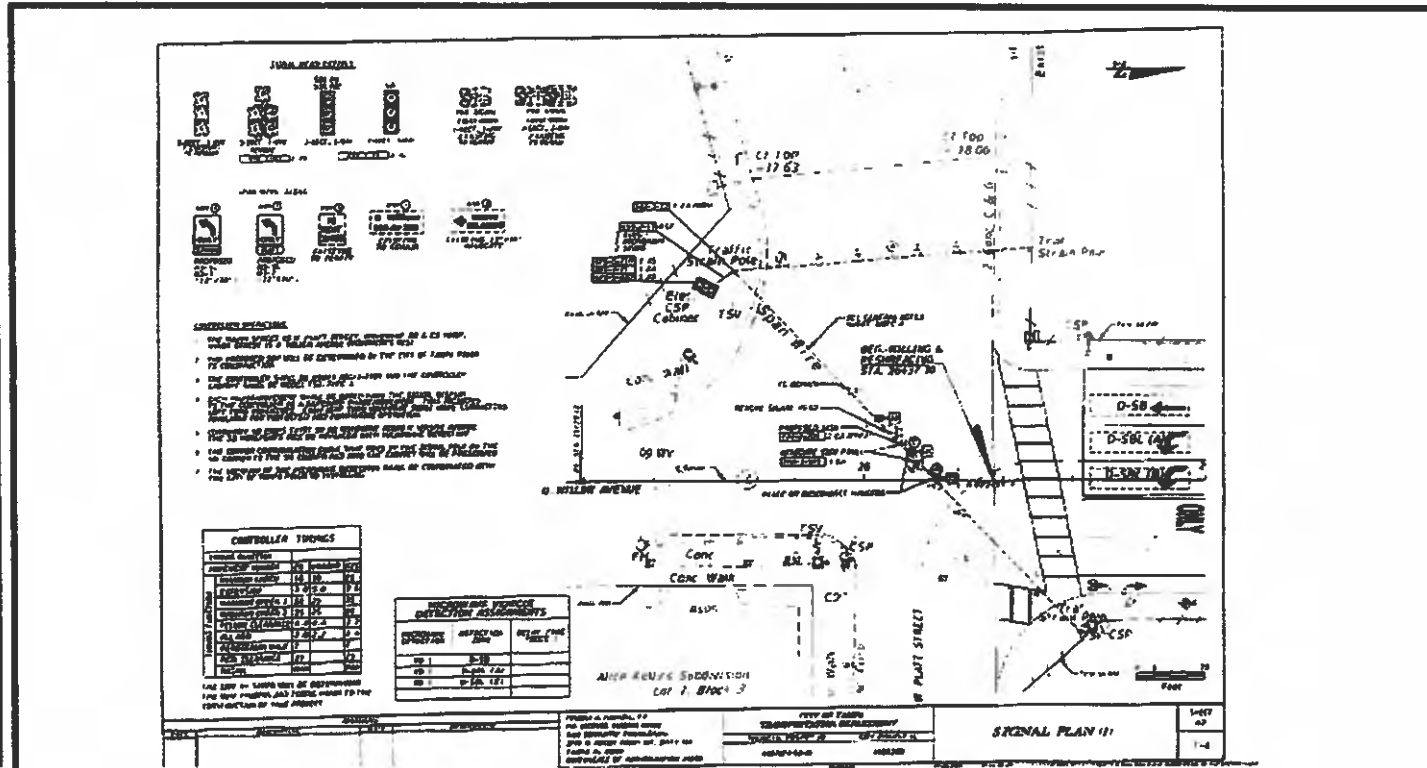
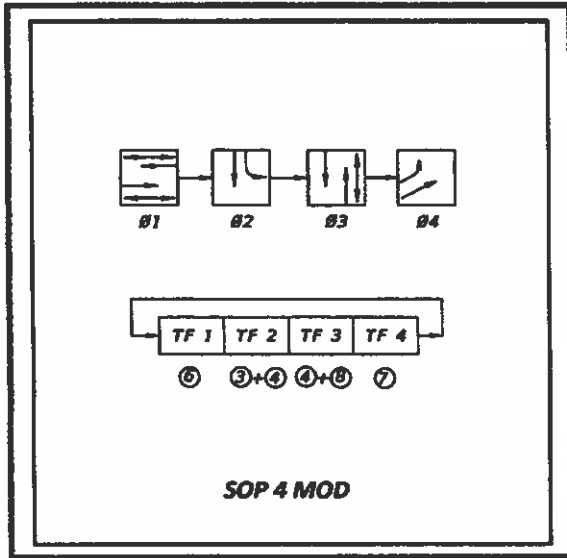
Day Plan #4 - Sun - patt 7, then patt 2 all other times

Min Green:			5	15		10	10	15
Yellow CLR:			3.7	3.7		4.4	4.4	3.7
All Red CLR:			2.2	2.4		2.6	2.7	2.4
Walk:				7		7		7
FDW:				15		21		15

Direction:			SBLT	NB		EB	EBRAMP	SB
Ø Number:			3	4		6	7	8

	Patterns	Cycle	Offset								
1.	0615 - 0900 AM Peak	140	40			12	33		70	25	45
2.	0900 - 1115 AM Off Peak	120	106			12	29		49	30	41
3.	1115 - 1330 Noon	120	106			12	29		49	30	41
4.	1330 - 1515 PM Off Peak	120	106			12	29		49	30	41
5.	1515 - 1830 PM Peak	140	20			22	43		45	30	65
6.	1830 - 2000 Evening	120	106			12	29		49	30	41
7.	2000 - 0615 Late	120	106			12	29		49	30	41
8.		120	106			12	29		49	30	41
9.	Convention Ctr - Outbound	120	66			12	35		48	25	47
10.	Arena - Inbound	120	40			12	35		48	25	47
11.	Arena - Out Fla Ave Closed	120	56			12	30		48	30	42
12.	Arena - In Small Not used	100	84			12	26		36	26	38
13.	Arena - Out Fla Ave Opened	120	56			12	30		48	30	42
14.	Straz - Outbound	100	84			12	26		36	26	38
15.	Arena Lg/Straz - Outbound	100	84			12	26		36	26	38
16.	Hurricane	100	84			12	26		36	26	38

Section Id 2805 Controller Type Cobalt
 Major Street PLATT
 Minor Street WILLOW
 Coord Date 1/16/2018 FDOT SOP: 4 MOD



- | | | | | | | | | |
|---|--|--|------------------------------------|------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Ped 1 Selector
1ped-wlk-fdw-count
PED Signal 1:
P4, P6
 | Sig 1 Selector
3-section-gl-yl-rl-vert
Signal Head 1:
3
 | Sig 2 Selector
3-section-ball-vertica
Signal Head 2:
4, 6, 7, 8
 | Sig 3 Selector
Signal Head 3: | Sig 4 Selector
Signal Head 4: | Sig 5 Selector
Signal Head 5: | Sig 6 Selector
Signal Head 6: | Sig 7 Selector
Signal Head 7: | Sig 8 Selector
Signal Head 8: |
| Ped 2 Selector
PED Signal 2: | Sig 9 Selector
Signal Head 9: | Sig 10 Selector
Signal Head 10: | Sig 11 Selector
Signal Head 11: | Sig 12 Selector
Signal Head 12: | Sig 13 Selector
Signal Head 13: | Sig 14 Selector
SIGNAL HEAD 14 | Sig 15 Selector
SIGNAL HEAD 15 | Sig 16 Selector
SIGNAL HEAD 16 |

City of Tampa Signal Timing Sheet

Section ID: 2801 Computer: M CCU: 77 Drop: 3 Shop ID: 1498
 Timing Date: 7/1/2014 Phase Date: 11/9/2000 Controller ASC2S
 Intersection: CLEVELAND / WILLOW

Phase Numbers	2	4	7	8
Direction	WB	NB	NBLT	SB
Minimum Green	10	10	5	10
Walk	7	7	---	7
Flash Don't Walk	21	22	---	22
Vehicle Extension	3.0	3.0	2.0	3.0
Max. Green I	60	45	10	45
Max. Green II	65	50	10	50
Yellow Clearance	4.4	3.7	3.7	3.7
All Red Clearance	2.0	2.3	2.7	2.3
Phase Recall	MAX	---	---	---
Detector Memory	---	ON	---	---
Ped. Recall	ON	---	---	---
Flash Operation	YEL	RED	---	RED

Special Modes and Times of Operation:

Surveillance Times:
 Flash Source: Flash Times:
 C = Computer Flash T = Time Clock/Controller
 Special Functions:

FDOT SOP: 2
 Backup Protection (Y/N): N
 FDOT FDW (Y/N): Y

Please Implement Within : 1 Week 1 Month

Comments:

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)
 MAX I ALL OTHER TIMES.
 NBLT IS A LAG OPERATION.

Submitted By: [Signature] Reviewed By: [Signature] Approved By: [Signature]
 Date: Date: 2-3-15 Date: 2-3-15

Signal Timing Implemented: As sent With the following revisions

Date: 2/9/15 By: [Signature]

Signal Timing Not implemented: Reasons: _____

Date: _____ By: _____

2801
CITY OF TAMPA COMPUTER PATTERN SHEET

2801

2801 - CLEVELAND & WILLOW

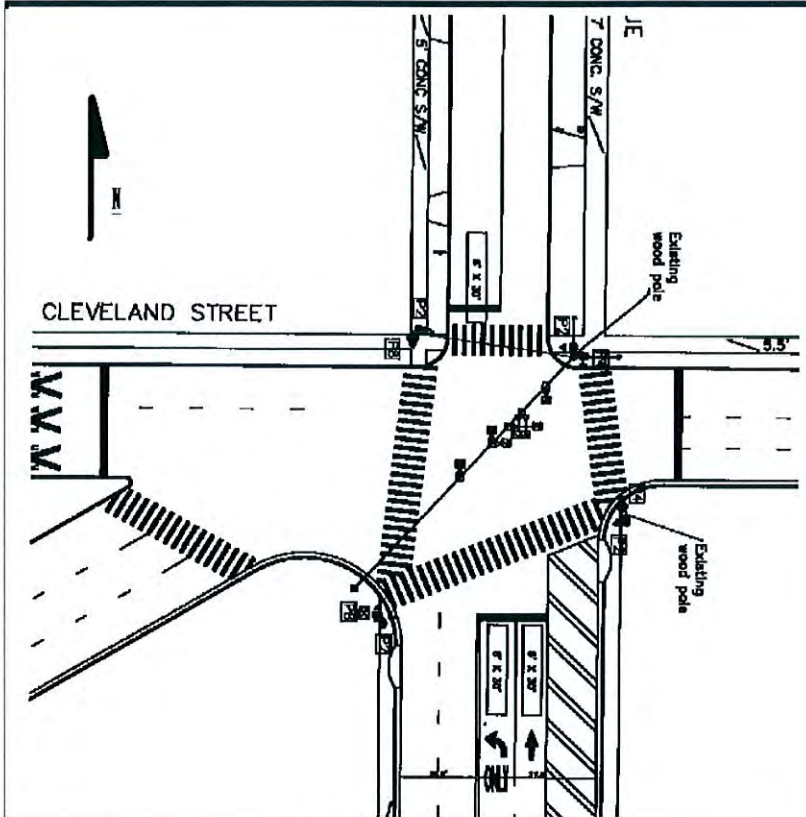
ECONOLITE

Timing Date: 02/08/2017	MIN	10	10	5	
MSX: M CCU: 77 Drop: 3	YEL	4.4	3.7	3.7	
Structures: 1	RED	2	2.3	2.7	
Lead / Lag:	WLK	7	7		
	FDW	21	22		
	Min - 64	35	17	12	
Pat	CYC	OS	2	4&8	7
1 Am 0615 - 0900	140	30	67	56	17
2 Am off 0900 - 1115	120	40	58	50	12
3 Noon 1115 - 1330	120	40	58	50	12
4 Pm off 1330 - 1515	120	40	58	50	12
5 Pm 1515 - 1830	140	5	69	58	13
6 Evening 1830 - 2000	120	40	58	50	12
7 Late 2000 - 0615	120	40	58	50	12
8					
9 Convention Ctr - Out	120	35	67	41	12
10 Arena-In	120	80	60	34	26
11 Arena-Out Fla Closed	120	90	90	18	12
12 Arena-In Sm not used	100	7	47	30	23
13 Arena-Out Fla Opened	120	90	90	18	12
14 P.A.C. - Out	100	7	47	30	23
15 Arena Lg / P.A.C.Out	100	7	47	30	23
16 Hurricane	100	7	47	30	23

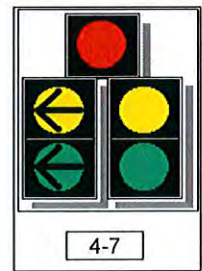
T.B.C. Day Plan 1: M-Th patt 1-7 Day Plan 2: Fri patt 1-7 w/5 @ 14:45
Day Plan 3: S-Su patt 7 and patt 2 all other times



City of Tampa - Phasing Diagram



Sect. I.D.#	2801	Location:		CLEVELAND / WILLOW				Prepared by	GT	Reviewed by	JS		
Date:	6/4/2008	Signal Head Numbers		2	4	8	4/7	P	P	P	P		
Controller:	Econolite	Flashing Operation		Y	R	R	R	2	4	6	8		
Vehicle Movements	Phase	Interval	Display Sequence										
	Ø2	RW	G	R			R	R			W	DW	DW
		Clear Ped	G	R			R	R			FDW	DW	DW
		Clear to	Y	R			R	R			DW	DW	DW
		All Others	R	R			R	R			DW	DW	DW
	Ø4 & Ø8	RW	R	G			G	G			DW	W	W
		Clear Ped	R	G			G	G			DW	FDW	FDW
		Clear to	R	G			Y	G			DW	DW	DW
		Ø4 & Ø7	R	G			R	G			DW	DW	DW
		Clear to Ø2	R	Y			Y	Y			DW	DW	DW
	Ø4 & Ø7	RW	R	G			R	← G			DW	W	DW
		Clear Ped	R	G			R	← G			DW	FDW	DW
		Clear to Ø2	R	Y			R	← Y			DW	DW	DW



8 Phase Controller in 3 phase semi-actuated operation. Phase 2 is CNA. Sequence is Ø2, Ø4+Ø8, Ø4+Ø7. Ped facilities for P2, P4 & P8. Ped Clr Protect - On.



Timingsheet, Controller Operation and Load Switch Page

SECID: 206 Timing Date: 3/22/2018 Phasing Date: 3/22/2018 ARCGIS Node ID: Shop Number: 1544 Drop: 9

Major Street **KENNEDY**

Orientation: EW

Controller Type ASC2S

Minor Street **WILLOW**

Orientation: NS

Computer System M

Date Sen 3/22/2018

Controller Timings (seconds)						
Controller Phase Number	2	4	6	7	8	
Direction	WB	NB	EB	NBLT	SB	
Minimum Green	18	10	18	5	10	
Vehicle Extention	3.0	3.0	3.0	2.0	3.0	
Yellow Clr/Alt Clr	4.4	3.7	4.4	3.7	3.7	
Red Clr/Alt Red Clr	2	2.6	2	2.6	2.6	
Max Green I	85	35	85	15	35	
Max Green II	90	50	90	25	50	
Walk	17	7	17		7	
Walk - XGuard						
FDW	1	15	1		15	
FDW - XGuard						
Detector Memory	---	---	---	---	---	
Phase Recall	MAX	---	MAX	---	---	
Ped Recall	ON	ON	ON	---	ON	
Flash Operation	YEL	RED	YEL		RED	

Controller Operation	
RXR Preempt: Yes	FDOT SOP: 11 MOD
Fire Preempt: Yes	Backup Protection: Y
Bridge Preempt: No	FDOT Walk Y
Transit Preempt: False	FDOT FDW: Y
Crossing Guard Times AM:	
Crossing Guard Times PM:	
Free Time Primary:	
Free Time Secondary:	
Flash Source- (C)omputer or (F)ield:	
Flash Times Primary	
Flash Times Secondary	
CNA Ø's	Ø2, Ø6

Cabinet Load Switch Assienments									
LS1:	LS2: Ø2	LS3:	LS4: Ø4	LS5:	LS6: Ø6	LS7: Ø7	LS8: Ø8		
LS9:	LS10: P4	LS11:	LS12: P8	LS13:	LS14:	LS15:	LS16:		

Phase Ring Assignments	
Sequence 1	Ring 1: 2 4 Ring 2: 6 7 8
Sequence 2	Ring 1: _____ Ring 2: _____
Sequence 3	Ring 1: _____ Ring 2: _____
Sequence 4	Ring 1: _____ Ring 2: _____

Albeck Gerken, Inc. timings in effect - 12/01/2014

R x R AND FIRE PREEMPT

RR Preempt - All red dwell, Preempt exit phases are Ø2 & Ø6.

Fire Preempt - 30 sec Duration, 5 sec Delay, Dwell phase Ø2, Exit phases are Ø2 & Ø6.

Hold

Submitted By: *[Signature]* Date: 3-22-18 Review By: *[Signature]* Date: 3-26-18 Approved By: *[Signature]* Date: 3-26-18

Implemented By: *[Signature]* Date: 4-6-18 Notes: Remove Preempt 2 Ø2 term. X and install Ø2 Hold X

Comments



Coordination Pattern Page

Print Date: 3/26/2018

Major Street: **KENNEDY**

Section Id: 206

Record Number: 570

Coord Date: 3/22/2018

Minor Street: **WILLOW**

Free Time Primary:

Free Time Secondary:

Day Plan #1 - Mon-Thr patt 1 -7

Day Plan #2 - Fri - patt 1 - 7 w/5 @ 14:45

Day Plan #3 - Sat - patt 7, then patt 2 all other times

Day Plan #4 - Sun - patt 7, then patt 2 all other times

Min Green:	<input type="text"/>	18	<input type="text"/>	10	<input type="text"/>	18	5	10
Yellow CLR:	<input type="text"/>	4.4	<input type="text"/>	3.7	<input type="text"/>	4.4	3.7	3.7
All Red CLR:	<input type="text"/>	2	<input type="text"/>	2.6	<input type="text"/>	2	2.6	2.6
Walk:	<input type="text"/>	17	<input type="text"/>	7	<input type="text"/>	17	<input type="text"/>	7
FDW:	<input type="text"/>	1	<input type="text"/>	15	<input type="text"/>	1	<input type="text"/>	15

Direction:	<input type="text"/>	WB	<input type="text"/>	NB	<input type="text"/>	EB	NBLT	SB
Ø Number:	<input type="text"/>	2	<input type="text"/>	4	<input type="text"/>	6	7	8

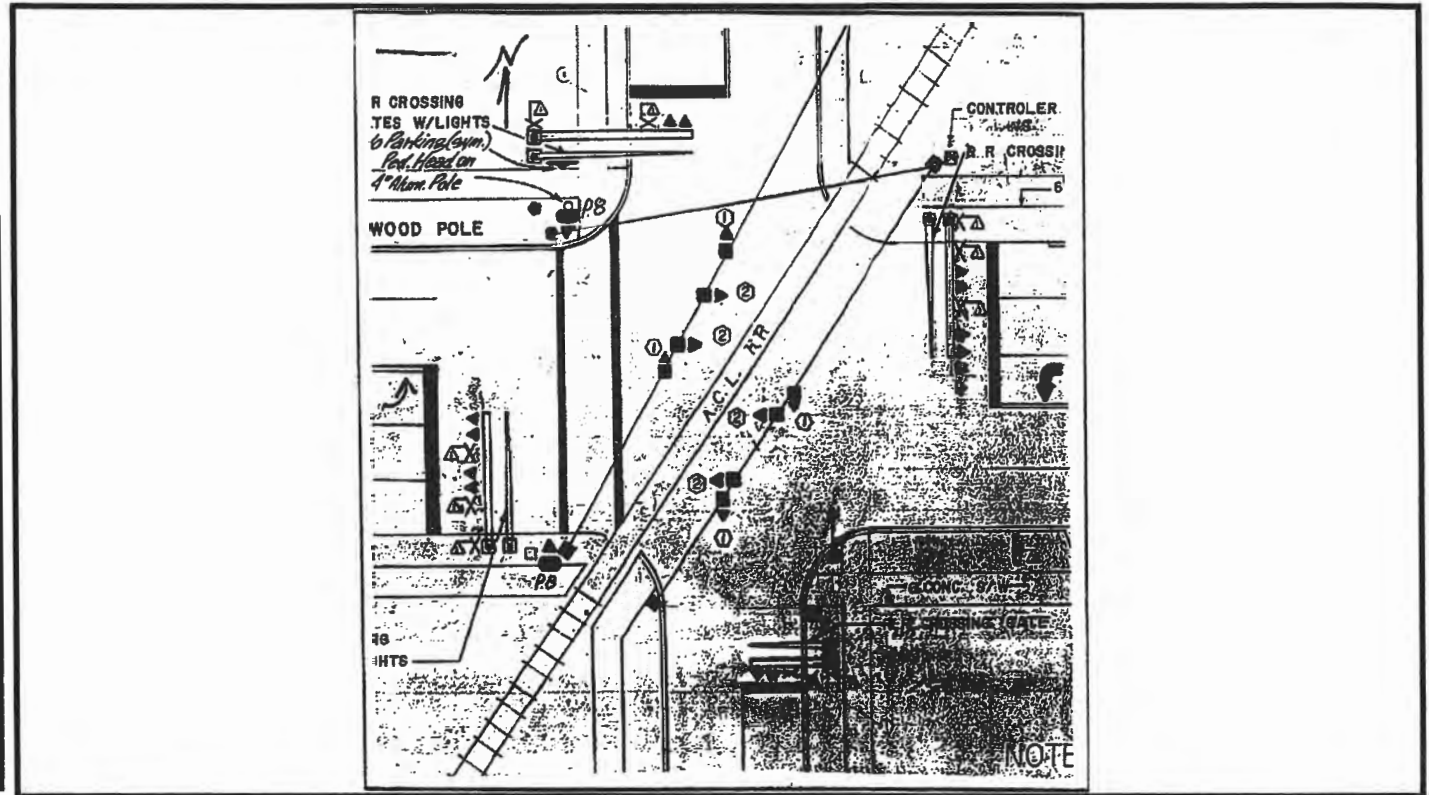
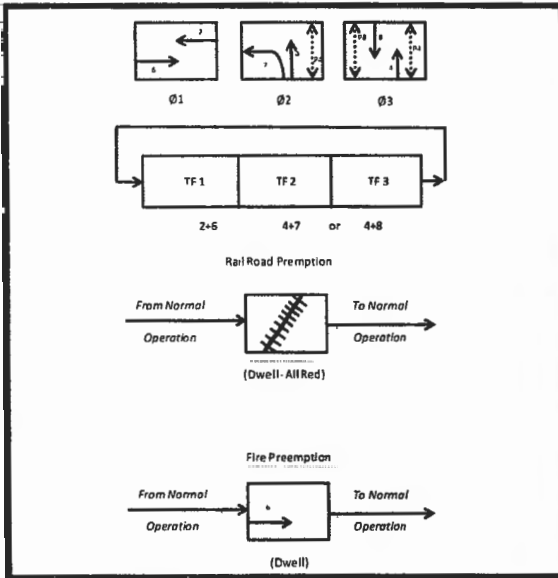
	Patterns	Cycle	Offset								
1.	0630 - 0930 AM Peak	140	4	<input type="text"/>	95	<input type="text"/>	45	<input type="text"/>	95	<input type="text"/>	45
2.	0930 - 1115 AM Off Peak	120	31	<input type="text"/>	80	<input type="text"/>	40	<input type="text"/>	80	<input type="text"/>	40
3.	1115 - 1330 Noon	120	31	<input type="text"/>	80	<input type="text"/>	40	<input type="text"/>	80	<input type="text"/>	40
4.	1330 - 1500 PM Off Peak	120	31	<input type="text"/>	80	<input type="text"/>	40	<input type="text"/>	80	<input type="text"/>	40
5.	1500 - 1830 PM Peak	140	139	<input type="text"/>	77	<input type="text"/>	63	<input type="text"/>	77	15	48
6.	1830 - 2130 Evening	120	39	<input type="text"/>	83	<input type="text"/>	37	<input type="text"/>	83	<input type="text"/>	37
7.	2130 - 0630 Late	100	35	<input type="text"/>	60	<input type="text"/>	40	<input type="text"/>	60	<input type="text"/>	40
8.	Bucs - In	120	36	<input type="text"/>	80	<input type="text"/>	40	<input type="text"/>	80	<input type="text"/>	40
9.	Bucs - Out	120	36	<input type="text"/>	80	<input type="text"/>	40	<input type="text"/>	80	<input type="text"/>	40
10.				<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>	
11.	0800 - 2330 Weekend	120	93	<input type="text"/>	90	<input type="text"/>	30	<input type="text"/>	90	<input type="text"/>	30
12.				<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>	
13.				<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>	
14.				<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>	
15.				<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>	
16.	Hurricane	240	165	<input type="text"/>	200	<input type="text"/>	40	<input type="text"/>	200	<input type="text"/>	40

Section Id 206 Controller Type ASC2S

Major Street KENNEDY

Minor Street WILLOW

Coord Date 3/22/2018 FDOT SOP: 11 MOD



Ped 1 Selector
1ped-wlk-fdw-count
PED Signal 1:

P2, P4, P6, P8



Ped 2 Selector

PED Signal 2:

Sig 1 Selector
3-section-ball-vertical
Signal Head 1:

2, 4, 6, 8



Sig 9 Selector

Signal Head 9:

Sig 2 Selector
5-section-doghouse-
Signal Head 2:

7/4



Sig 10 Selector

Signal Head 10:

Sig 3 Selector
Signal Head 3:

Sig 11 Selector

Signal Head 11:

Sig 4 Selector
Signal Head 4:

Sig 12 Selector

Signal Head 12:

Sig 5 Selector
Signal Head 5:

Sig 13 Selector

Signal Head 13:

Sig 6 Selector
Signal Head 6:

Sig 14 Selector

SIGNAL HEAD 14

Sig 7 Selector
Signal Head 7:

Sig 15 Selector

SIGNAL HEAD 15

Sig 8 Selector
Signal Head 8:

Sig 16 Selector

SIGNAL HEAD 16



Timingsheet, Controller Operation and Load Switch Page

SECID: 2806 Timing Date: 7/6/2016 Phasing Date: 3/8/2000

Shop Number: 1347 Drop: 6

Major Street **PLATT**

Orientation: Eastbound

Controller Type ASC2S

Minor Street **BOULEVARD**

Orientation: North-South

Computer System M

Last Date Sent 2/3/2015

Controller Timings (seconds)

Controller Phase Number		2		4				
Direction		EB		N/S				
Minimum Green		10		10				
Vehicle Extension		3.0		3.0				
Yellow Clr/Alt Clr		4.4		3.7				
Red Clr/Alt Red Clr		2		2				
Max Green I		55		55				
Max Green II		65		65				
Walk		7		7				
Walk - XGuard								
FDW		9		9				
FDW - XGuard								
Detector Memory		---		---				
Phase Recall		MAX		MAX				
Ped Recall		ON		ON				
Flash Operation		YEL		RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary:
 Flash Times Secondary
 CNA Ø's Ø2, Ø4

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: LS8:
 LS9: P2 LS10: P4 LS11: LS12: LS13: LS14: LS15: LS16:

Phase Ring Assignments

Sequence 1 Ring 1: 2 | 4
 Ring 2:
 Sequence 2 Ring 1:
 Ring 2:
 Sequence 3 Ring 1:
 Ring 2:
 Sequence 4 Ring 1:
 Ring 2:

NOTE: APPLY ACTUATED PRE-TIMED OPERATION.

7-6-2016 OLD FYA ADDED TO Ø4

Apply Bit code to address line 008-00F in write protect area as follows to obtain OLD FYA:

ADDRESS 0/8 1/9 2/A 3/B 4/C 5/D 6/E 7/F

008-00F 00 80 00 00 00 00 00 00

Comments

Submitted By: *GT* Date: 7-31-19 Review By: *JC* Date: 8/14/2019 Approved By: *BC* Date: 08/19/2019

Implemented By: *MF* Date: 8/26/19 Notes:



Coordination Pattern Page

Patterns 1 - 16

Ver. E

Print Date: 8/13/2019

Major Street: PLATT

Section Id: 2806

Record Number: 362

Coord Date: 7/29/2019

Minor Street: BOULEVARD

Coord M-F: Patterns - 7,1,2,3,4,5,6,7

Coord WkEnd: Patterns - 7,9,7

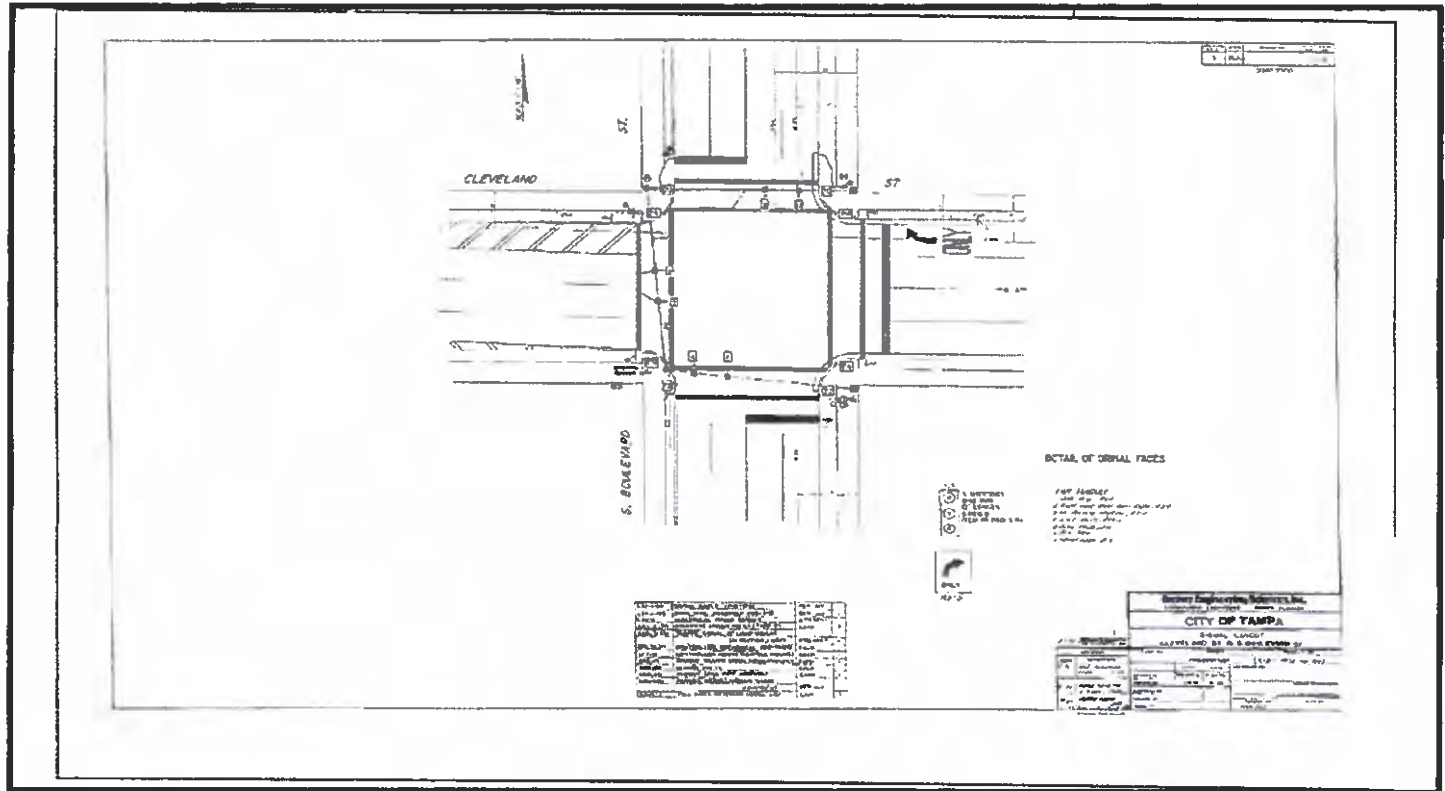
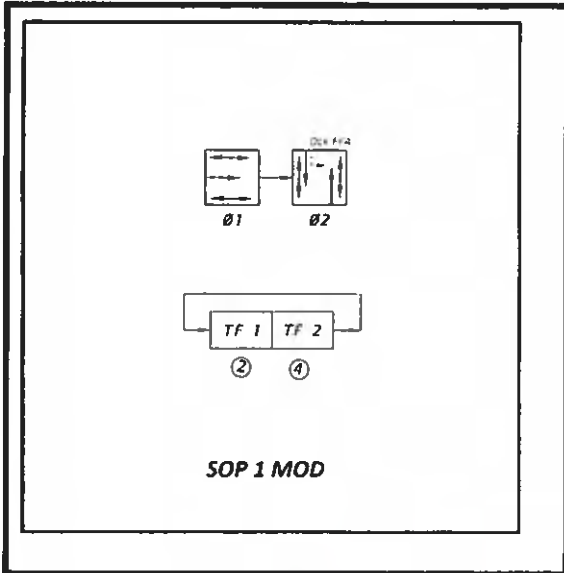
Coord Free:

Coord Sp Ops:

Direction:		EB		N/S				
Ø Number:		2		4				

	Patterns	Sequence	Cycle	Offset							
1.	0615 - 0900 AM Peak	1	140	136		70		70			
2.	0900 - 1115 AM Off Peak	1	120	22		60		60			
3.	1115 - 1330 Noon	1	120	22		60		60			
4.	1330 - 1515 PM Off Peak	1	120	22		60		60			
5.	1515 - 1830 PM Peak	1	140	7		70		70			
6.	1830 - 2000 Evening	1	120	22		60		60			
7.	2000 - 0615 Late	1	120	22		60		60			
8.		1	120	22		60		60			
9.	0615 - 2000 Weekend Mid-day	1	120	22		60		60			
10.	Arena - Inbound	1	120	61		80		40			
11.	Arena - Outbound Florida Ave Closed	1	120	77		70		50			
12.	Arena - Inbound Small	1	120	85		70		50			
13.	Arena - Outbound Florida Ave Open	1	120	77		70		50			
14.	Straz - Outbound	1	100	85		35		65			
15.	Arena Large/Straz - Outbound	1	100	85		35		65			
16.	Hurricane	1	100	85		35		65			

Section Id 2806 Controller Type ASC2S
 Major Street PLATT
 Minor Street BOULEVARD
 Coord Date 7/29/2019 FDOT SOP: 1 MOD



Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P2, P4 	Sig 1 Selector 3-section-ylfl-yl-rl Signal Head 1: 7 	Sig 2 Selector 3-section-ball-vertica Signal Head 2: 2, 4 	Sig 3 Selector Signal Head 3: 	Sig 4 Selector Signal Head 4: 	Sig 5 Selector Signal Head 5: 	Sig 6 Selector Signal Head 6: 	Sig 7 Selector Signal Head 7: 	Sig 8 Selector Signal Head 8:
Ped 2 Selector PED Signal 2: 	Sig 9 Selector Signal Head 9: 	Sig 10 Selector Signal Head 10: 	Sig 11 Selector Signal Head 11: 	Sig 12 Selector Signal Head 12: 	Sig 13 Selector Signal Head 13: 	Sig 14 Selector SIGNAL HEAD 14: 	Sig 15 Selector SIGNAL HEAD 15: 	Sig 16 Selector SIGNAL HEAD 16:



Timingsheet, Controller Operation and Load Switch Page

SECID: 2802 Timing Date: 7/21/2016 Phasing Date: 11/9/2000

Shop Number: 1122 Drop: 5 Ver. B

Major Street CLEVELAND

Orientation: Westbound

Controller Type PEEK 3000

Minor Street BOULEVARD

Orientation: North-South

Computer System M

Last Date Sent 8/26/2014

Controller Timings (seconds)

Controller Phase Number	2	4				
Direction	WB	N/S				
Minimum Green	10	10				
Vehicle Extension	3.0	3.0				
Yellow Clr/Alt Clr	4.4	3.7				
Red Clr/Alt Red Clr	2	2				
Max Green I	60	50				
Max Green II	70	60				
Walk	7	7				
Walk - XGuard						
FDW	11	11				
FDW - XGuard						
Detector Memory	---	---				
Phase Recall	MAX	MAX				
Ped Recall	ON	ON				
Flash Operation	YEL	RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary:
 Flash Times Secondary
 CNA Ø's Ø2, Ø4

Phase Ring Assignments

Seq 1	R 1:	1	2		3	4
	R 2:	5	6		7	8
Seq 2	R 1:	_____				
	R 2:	_____				
Seq 3	R 1:	_____				
	R 2:	_____				
Seq 4	R 1:	_____				
	R 2:	_____				

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: LS8:
 LS9: LS10: LS11: LS12: LS13: P2 LS14: P4 LS15: LS16

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)

MAX I ALL OTHER TIMES.

NOTE: APPLY ACTUATED PRE-TIMED OPERATION.

7-21-2016 OLK FYA ADDED TO Ø4

Comments

Submitted By: LT Date: 8-2-19 Review By: JC Date: 8/14/2019 Approved By: BC Date: 08/19/2019

Implemented By: HL Date: 8-26-19 Notes:



Coordination Pattern Page

Patterns 1 - 16

Ver. E

Print Date: 8/13/2019

Major Street: CLEVELAND

Section Id: 2802 Record Number: 358

Coord Date: 8/2/2019

Minor Street: BOULEVARD

Coord M-F:

Coord WkEnd:

Coord Free:

Coord Sp Ops:

Direction:		WB		N/S				
Ø Number:		2		4				

Patterns	Sequence	Cycle	Offset						
1. 0615 - 0900 AM Peak	1	140	31		76		64		
2. 0900 - 1115 AM Off Peak	1	120	28		65		55		
3. 1115 - 1330 Noon	1	120	28		65		55		
4. 1330 - 1515 PM Off Peak	1	120	28		65		55		
5. 1515 - 1830 PM Peak	1	140	116		76		64		
6. 1830 - 2000 Evening	1	120	28		65		55		
7. 2000 - 0615 Late	1	120	28		65		55		
8.									
9. 0615 - 2000 Weekend Mid-day	1	120	28		65		55		
10. Arena - Inbound	1	120	58		72		48		
11. Arena - Outbound Florida Ave Closed	1	120	67		85		35		
12. Arena - Inbound Small	1	120	83		57		63		
13. Arena - Outbound Florida Ave Open	1	120	67		85		35		
14. Straz - Outbound	1	100	83		43		57		
15. Arena Large/Straz - Outbound	1	100	83		43		57		
16. Hurricane	1	100	83		43		57		



Plan, SOP and Signal Heads Page

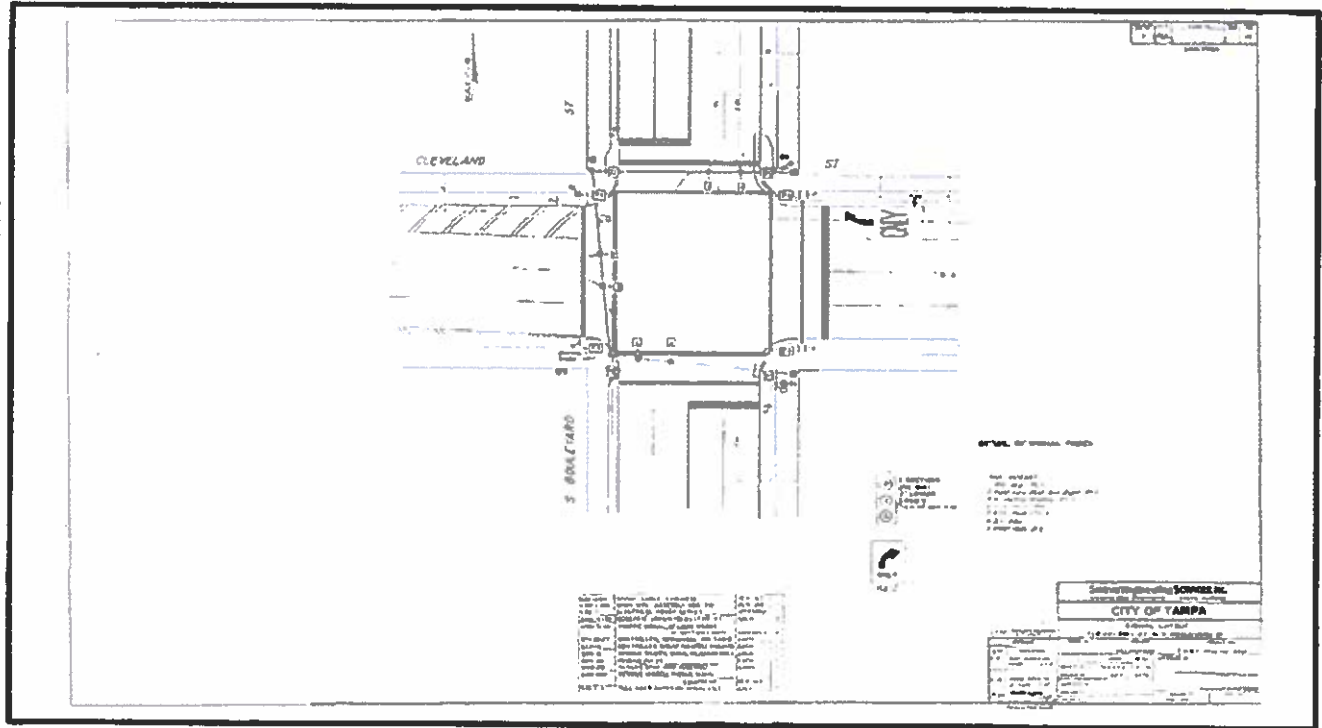
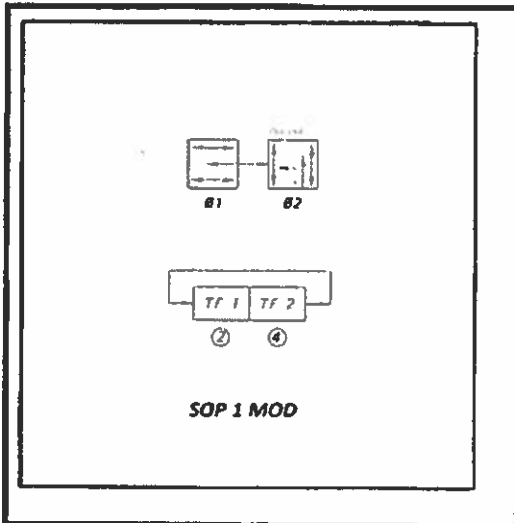
Print Date: 8/2/2019

Section Id 2802 Controller Type PEEK 3000

Major Street CLEVELAND

Minor Street BOULEVARD

Coord Date 8/2/2019 FDOT SOP: 1 MOD



Ped 1 Selector
1ped wlk fdw-count
PED Signal 1:



Ped 2 Selector

PED Signal 2:

Sig 1 Selector
3-section ball vertical
Signal Head 1:



Sig 9 Selector

Signal Head 9:

Sig 2 Selector
3-section yflf-yl-rl
Signal Head 2:



Sig 10 Selector

Signal Head 10:

Sig 3 Selector
Signal Head 3:

Sig 11 Selector

Signal Head 11:

Sig 4 Selector
Signal Head 4:

Sig 12 Selector

Signal Head 12:

Sig 5 Selector
Signal Head 5:

Sig 13 Selector

Signal Head 13:

Sig 6 Selector
Signal Head 6:

Sig 14 Selector

SIGNAL HEAD 14

Sig 7 Selector
Signal Head 7:

Sig 15 Selector

SIGNAL HEAD 15

Sig 8 Selector
Signal Head 8:

Sig 16 Selector

SIGNAL HEAD 16

City of Tampa Signal Timing Sheet

Section ID: 2803 Computer: M CCU: 13 Drop: 1 Shop ID: 1534
 Timing Date: 7/2/2014 Phase Date: 5/30/2000 Controller: ASC2S
 Intersection: BROREIN / CLEVELAND / HYDE PARK

Phase Numbers	2	8
Direction	WB	SB
Minimum Green	10	10
Walk	7	7
Flash Don't Walk	19	27
Vehicle Extension	3.0	3.0
Max. Green I	75	40
Max. Green II	90	50
Yellow Clearance	4.4	3.7
All Red Clearance	2.0	2.1
Phase Recall	MAX	MAX
Detector Memory	---	---
Ped. Recall	ON	ON
Flash Operation	YEL	RED

Special Modes and Times of Operation:

Surveillance Times:

Flash Source: Flash Times:

C = Computer Flash T = Time Clock/Controller

Special Functions: 0
 0
 0

FDOT SOP: 1 MOD

Backup Protection (Y/N): N

FDOT FDW (Y/N): Y

Please Implement Within : 1 Week 1 Month

Comments:

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)
 MAX I ALL OTHER TIMES.

NOTE: APPLY ACTUATED PRE-TIMED OPERATION.

Submitted By: [Signature] Reviewed By: [Signature] Approved By: [Signature]
 Date: Date: 2-3-15 Date: 2-3-15

Signal Timing Implemented: As sent With the following revisions

Date: 2-6-2015 By: [Signature]
 Signal Timing Not Implemented: Reasons: _____
 Date: _____ By: _____

2803
CITY OF TAMPA COMPUTER PATTERN SHEET

2803

2803 - BROREIN / CLEVELAND & HYDE PARK

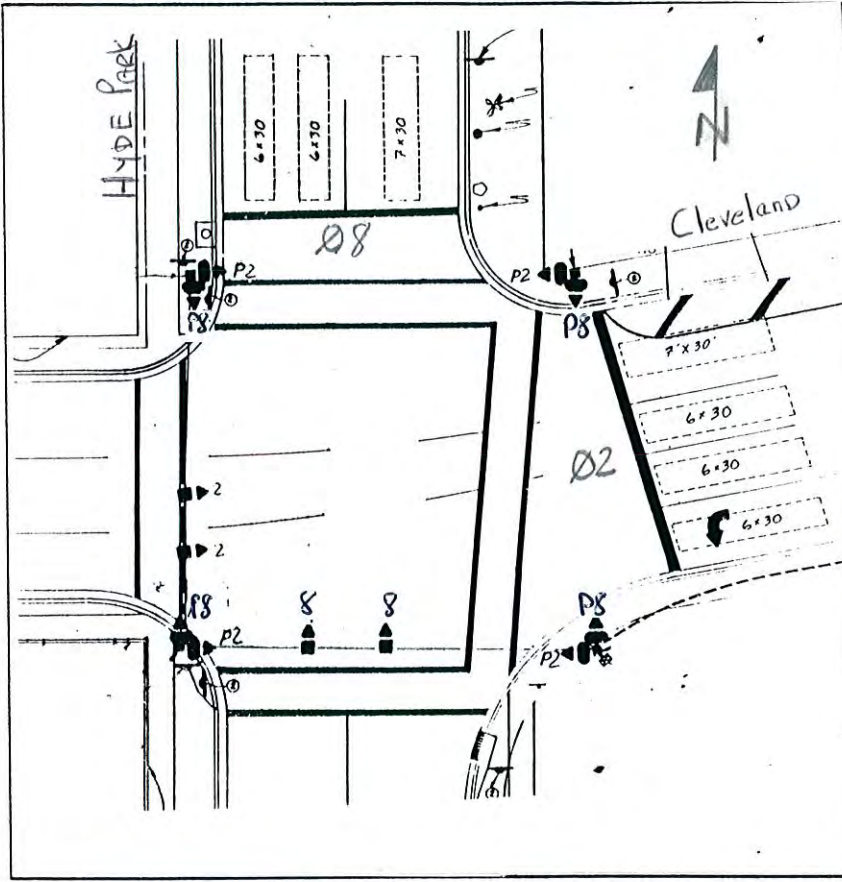
ECONOLITE

Timing Date: 02/08/2017	MIN	10	10
MSX: M CCU: 13 Drop: 1	YEL	4.4	3.7
Structures: 1	RED	2	2.1
Lead / Lag:	WLK	7	7
	FDW	19	27
	Min - 49	33	16
Pat	CYC	OS	
			2 8
1 Am 0615 - 0900	140	71	76 64
2 Am off 0900 - 1115	120	0	79 41
3 Noon 1115 - 1330	120	0	79 41
4 Pm off 1330 - 1515	120	0	79 41
5 Pm 1515 - 1830	140	77	94 46
6 Evening 1830 - 2000	120	0	80 40
7 Late 2000 - 0615	120	0	80 40
8			
9 Convention Ctr - Out	120	107	60 60
10 Arena-In	120	30	86 34
11 Arena-Out Fla Closed	120	44	80 40
12 Arena-In Sm not used	100	17	47 53
13 Arena-Out Fla Opened	120	44	80 40
14 P.A.C. - Out	100	17	47 53
15 Arena Lg / P.A.C.Out	100	17	47 53
16 Hurricane	100	17	47 53

CNA & WALK REST. WB & SB.

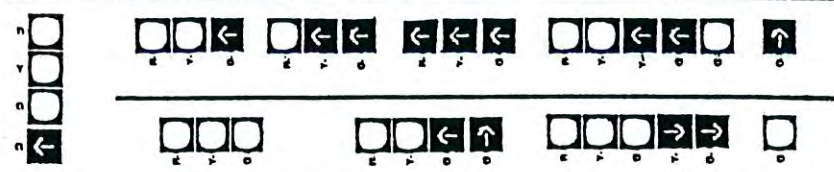
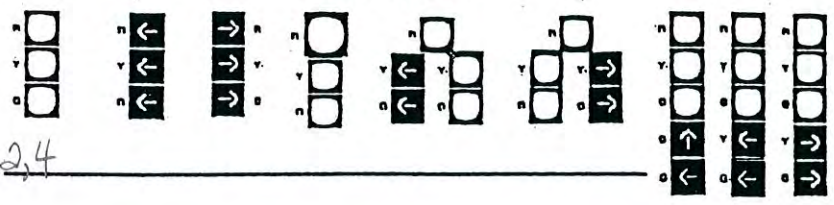
T.B.C. Day Plan 1: M-Th patt 1-7 Day Plan 2: Fri patt 1-7 w/5 @ 14:45
Day Plan 3: S-Su patt 7 and patt 2 all other times

Location: Cleveland St (Brorein) @ Hyde Park Ave Prep. By: SK Date: 5 130 100



Vehicle Movements	Signal Head Number		Flashing Operation				Display Sequence			
	Phase	Interval	P2	P4	P6	P8	P2	P4	P6	P8
← 2 ← 2 ← 2 ← 2	Ø 2	RW	G							
		CLR PED	G							
		CLR TO	Y							
		All Other	R							
↑ 8 ↓ 8 ↓ 8 ↓ 8	Ø 8	RW	R							
		CLR PED	R							
		CLR TO	R							
		All Other	R							

SIGNAL HEADS



Notes: Ø Controller operating as 2 Ø Semi-Actuated

concurrent ped phases. Ped heads all around, buttons for N/S only.

City of Tampa Signal Timing Sheet

Section ID: 2808 Computer: M CCU: 13 Drop: 2 Shop ID: 1346

Timing Date: 7/16/2014 Phase Date: 5/30/2000 Controller: ASC2S

intersection: PLATT / PLANT

Phase Numbers	4	6
Direction	NB	EB
Minimum Green	10	10
Walk	7	7
Flash Don't Walk	10	11
Vehicle Extension	3.0	3.0
Max. Green I	50	60
Max. Green II	50	60
Yellow Clearance	3.7	4.4
All Red Clearance	2.0	2.0
Phase Recall	MAX	MAX
Detector Memory	---	---
Ped. Recall	ON	ON
Flash Operation	RED	YEL

Special Modes and Times of Operation:

Surveillance Times:

Flash Source: Flash Times:

C = Computer Flash T = Time Clock/Controller

Special Functions: 0
 0
 0

FDOT SOP: 1 MOD

Backup Protection (Y/N): N

FDOT FDW (Y/N): Y

Please Implement Within : 1 Week 1 Month

Comments:

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30).
 MAX I ALL OTHER TIMES.

NOTE: APPLY ACTUATED PRE-TIMED OPERATION.

Submitted By: _____ Reviewed By: [Signature] Approved By: _____
 Date: _____ Date: 8-3-15 Date: _____

Signal Timing Implemented: As sent With the following revisions

Date: 2/9/15 By: [Signature]

Signal Timing Not Implemented: Reasons: _____

Date: _____ By: _____

2808
CITY OF TAMPA COMPUTER PATTERN SHEET

2808

2808 - PLATT & PLANT

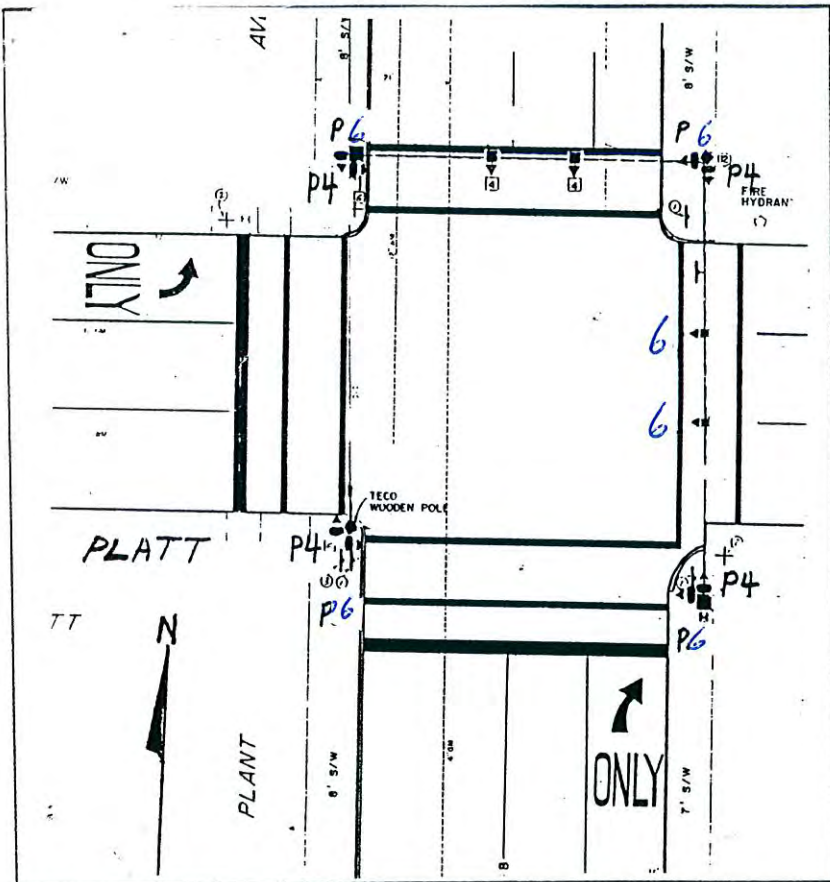
ECONOLITE

Timing Date: 02/08/2017	MIN	10	10		
	YEL	3.7	4.4		
	RED	2	2		
MSX: M CCU: 13 Drop: 2	WLK	7	7		
	FDW	11	10		
Structures: 1					
Lead / Lag:	Min - 41	24	17		
Pat	CYC	OS	6	4	
1 Am 0615 - 0900	140	83	85	55	
2 Am off 0900 - 1115	120	13	60	60	
3 Noon 1115 - 1330	120	13	60	60	
4 Pm off 1330 - 1515	120	13	60	60	
5 Pm 1515 - 1830	140	47	70	70	
6 Evening 1830 - 2000	120	13	60	60	
7 Late 2000 - 0615	120	13	60	60	
8					
9 Convention Ctr - Out	120	106	60	60	
10 Arena-In	120	89	80	40	
11 Arena-Out Fla closed	120	109	70	50	
12 Arena-In Sm not used	100	24	57	43	
13 Arena-Out Fla opened	120	109	70	50	
14 P.A.C. - Out	100	24	57	43	
15 Arena Lg / P.A.C.Out	100	24	57	43	
16 Hurricane	100	24	57	43	

T.B.C. Day Plan 1: M-Th patt 1-7 Day Plan 2: Fri patt 1-7 w/5 @ 14:45
Day Plan 3: S-Su patt 7 and patt 2 all other times

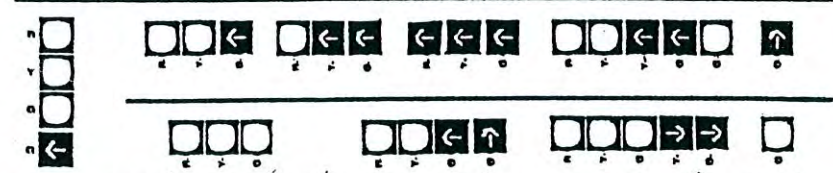
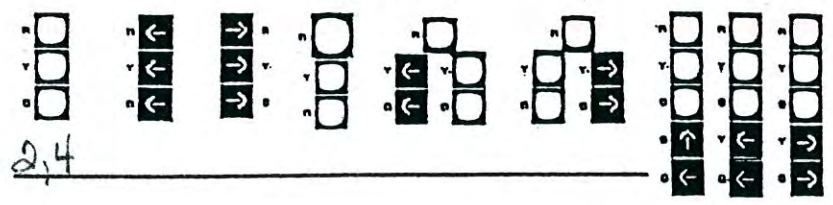
Location: Platt Street + Plant Avenue

Prep By: GJS Date: 5/4/01



Vehicle Movements	Signal Head Number		Flashing Operation		Display Sequence			
	Phase	Interval	Phase	Interval	Phase	Interval	Phase	Interval
← - - - - - → ← - - - - - → ← - - - - - → ← - - - - - →			4	6				
			R	Y				
			R	G			DW	W
			R	G			DW	FDW
← - - - - - → ← - - - - - → ← - - - - - → ← - - - - - →			R	Y			DW	DW
			R	R			DW	DW
			R	R			DW	DW
			R	R			DW	DW
← - - - - - → ← - - - - - → ← - - - - - → ← - - - - - →			4	6				
			R	Y				
			R	G			W	DW
			R	G			FDW	DW
← - - - - - → ← - - - - - → ← - - - - - → ← - - - - - →			R	Y			DW	DW
			R	R			DW	DW
			R	R			DW	DW
			R	R			DW	DW

SIGNAL HEADS



Notes: 8 phase controller operating as 2 phase. Non-actuated w/ concurrent Ped phase.
Ped heads all around w/ no buttons.

City of Tampa Signal Timing Sheet

Section ID: 2804 Computer: M CCU: 13 Drop: 3 Shop ID: 1508
 Timing Date: 8/18/2014 Phase Date: 5/30/2000 Controller: ASC2S
 Intersection: BROREIN / PLANT

Phase Numbers	1	2	4
Direction	OFFRMP	WB	NB
Minimum Green	5	10	10
Walk	---	7	7
Flash Don't Walk	---	16	27
Vehicle Extension	3.0	3.0	3.0
Max. Green I	20	45	40
Max. Green II	20	55	50
Yellow Clearance	4.0	4.4	3.7
All Red Clearance	2.0	2.0	2.6
Phase Recall	---	MAX	MAX
Detector Memory	ON	---	---
Ped. Recall	---	ON	ON
Flash Operation	RED	YEL	RED

Special Modes and Times of Operation:

Surveillance Times:
 Flash Source: Flash Times:
 C = Computer Flash T = Time Clock/Controller
 Special Functions: 0
 0
 0

FDOT SOP: 13 MOD
 Backup Protection (Y/N): N
 FDOT FDW (Y/N): Y

Please implement within : 1 Week 1 Month

Comments:
 MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)
 MAX I ALL OTHER TIMES.
 Actuated Pre-Timed Operation with Rest In Walk applied to Ø2 & Ø4.

Submitted By: [Signature] Reviewed By: [Signature] Approved By: [Signature]
 Date: Date: 2-3-15 Date: 2-3-15

Signal Timing Implemented: As sent . With the following revisions

Date: 2-6-2015 By: [Signature]
 Signal Timing Not Implemented: Reasons: _____
 Date: _____ By: _____

2804
CITY OF TAMPA COMPUTER PATTERN SHEET

2804

2804 - BROREIN & PLANT

ECONOLITE

Timing Date: 02/08/2017	MIN	10	10	5
MSX: M CCU: 13 Drop: 3	YEL	4.4	3.7	4
Structures: 1	RED	2	2.6	2
Lead / Lag:	WLK	7	7	
	FDW	16	27	
	Min - 59	30	17	12
Pat	CYC	OS		
1 Am 0615 - 0900	140	110	2	4 1
2 Am off 0900 - 1115	120	31	45	50 45
3 Noon 1115 - 1330	120	31	50	45 25
4 Pm off 1330 - 1515	120	31	50	45 25
5 Pm 1515 - 1830	140	87	59	53 28
6 Evening 1830 - 2000	120	31	50	45 25
7 Late 2000 - 0615	120	31	50	45 25
8				
9 Convention Ctr - Out	120	111	54	41 25
10 Arena-In	120	28	49	41 30
11 Arena-Out Fla Closed	120	39	59	41 20
12 Arena-In Sm not used	100	95	39	41 20
13 Arena-Out Fla Opened	120	39	59	41 20
14 P.A.C. - Out	100	95	39	41 20
15 Arena Lg / P.A.C.Out	100	95	39	41 20
16 Hurricane	100	95	39	41 20

T.B.C. Day Plan 1: M-Th patt 1-7 Day Plan 2: Fri patt 1-7 w/5 @ 14:45
Day Plan 3: S-Su patt 7 and patt 2 all other times

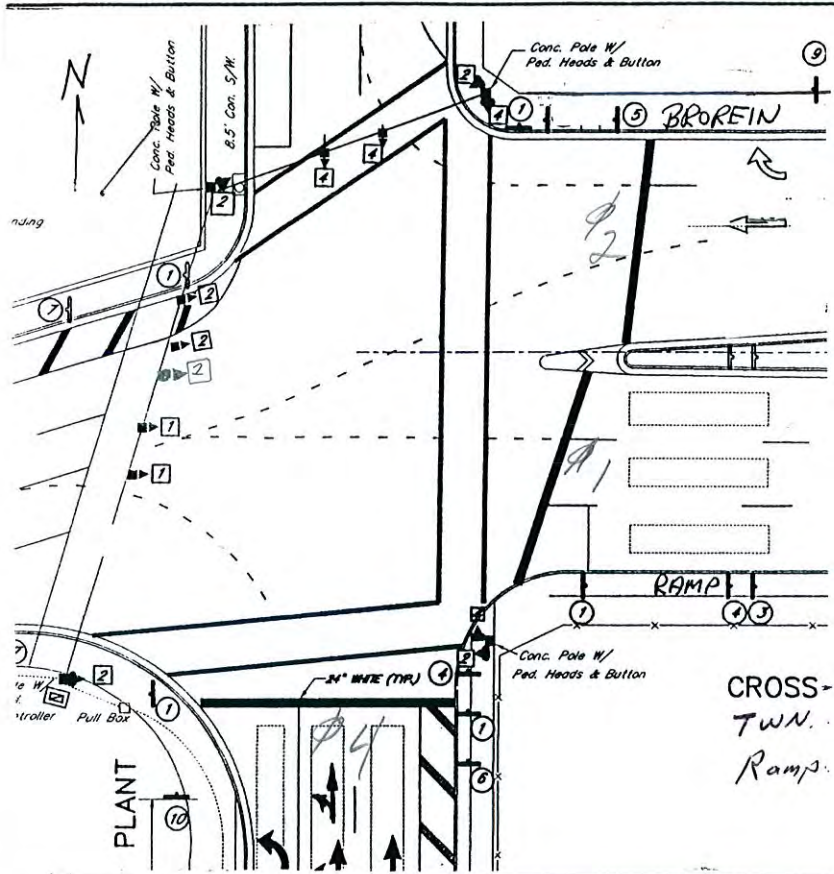
channel # 12 v10p # 2

Mylar File #.

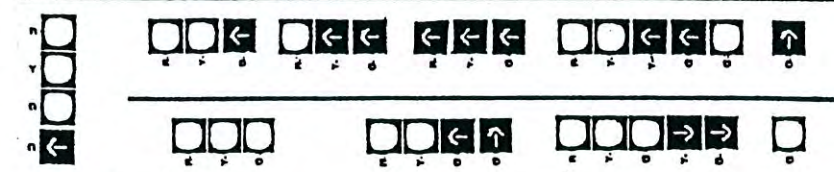
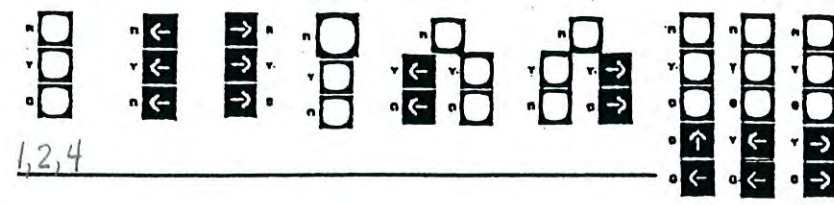
127

CITY OF TAMPA - Phasing Diagram

Location: Brorein, Plant, + Crosstown Off-ramp		Signal Head Number:				Prep. By: SK				Date: 5 130 100			
Vehicle Movements		Flashing Operation		1	2	4				P2	P4	P6	P8
		Phase	Interval	R	Y	R							
		Display Sequence											
Ramp		Ø	RW		G	R	R					DW	DW
			CLR TO	Y	R	R	R					DW	DW
			All other	R	R	R	R					DW	DW
Brorein		Ø	RW	R	G		R					W	DW
			CLR PED	R	G		R					FDW	DW
			CLR TO	R	Y		R					DW	DW
			All other	R	R		R					DW	DW
Plant		Ø	RW	R	R		G					DW	W
			CLR PED	R	R		G					DW	FDW
			CLR TO	R	R		Y					DW	DW
			All other	R	R		R					DW	DW



SIGNAL HEADS



Notes: Ø controller, operating 3 Ø Sequential concurrent ped phases Ø2+4. Ped buttons for N/S only.



Timingsheet, Controller Operation and Load Switch Page

SECID: 1205 Timing Date: 10/24/2018 Phasing Date: 8/4/2000

Shop Number: 1032 Drop:

Major Street **BROREIN**

Orientation: West

Controller Type **COBALT**

Minor Street **TAMPA**

Orientation: South

Computer System **CENT**

Last Date Sent 10/24/2018

Controller Timings (seconds)							
Controller Phase Number		2					8
Direction		WB					SB
Minimum Green		10					10
Vehicle Extention		3.0					3.0
Yellow Clr/Alt Clr		3.7					3.7
Red Clr/Alt Red Clr		2.2					2.2
Max Green I		50					70
Max Green II		50					70
Walk		7					7
Walk - XGuard							
FDW		19					17
FDW - XGuard							
Detector Memory		---					---
Phase Recall		MAX					MAX
Ped Recall		ON					ON
Flash Operation		YEL					RED

Controller Operation	
RXR Preempt:	No FDOT SOP: MOD 1
Fire Preempt:	No Backup Protection: N
Bridge Preempt:	No LPI Location(Y/N): No
Transit Preempt:	False LPI Date:
Crossing Guard Times AM:	
Crossing Guard Times PM:	
Free Time Primary:	
Free Time Secondary:	
Flash Source- (C)omputer or (F)ield:	
Flash Times Primary	
Flash Times Secondary	
CNA Ø's	Ø2, Ø8

Cabinet Load Switch Assignments									
LS1:	LS2: Ø2	LS3:	LS4:	LS5:	LS6:	LS7:	LS8: Ø8		
LS9: P2	LS10:	LS11:	LS12: P8	LS13:	LS14:	LS15:	LS16:		

Phase Ring Assignments	
Sequence 1	Ring 1: <u>2 8</u> Ring 2: _____
Sequence 2	Ring 1: _____ Ring 2: _____
Sequence 3	Ring 1: _____ Ring 2: _____
Sequence 4	Ring 1: _____ Ring 2: _____

Comments

UPDATED TIMINGS

ACTUATED PRETIMED OPERATION

Submitted By: CAB Date: 11/14/2018 Review By: BC Date: 11/14/18 Approved By: BC Date: 11/14/2018

Implemented By: DW Date: 11/15/18 Notes:



Coordination Pattern Page

Ver. E

Print Date: 11/14/2018

Major Street: **BROREIN**

Section Id: 1205

Record Number: 151

Coord Date: 12/7/2016

Minor Street: **TAMPA**

Coord M-F: Mon - Thur patt 1 - 8, Fri patt 1 - 8 w/5 @ 1445

Coord WkEnd: Sat - Sun patt 7 and patt 2 all other times

Coord Free:

Coord Sp Ops:

Direction:		WB						SB
Ø Number:		2						8

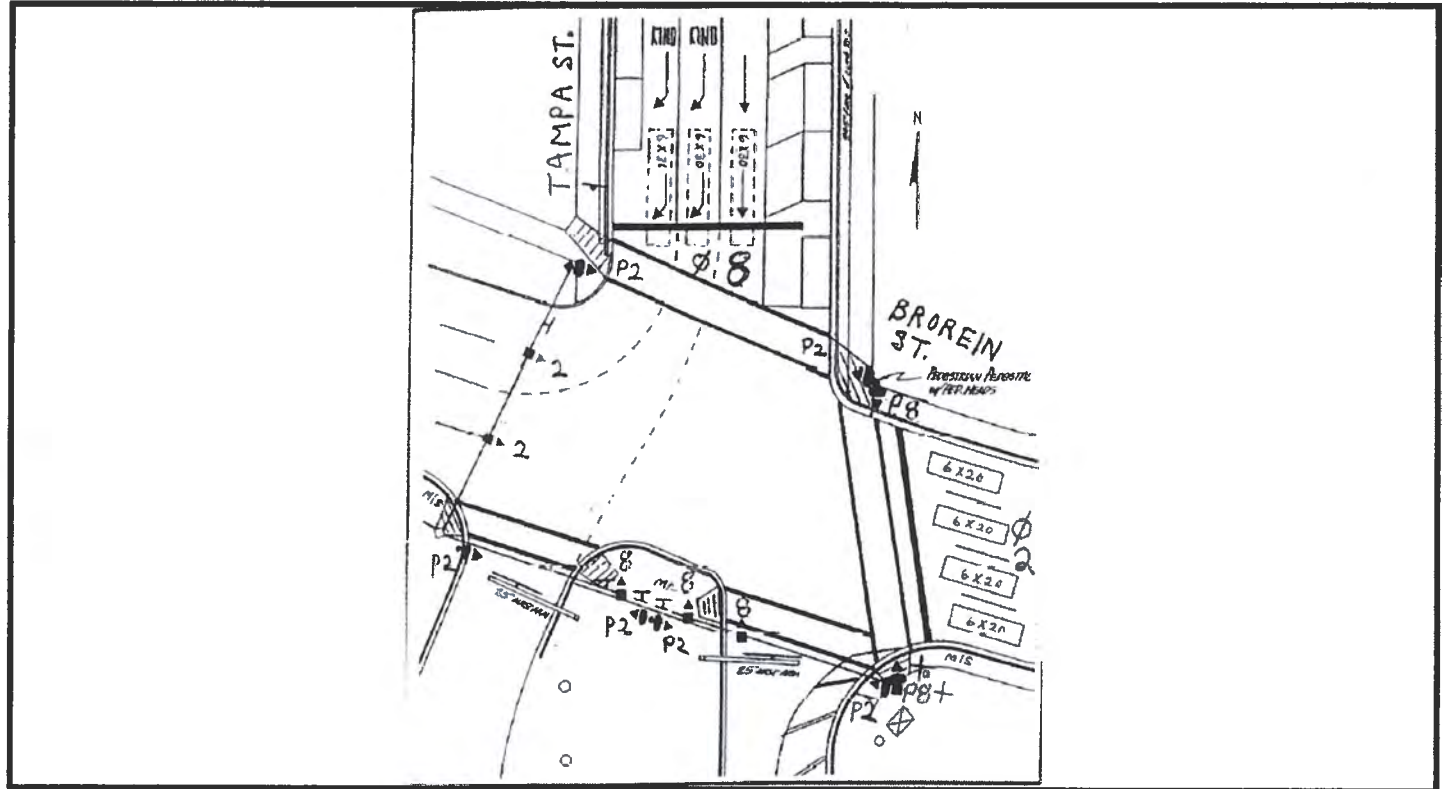
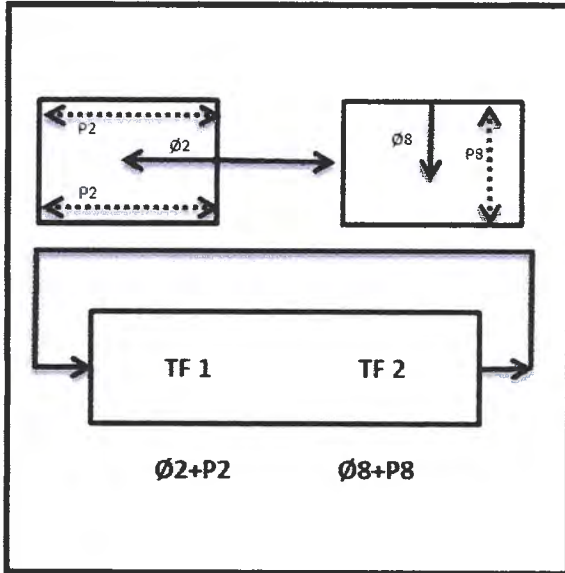
	Patterns	Sequence	Cycle	Offset								
1.	0615 - 0900 AM	1	140	53		80						60
2.	0900 - 1130 AM Off	1	120	90		70						50
3.	1130 - 1330 Noon	1	120	90		70						50
4.	1330 - 1515 PM Off	1	120	90		70						50
5.	1515 - 1830 PM	1	140	53		80						60
6.	1830 - 2000 Evening	1	120	90		70						50
7.	2000 - 2200 Late	1	120	90		70						50
8.	2200 - 0615 Overnight	1	120	90		70						50
9.	Convention Center - Out	1	120	90		70						50
10.	Arena - In	1	120	110		35						85
11.	Arena - Out Florida Closed	1	120	0		89						31
12.	Marriott (PM OUT)	1	100	42		53						47
13.	Arena - Out Florida Open	1	120	86		90						30
14.	P.A.C. - Out	1	120	102		48						72
15.	Arena Lg / P.A.C. - Out	1	120	6		70						50
16.	Hurricane	1	100	42		53						47

Section Id 1205 Controller Type COBALT

Major Street BROREIN

Minor Street TAMPA

Coord Date 12/7/2016 FDOT SOP: MOD 1



<p>Ped 1 Selector</p> <p>1ped-wlk-fdw-count</p> <p>PED Signal 1:</p> <p>P2, P8</p>	<p>Sig 1 Selector</p> <p>3-section-ball-vertica</p> <p>Signal Head 1:</p> <p>Ø2, Ø8</p>	<p>Sig 2 Selector</p> <p>Signal Head 2:</p>	<p>Sig 3 Selector</p> <p>Signal Head 3:</p>	<p>Sig 4 Selector</p> <p>Signal Head 4:</p>	<p>Sig 5 Selector</p> <p>Signal Head 5:</p>	<p>Sig 6 Selector</p> <p>Signal Head 6:</p>	<p>Sig 7 Selector</p> <p>Signal Head 7:</p>	<p>Sig 8 Selector</p> <p>Signal Head 8:</p>
<p>Ped 2 Selector</p> <p>PED Signal 2:</p>	<p>Sig 9 Selector</p> <p>Signal Head 9:</p>	<p>Sig 10 Selector</p> <p>Signal Head 10:</p>	<p>Sig 11 Selector</p> <p>Signal Head 11:</p>	<p>Sig 12 Selector</p> <p>Signal Head 12:</p>	<p>Sig 13 Selector</p> <p>Signal Head 13:</p>	<p>Sig 14 Selector</p> <p>SIGNAL HEAD 14</p>	<p>Sig 15 Selector</p> <p>SIGNAL HEAD 15</p>	<p>Sig 16 Selector</p> <p>SIGNAL L HEAD 16</p>



Timingsheet, Controller Operation and Load Switch Page

SECID: 18 Timing Date: 10/12/2018 Phasing Date: 10/28/2000

Shop Number: 1356 Drop:

Major Street **TAMPA**

Orientation: South

Controller Type **COBALT**

Minor Street **WHITING**

Orientation: East / West

Computer System Cent

Last Date Sent 4/2/2014

Controller Timings (seconds)

Controller Phase Number	2	4				
Direction	SB	E/W				
Minimum Green	10	10				
Vehicle Extention	3.0	3.0				
Yellow Clr/Alt Clr	3.7	3.7				
Red Clr/Alt Red Clr	2	2.1				
Max Green I	80	35				
Max Green II	80	55				
Walk	7	7				
Walk - XGuard						
FDW	14	16				
FDW - XGuard						
Detector Memory	---	---				
Phase Recall	MAX	MAX				
Ped Recall	ON	ON				
Flash Operation	YEL	RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø2, Ø4

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8
 Sequence 2 Ring 1: _____
 Ring 2: _____
 Sequence 3 Ring 1: _____
 Ring 2: _____
 Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: Ø2 LS8: Ø4
 LS9: P2 LS10: P4 LS11: LS12: LS13: LS14: LS15: LS16:

Comments

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)
 MAX I ALL OTHER TIMES
 APPLY ACTUATED PRE-TIMED OPERATION

Submitted By: *CAB* Date: 10-18-18 Review By: *CS* Date: 10/23/18 Approved By: *BC* Date: 10/24/2018

Implemented By: *DW* Date: 10/30/18 Notes: REM TERMINAL FACILITIES + COLOR CHECK, A-D 5
 LSW 9+10



Coordination Pattern Page

Ver. E

Print Date: 10/12/2018

Major Street: TAMPA

Section Id: 18

Record Number: 506

Coord Date: 3/30/2017

Minor Street: WHITING

Coord M-F: Mon - Thur patt 1 - 7, Fri patt 1- 7 w/5 @ 1445

Coord WkEnd: Sat - Sun patt 7 and patt 2 all other times

Coord Free:

Coord Sp Ops:

Direction:

Ø Number:

	SB		E/W				
	2		4				

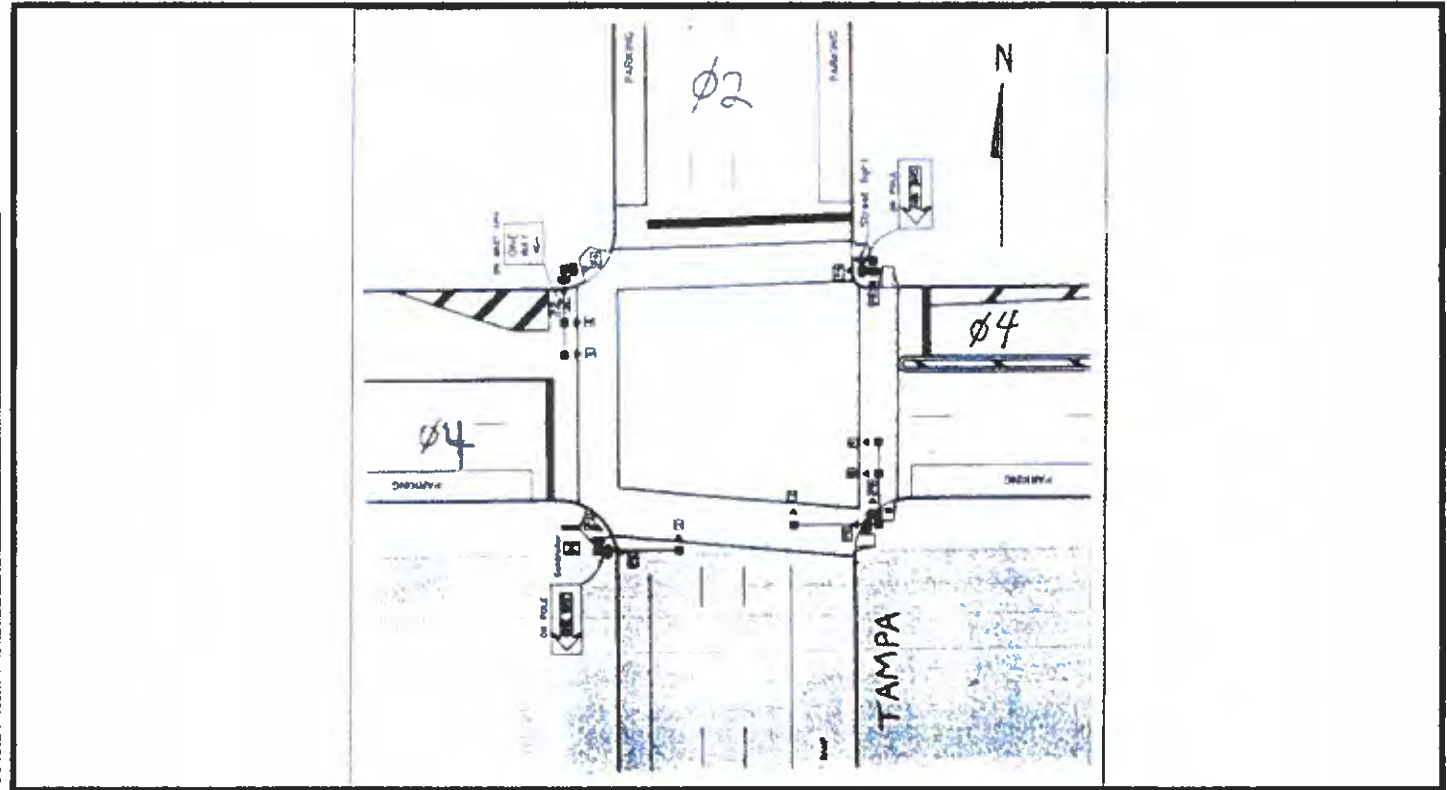
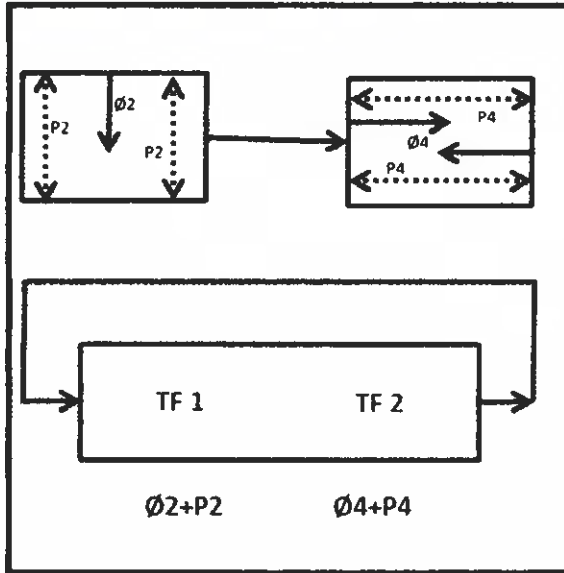
	Patterns	Sequence	Cycle	Offset						
1.	AM 0615 - 0900	1	140	0		83		57		
2.	AM Off 0900 - 1115	1	120	43		88		32		
3.	Noon 1115 - 1330	1	120	43		88		32		
4.	PM Off 1330 - 1515	1	120	43		88		32		
5.	PM 1515 - 1830	1	140	120		83		57		
6.	Evening 1830 - 2000	1	120	43		88		32		
7.	Late 2000 - 0615	1	120	43		88		32		
8.		1	120	43		88		32		
9.	Convention Center - Out	1	120	43		88		32		
10.	Arena - In	1	120	43		90		30		
11.	Arena - Out Florida Closed	1	120	110		43		77		
12.	Art Festival - In	1	120	0		83		37		
13.	Arena - Out Florida Open	1	120	110		43		77		
14.	P.A.C. - Out	1	120	34		90		30		
15.	Arena Lg/ P.A.C. - Out	1	120	43		88		32		
16.	Hurricane	1	100	35		67		33		

Section Id 18 Controller Type COBALT

Major Street TAMPA

Minor Street WHITING

Coord Date 3/30/2017 FDOT SOP: 1 MOD



Ped 1 Selector
1ped-wlk-fdw-count

PED Signal 1:

P2, P4



Ped 2 Selector

PED Signal 2:

Sig 1 Selector
3-section-ball-vertical

Signal Head 1:

$\emptyset 2, \emptyset 4$



Sig 9 Selector

Signal Head 9:

Sig 2 Selector

Signal Head 2:

Sig 10 Selector

Signal Head 10:

Sig 3 Selector

Signal Head 3:

Sig 11 Selector

Signal Head 11:

Sig 4 Selector

Signal Head 4:

Sig 12 Selector

Signal Head 12:

Sig 5 Selector

Signal Head 5:

Sig 13 Selector

Signal Head 13:

Sig 6 Selector

Signal Head 6:

Sig 14 Selector

SIGNAL HEAD 14

Sig 7 Selector

Signal Head 7:

Sig 15 Selector

SIGNAL HEAD 15

Sig 8 Selector

Signal Head 8:

Sig 16 Selector

SIGNAL HEAD 16



Timingsheet, Controller Operation and Load Switch Page

SECID: 1206 Timing Date: 4/24/2014 Phasing Date: 10/6/2010

Shop Number: 1031 Drop:

Major Street **BROREIN**

Orientation: East

Controller Type Cobalt

Minor Street **FRANKLIN**

Orientation: North - South

Computer System Cent

Last Date Sent 8/26/2014

Controller Timings (seconds)

Controller Phase Number	2	4	7	8
Direction	WB	NB/TRL	NBLT	SB/TRL
Minimum Green	10	10	5	10
Vehicle Extention	3.0	3.0	3.0	3.0
Yellow Clr/Alt Clr	3.7	3.7	3.7	3.7
Red Clr/Alt Red Clr	2.5	2.2	2	2.2
Max Green I	40	25	15	25
Max Green II	50	40	20	40
Walk	7	7		7
Walk - XGuard				
FDW	23	22		22
FDW - XGuard				
Detector Memory	---	---	---	---
Phase Recall	MAX	MAX	---	MAX
Ped Recall	ON	ON	---	ON
Flash Operation	YEL	RED	---	RED

Controller Operation

RXR Preempt: No FDOT SOP: 13 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø2,Ø4,Ø8

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 1 4 3
 Ring 2: 5 6 1 8 7

Sequence 2 Ring 1: _____
 Ring 2: _____

Sequence 3 Ring 1: _____
 Ring 2: _____

Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: Ø7 LS8: Ø8
 LS9: P2 LS10: P4 LS11: Trolley LS12: P8 LS13: LS14: LS15: LS16:

APPLY ACTUATED PRE-TIMED OPERATION

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)

MAX I ALL OTHER TIMES

NOTE: TROLLEY INTIAL CLEARANCE TIME IS 22 SECONDS. P4 & P8 W/DW BY Ø4

Comments

Submitted By: *[Signature]* Date: 10/31/18 Review By: *[Signature]* Date: 10-31-18 Approved By: *[Signature]* Date: 4/1/2018
 Implemented By: *[Signature]* Date: 11/8/18 Notes:



Coordination Pattern Page

Ver. E

Print Date: 10/30/2018

Major Street: BROREIN

Section Id: 1206

Record Number: 152

Coord Date: 7/12/2017

Minor Street: FRANKLIN

Coord M-F: Day Plan 1 Mon - Thurs, Day Plan 2 Friday

Coord WkEnd: Day Plan 3 Saturday, Day Plan 4 Sunday

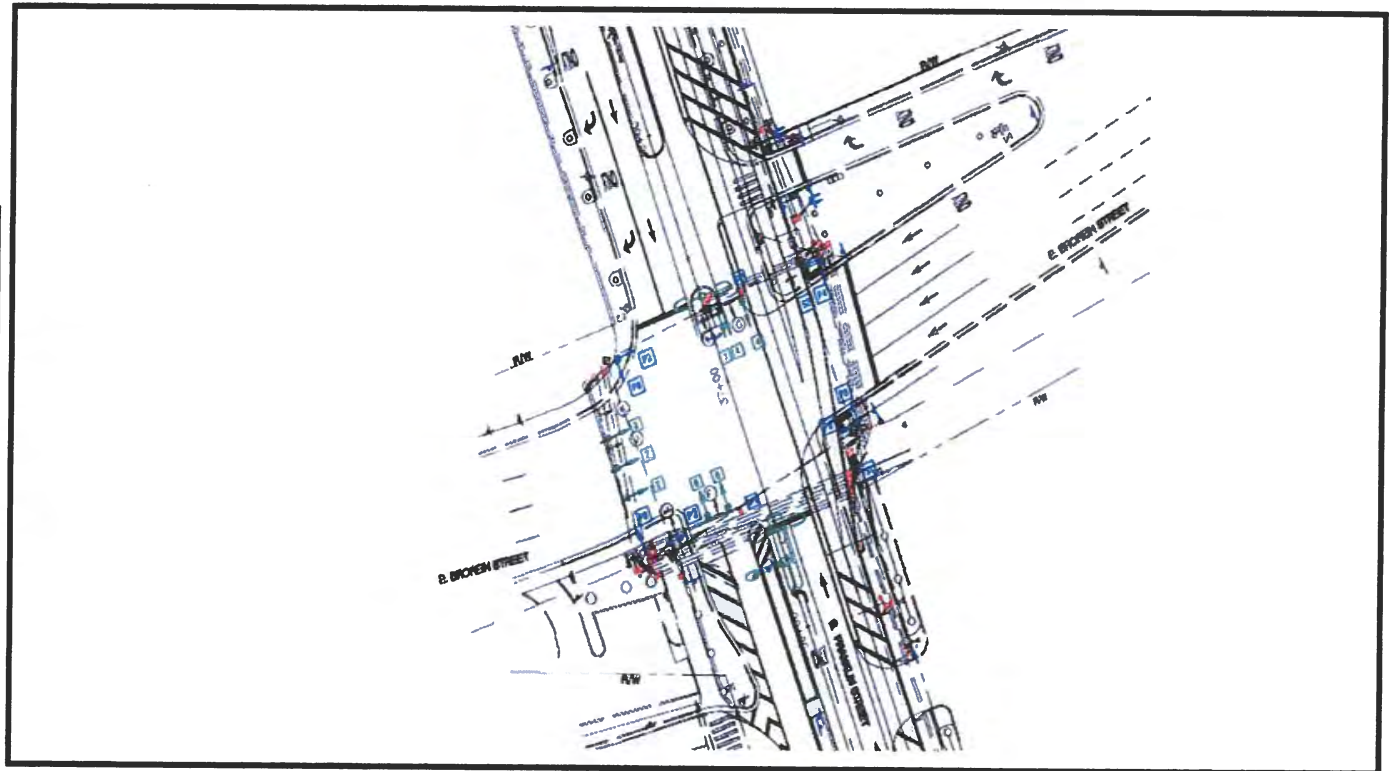
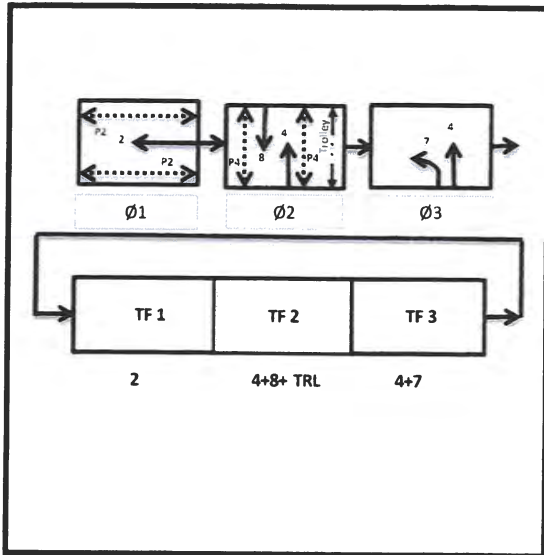
Coord Free:




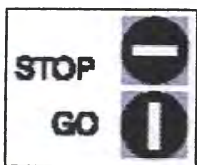





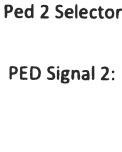

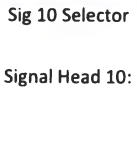
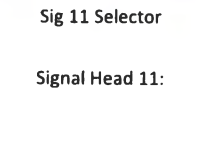
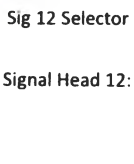
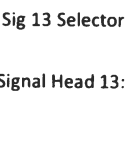
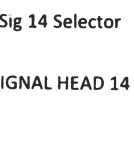
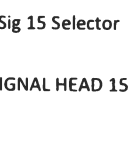
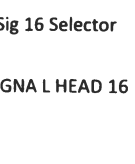
Coord Sp Ops:

Direction:		WB		NB			NBLT	SB/TRL
Ø Number:		2		4			7	8

	Patterns	Sequence	Cycle	Offset								
1.	0615 - 0900 AM Peak	1	140	50		70		70			25	45
2.	0900 - 1115 AM Off Peak	1	120	88		60		60			15	45
3.	1115 - 1330 Noon	1	120	88		60		60			15	45
4.	1330 - 1515 PM Off Peak	1	120	88		60		60			15	45
5.	1515 - 1830 PM Peak	1	140	50		70		70			25	45
6.	1830 - 2000 Evening	1	120	88		60		60			15	45
7.	2000 - 0615 Late	1	120	88		60		60			15	45
8.		1	120	88		60		60			15	45
9.	Convention Ctr - Outbound	1	120	88		60		60			25	35
10.	Arena - Inbound	1	120	99		45		75			19	56
11.	Arena - Outbound Fla Ave Closed	1	120	0		68		52			17	35
12.	Marriott - Outbound PM	1	100	35		42		58			23	35
13.	Arena - Outbound Fla Ave Opened	1	120	81		66		54			17	37
14.	Arena - Inbound Flush	1	120	99		45		75			19	56
15.	Arena Lg / Straz - Outbound	1	120	2		50		70			17	53
16.	Hurricane	1	100	35		45		55			20	35

Section Id 1206 Controller Type Cobalt
 Major Street BROREIN
 Minor Street FRANKLIN
 Coord Date 7/12/2017 FDOT SOP: 13 MOD



Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P2,P4, P8 	Sig 1 Selector 3-section-ball-vertica Signal Head 1: Ø2,Ø4,Ø8 	Sig 2 Selector 5-section-doghouse- Signal Head 2: Ø4,Ø7 	Sig 3 Selector 2-section-Trolley-Sto Signal Head 3: S1,S2 	Sig 4 Selector Signal Head 4: 	Sig 5 Selector Signal Head 5: 	Sig 6 Selector Signal Head 6: 	Sig 7 Selector Signal Head 7: 	Sig 8 Selector Signal Head 8: 
Ped 2 Selector PED Signal 2: 	Sig 9 Selector Signal Head 9: 	Sig 10 Selector Signal Head 10: 	Sig 11 Selector Signal Head 11: 	Sig 12 Selector Signal Head 12: 	Sig 13 Selector Signal Head 13: 	Sig 14 Selector SIGNAL HEAD 14 	Sig 15 Selector SIGNAL HEAD 15 	Sig 16 Selector SIGNAL L HEAD 16 



Timingsheet, Controller Operation and Load Switch Page

SECID: 1213 Timing Date: 6/1/2018

Phasing Date: 6/1/2018

Shop Number: 1023 Drop: 4

Major Street **CHANNELSIDE**

Orientation: Eastbound

Controller Type Cobalt

Minor Street **FLORIDA**

Orientation: Northbound

Computer System CEN

Last Date Sent 3/27/2015

Controller Timings (seconds)

Controller Phase Number	4	6
Direction	NB	EB
Minimum Green	10	10
Vehicle Extention	3.0	3.0
Yellow Clr/Alt Clr	3.7	4
Red Clr/Alt Red Clr	2	2
Max Green I	30	90
Max Green II	30	90
Walk	7	7
Walk - XGuard	---	---
FDW	9	14
FDW - XGuard	---	---
Detector Memory	---	---
Phase Recall	MAX	MAX
Ped Recall	ON	ON
Flash Operation	RED	YEL

Controller Operation

RXR Preempt: No FDOT SOP: 1 Mod
 Fire Preempt: No Backup Protection: Y
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø4, Ø6

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 + 3 4 5 6 7 8
 Ring 2: ~~5 6 + 7 8~~ PER GEORGE DW
 Sequence 2 Ring 1: _____
 Ring 2: _____
 Sequence 3 Ring 1: _____
 Ring 2: _____
 Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: LS3: LS4: Ø4 LS5: LS6: Ø6 LS7: LS8:
 LS9: LS10: P4 LS11: P6 LS12: LS13: LS14: LS15: LS16:

Comments

UPDATED TIMINGS

ACTUATED PRETIMED OPERATION

Submitted By: *GT* Date: 6-6-18 Review By: *JS* Date: 6/11/18 Approved By: *BC* Date: 06/12/2018
 Implemented By: *DW* Date: 6-14-18 Notes:



Coordination Pattern Page

Print Date: 6/6/2018

Major Street: CHANNELSIDE

Section Id: 1213

Record Number: 158

Coord Date: 11/2/2017

Minor Street: FLORIDA

Min Green:				10		10		
Yellow CLR:				3.7		4		
All Red CLR:				2		2		
Walk:				7		7		
FDW:				9		14		

Free Time Primary:

Free Time Secondary:

Direction:				NB		EB		
Ø Number:				4		6		

- Day Plan #1 - Mon-Thr patt 1 -7.
- Day Plan #2 - Fri - patt 1 - 7 w/5 @ 14:45
- Day Plan #3 - Sat - patt 7, then patt 2 all other times
- Day Plan #4 - Sun - patt 7, then patt 2 all other times

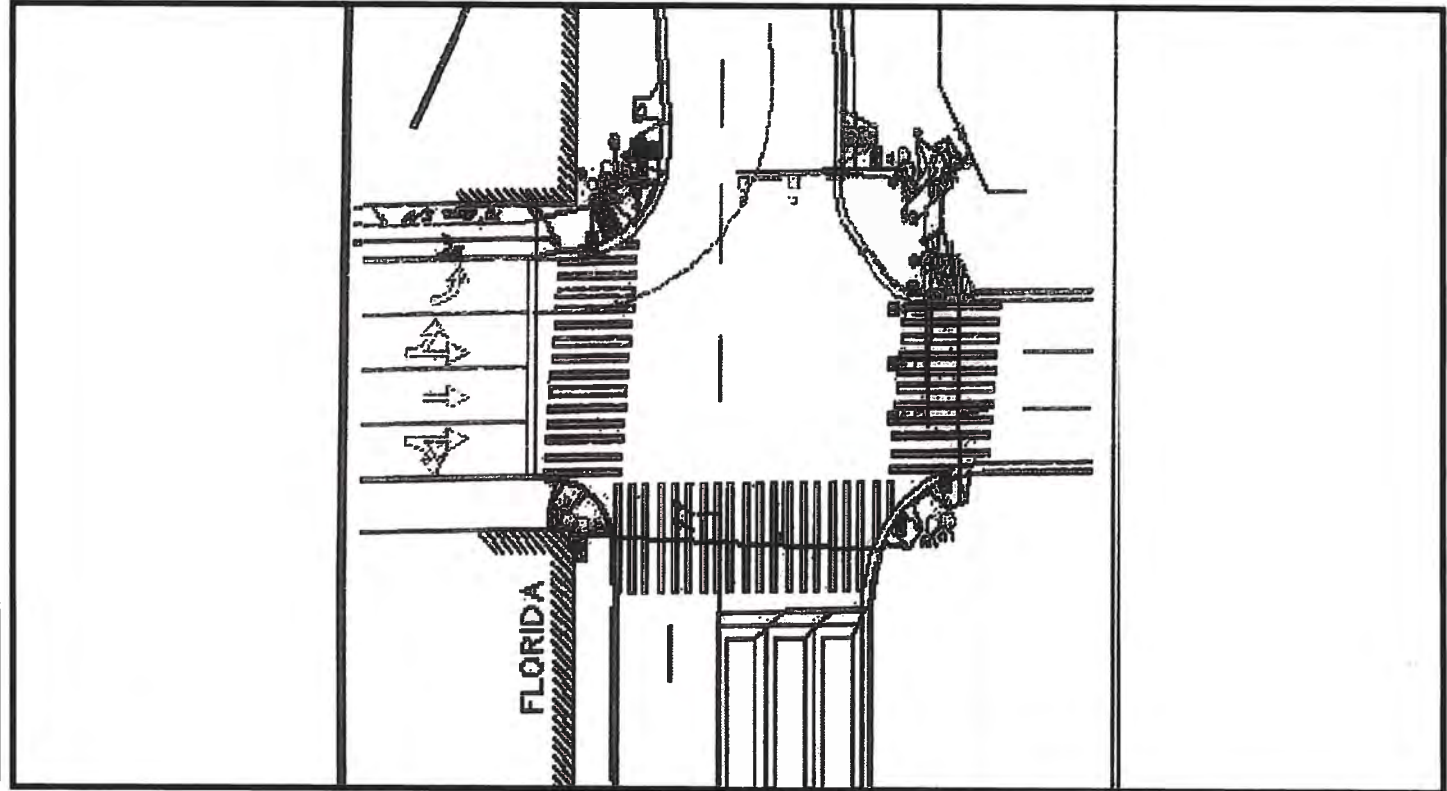
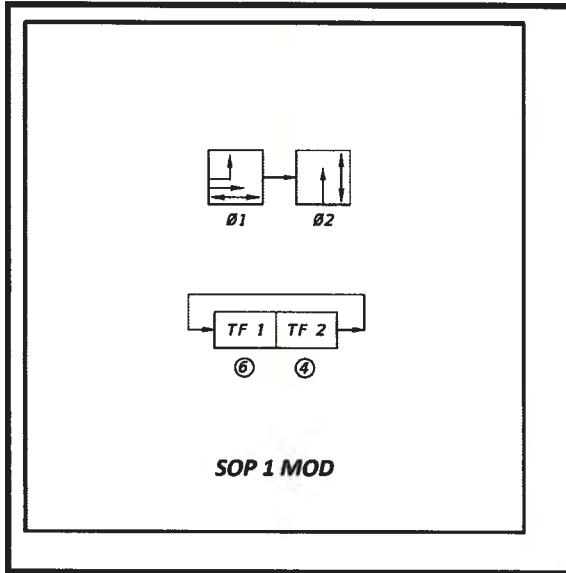
	Patterns	Cycle	Offset							
1.	0615 - 0900 AM Peak	140	83				41		99	
2.	0900 - 1130 AM Off Peak	120	80				30		90	
3.	1130 - 1330 Noon	120	80				30		90	
4.	1330 - 1515 PM Off Peak	120	80				30		90	
5.	1515 - 1830 PM Peak	140	88				41		99	
6.	1830 - 2000 Evening	120	80				50		70	
7.	2000 - 0615 Late	120	80				50		70	
8.		120	1				50		70	
9.	Convention Ctr - Outbound	120	115				40		80	
10.	Arena - Inbound	120	5				30		90	
11.	Arena - Out Fla Ave Closed	120	97				90		30	
12.	Marriott - Outbound PM	100	69				40		60	
13.	Arena - Out Fla Ave Opened	120	91				90		30	
14.	Arena - Inbound Flush	160	5				30		130	
15.	Arena Lg/Straz - Outbound	120	14				90		30	
16.	Hurricane	100	69				25		75	



Section Id 1213 Controller Type Cobalt

Major Street CHANNELSIDE

Minor Street FLORIDA

Coord Date 11/2/2017 FDOT SOP: 1 Mod



<p>Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P4, P6</p> 	<p>Sig 1 Selector 3-section-ball-vertica Signal Head 1: 4, 6</p> 	<p>Sig 2 Selector Signal Head 2:</p>	<p>Sig 3 Selector Signal Head 3:</p>	<p>Sig 4 Selector Signal Head 4:</p>	<p>Sig 5 Selector Signal Head 5:</p>	<p>Sig 6 Selector Signal Head 6:</p>	<p>Sig 7 Selector Signal Head 7:</p>	<p>Sig 8 Selector Signal Head 8:</p>
<p>Ped 2 Selector PED Signal 2:</p>	<p>Sig 9 Selector Signal Head 9:</p>	<p>Sig 10 Selector Signal Head 10:</p>	<p>Sig 11 Selector Signal Head 11:</p>	<p>Sig 12 Selector Signal Head 12:</p>	<p>Sig 13 Selector Signal Head 13:</p>	<p>Sig 14 Selector SIGNAL HEAD 14</p>	<p>Sig 15 Selector SIGNAL HEAD 15</p>	<p>Sig 16 Selector SIGNAL L HEAD 16</p>



Timingsheet, Controller Operation and Load Switch Page

SECID: 1207 Timing Date: 5/17/2018 Phasing Date: 5/17/2018

Shop Number: 1076 Drop:

Major Street **BROREIN**

Orientation: Westbound

Controller Type **COBALT**

Minor Street **FLORIDA**

Orientation: Northbound

Computer System **Cen**

Last Date Sent **8/26/2014**

Controller Timings (seconds)

Controller Phase Number	2	4				
Direction	WB	NB				
Minimum Green	10	10				
Vehicle Extention	3.0	3.0				
Yellow Clr/Alt Clr	3.7	3.7				
Red Clr/Alt Red Clr	2.1	2.4				
Max Green I	50	70				
Max Green II	50	70				
Walk	7	7				
Walk - XGuard						
FDW	17	23				
FDW - XGuard						
Detector Memory	---	---				
Phase Recall	MAX	MAX				
Ped Recall	ON	ON				
Flash Operation	YEL	RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): Y
 Transit Preempt: False LPI Date: 5/17/2018
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø2, Ø4

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8

Sequence 2 Ring 1: _____
 Ring 2: _____

Sequence 3 Ring 1: _____
 Ring 2: _____

Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: P2 LS8: P4
 LS9: LS10: LS11: LS12: LS13: LS14: LS15: LS16:

Comments

UPDATED TIMINGS
 ACTUATED PRETIMED OPERATION
 LPI Location - 5sec green delay for Northbound.

Submitted By: *BT* Date: *5-31-18* Review By: *ES* Date: *6/11/18* Approved By: *BC* Date: *06/12/2018*
 Implemented By: *DW* Date: *6-14-18* Notes:



Coordination Pattern Page

Print Date: 6/1/2018

Major Street: **BROREIN**

Section Id: 1207

Record Number: 153

Coord Date: 7/12/2017

Minor Street: **FLORIDA**

Min Green:		10		10				
Yellow CLR:		3.7		3.7				
All Red CLR:		2.1		2.4				
Walk:		7		7				
FDW:		17		23				

Free Time Primary:

Free Time Secondary:

Direction:		WB		NB				
Ø Number:		2		4				

Day Plan #1 - Mon-Thr patt 1 -7.

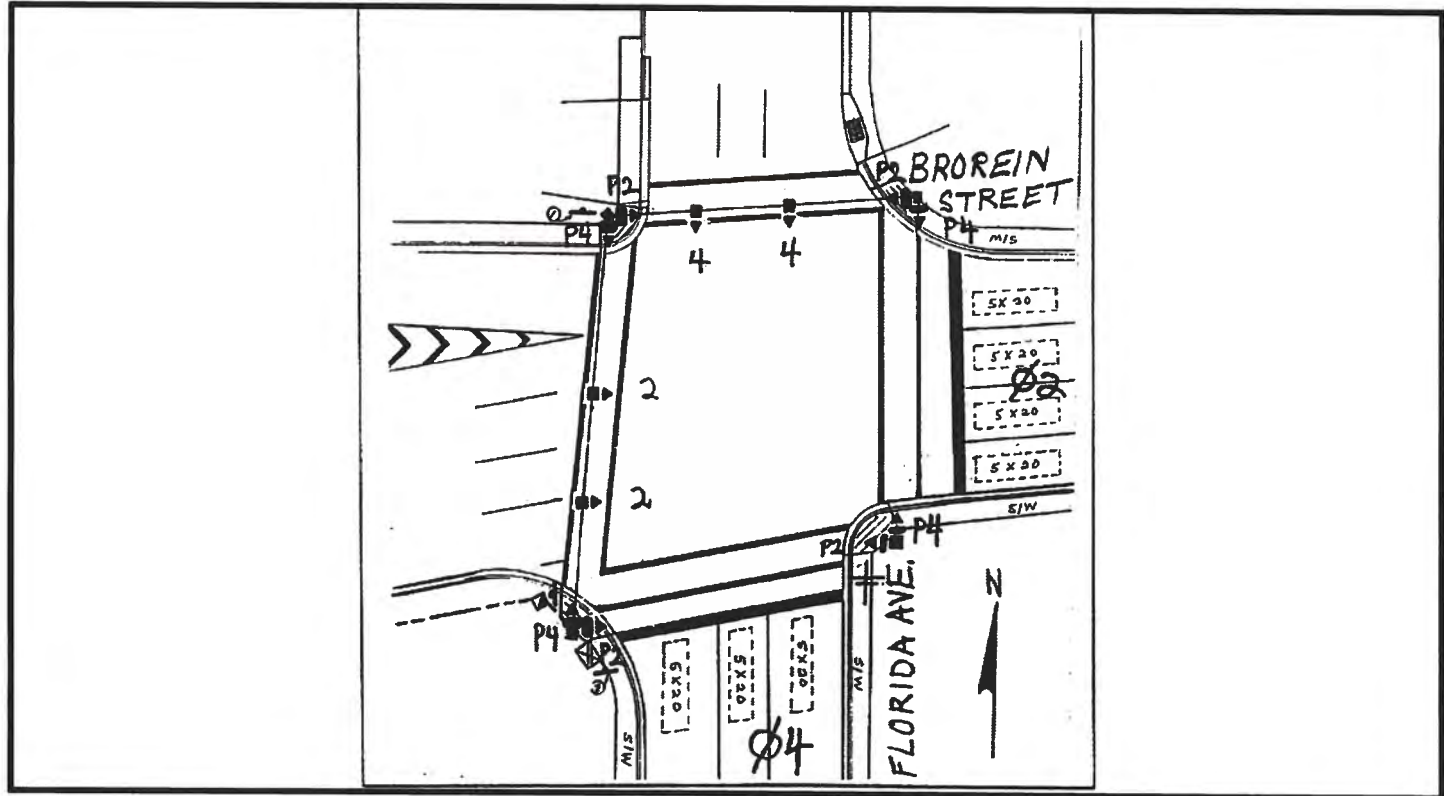
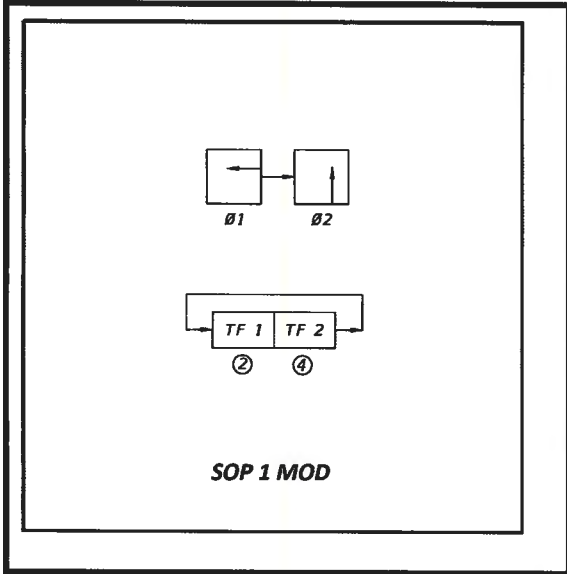
Day Plan #2 - Fri - patt 1 - 7 w/5 @ 14:45

Day Plan #3 - Sat - patt 7, then patt 2 all other times

Day Plan #4 - Sun - patt 7, then patt 2 all other times

	Patterns	Cycle	Offset							
1.	0615 - 0900 AM Peak	140	43		60		80			
2.	0900 - 1115 AM Off Peak	120	84		50		70			
3.	1115 - 1330 Noon	120	84		50		70			
4.	1330 - 1515 PM Off Peak	120	84		50		70			
5.	1515 - 1830 PM Peak	140	46		60		80			
6.	1830 - 2000 Evening	120	84		50		70			
7.	2000 - 0615 Late	120	94		50		70			
8.		120	94		50		70			
9.	Convention Ctr - Outbound	120	94		50		70			
10.	Arena - Inbound	120	110		40		80			
11.	Arena - Outbound Fla Ave Closed	120	83		48		72			
12.	Marriott - Outbound PM	100	39		54		46			
13.	Arena - Outbound Fla Ave Opened	120	84		35		85			
14.	Arena - Inbound Flush	120	110		40		80			
15.	Arena Lg / Straz - Outbound	120	93		35		85			
16.	Hurricane	100	39		54		46			

Section Id 1207 Controller Type COBALT
 Major Street BROREIN
 Minor Street FLORIDA
 Coord Date 7/12/2017 FDOT SOP: 1 MOD



Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P2, P4 	Sig 1 Selector 3-section-ball-vertica Signal Head 1: 2, 4 	Sig 2 Selector Signal Head 2:	Sig 3 Selector Signal Head 3:	Sig 4 Selector Signal Head 4:	Sig 5 Selector Signal Head 5:	Sig 6 Selector Signal Head 6:	Sig 7 Selector Signal Head 7:	Sig 8 Selector Signal Head 8:
Ped 2 Selector PED Signal 2:	Sig 9 Selector Signal Head 9:	Sig 10 Selector Signal Head 10:	Sig 11 Selector Signal Head 11:	Sig 12 Selector Signal Head 12:	Sig 13 Selector Signal Head 13:	Sig 14 Selector SIGNAL HEAD 14	Sig 15 Selector SIGNAL HEAD 15	Sig 16 Selector SIGNAL L HEAD 16



Timingsheet, Controller Operation and Load Switch Page

SECID: 1214 Timing Date: 11/2/2017 Phasing Date: 10/20/2000

Shop Number: 1438 Drop:

Major Street **CHANNELSIDE**

Orientation: Eastbound

Controller Type Cobalt

Minor Street **CROSTOWN RAMP / MORGAN**

Orientation: North-South

Computer System CEN

Last Date Sent 10/29/2018

Controller Timings (seconds)

Controller Phase Number			4	5	6		8
Direction			NB	RAMP	EB		SB
Minimum Green			10	5	10		10
Vehicle Extension			3.0	4.5	3.0		3.0
Yellow Clr/Alt Clr			3.7	4	4		3.7
Red Clr/Alt Red Clr			2.2	2.6	2.2		2.2
Max Green I			30	20	40		30
Max Green II			30	25	60		30
Walk			7		7		7
Walk - XGuard			---	---	---		---
FDW			17		11		17
FDW - XGuard			---	---	---		---
Detector Memory			---	ON	---		---
Phase Recall			MAX	---	MAX		MAX
Ped Recall			ON	---	ON		ON
Flash Operation			RED	RED	YEL		RED

Controller Operation

RXR Preempt: No FDOT SOP: 2 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's Ø4, Ø6, Ø8

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8

Sequence 2 Ring 1: _____
 Ring 2: _____

Sequence 3 Ring 1: _____
 Ring 2: _____

Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: LS3: LS4: Ø4 LS5: Ø5 LS6: Ø6 LS7: LS8: Ø8
 LS9: LS10: P4 LS11: P6 LS12: P8 LS13: LS14: LS15: LS16:

Comments

UPDATED TIMINGS.
 ACTUATED PRETIMED OPERATION

Submitted By: *CHB* Date: *10/29/18* Review By: *[Signature]* Date: *10-30-18* Approved By: *BC* Date: *10/31/2018*
 Implemented By: *DW* Date: *11/9/18* Notes:



Coordination Pattern Page

Ver. E

Print Date: 10/30/2018

Major Street: CHANNELSIDE

Section Id: 1214

Record Number: 159

Coord Date: 11/3/2017

Minor Street: CROSTOWN RAMP / MORGAN

Coord M-F: Mon - Thur patt 1 - 7, Fri patt 1 - 7 w/5@ 1445

Coord WkEnd: Sat - Sun Patt 7 & patt 2 all other times

Coord Free:

Coord Sp Ops:

Direction:

Ø Number:

			NB	RAMP	EB		SB
			4	5	6		8

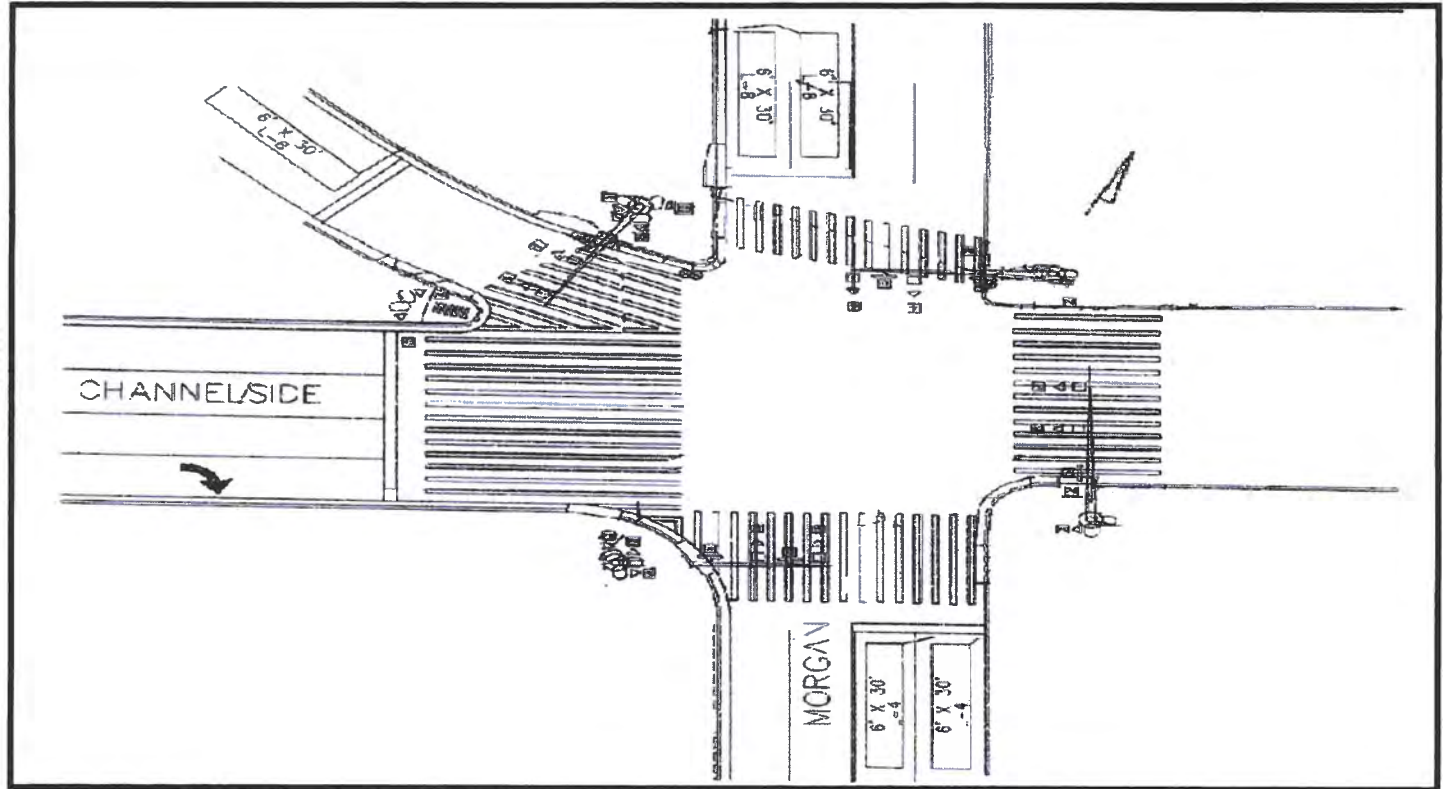
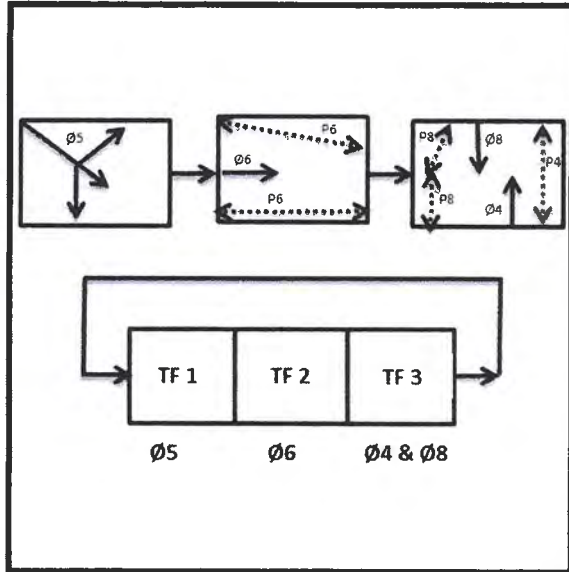
	Patterns	Sequence	Cycle	Offset				NB	RAMP	EB		SB
1.	0615 - 0900 AM Peak	1	140	104				40	35	65		40
2.	0900 - 1130 AM Off Peak	1	120	94				30	25	65		30
3.	1130 - 1330 Noon	1	120	94				30	25	65		30
4.	1330 - 1515 PM Off Peak	1	120	94				30	25	65		30
5.	1515 - 1830 PM Peak	1	140	104				40	25	75		40
6.	1830 - 2000 Evening	1	120	94				30	25	65		30
7.	2000 - 2200 Late	1	120	94				30	25	65		30
8.	2200 - 0615 Overnight	1	120	94				30	25	65		30
9.	Convention Ctr - Outbound	1	120	114				35	25	60		35
10.	Arena - Inbound	1	120	19				65	13	42		65
11.	Arena - Out Fla Ave Closed	1	120	21				80	13	27		80
12.	Marriott - Outbound PM	1	100	9				52	13	35		52
13.	Arena - Out Fla Ave Opened	1	120	21				58	36	26		58
14.	Arena - Inbound Flush	1	160	19				42	13	105		42
15.	Arena Lg/Straz - Outbound	1	120	21				80	13	27		80
16.	Hurricane	1	100	86				32	22	46		32

Section Id 1214 Controller Type Cobalt

Major Street CHANNELSIDE

Minor Street CROSTOWN RAMP / MORGAN

Coord Date 11/3/2017 FDOT SOP: 2 MOD



Ped 1 Selector
1ped-wlk-fdw-count
PED Signal 1:
P4, P6, P8



Ped 2 Selector

PED Signal 2:

Sig 1 Selector
3-section-ball-vertica
Signal Head 1:
Ø4, Ø5, Ø6, Ø8



Sig 9 Selector

Signal Head 9:

Sig 2 Selector
Signal Head 2:

Sig 10 Selector

Signal Head 10:

Sig 3 Selector
Signal Head 3:

Sig 11 Selector

Signal Head 11:

Sig 4 Selector
Signal Head 4:

Sig 12 Selector

Signal Head 12:

Sig 5 Selector
Signal Head 5:

Sig 13 Selector

Signal Head 13:

Sig 6 Selector
Signal Head 6:

Sig 14 Selector

SIGNAL HEAD 14

Sig 7 Selector
Signal Head 7:

Sig 15 Selector

SIGNAL HEAD 15

Sig 8 Selector
Signal Head 8:

Sig 16 Selector

SIGNAL L HEAD 16



Timingsheet, Controller Operation and Load Switch Page

988

SECID: 1208 Timing Date: 5/17/2018 Phasing Date: 5/17/2018

Shop Number: 1469 Drop:

Major Street **BROREIN**

Orientation: Westbound

Controller Type **COBALT**

Minor Street **MORGAN**

Orientation: North-South

Computer System **Cen**

Last Date Sent **7/28/2014**

Controller Timings (seconds)

Controller Phase Number	2	4				
Direction	WB	N/S				
Minimum Green	10	10				
Vehicle Extention	3.0	3.0				
Yellow Clr/Alt Clr	3.7	3.7				
Red Clr/Alt Red Clr	2	2.3				
Max Green I	55	25				
Max Green II	80	35				
Walk	7	7				
Walk - XGuard						
FDW	12	19				
FDW - XGuard						
Detector Memory	---	---				
Phase Recall	MAX	MAX				
Ped Recall	ON	ON				
Flash Operation	YEL	RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's **Ø2, Ø4**

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8
 Sequence 2 Ring 1: _____
 Ring 2: _____
 Sequence 3 Ring 1: _____
 Ring 2: _____
 Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assienments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: LS8:
 LS9: P2 LS10: P4 LS11: LS12: LS13: LS14: LS15: LS16:

Comments

MAX II: MONDAY THRU THURSDAY (06:15 - 09:00 & 15:15 - 18:30) / FRIDAY (06:15 - 09:00 & 14:45 - 18:30)
 MAX I ALL OTHER TIMES
 UPDATED TIMINGS
 NOTE: APPLY ACTUATED PRE-TIMED OPERATION.

Submitted By: **CMB** Date: **10/30/18** Review By: **[Signature]** Date: **11-1-18** Approved By: **BC** Date: **11/01/2018**
 Implemented By: **DW** Date: **11/7/18** Notes:



Coordination Pattern Page

Ver. E

Print Date: 10/30/2018

Major Street: **BROREIN**

Section Id: 1208

Record Number: 154

Coord Date: 6/4/2018

Minor Street: **MORGAN**

Coord M-F: Mon - Thur patt 1 - 7, Fri patt 1 - 7 w/5 @ 1445

Coord WkEnd: Sat - Sun patt 7 & patt 2 all other times

Coord Free:

Coord Sp Ops:

Direction:		WB		N/S				
Ø Number:		2		4				

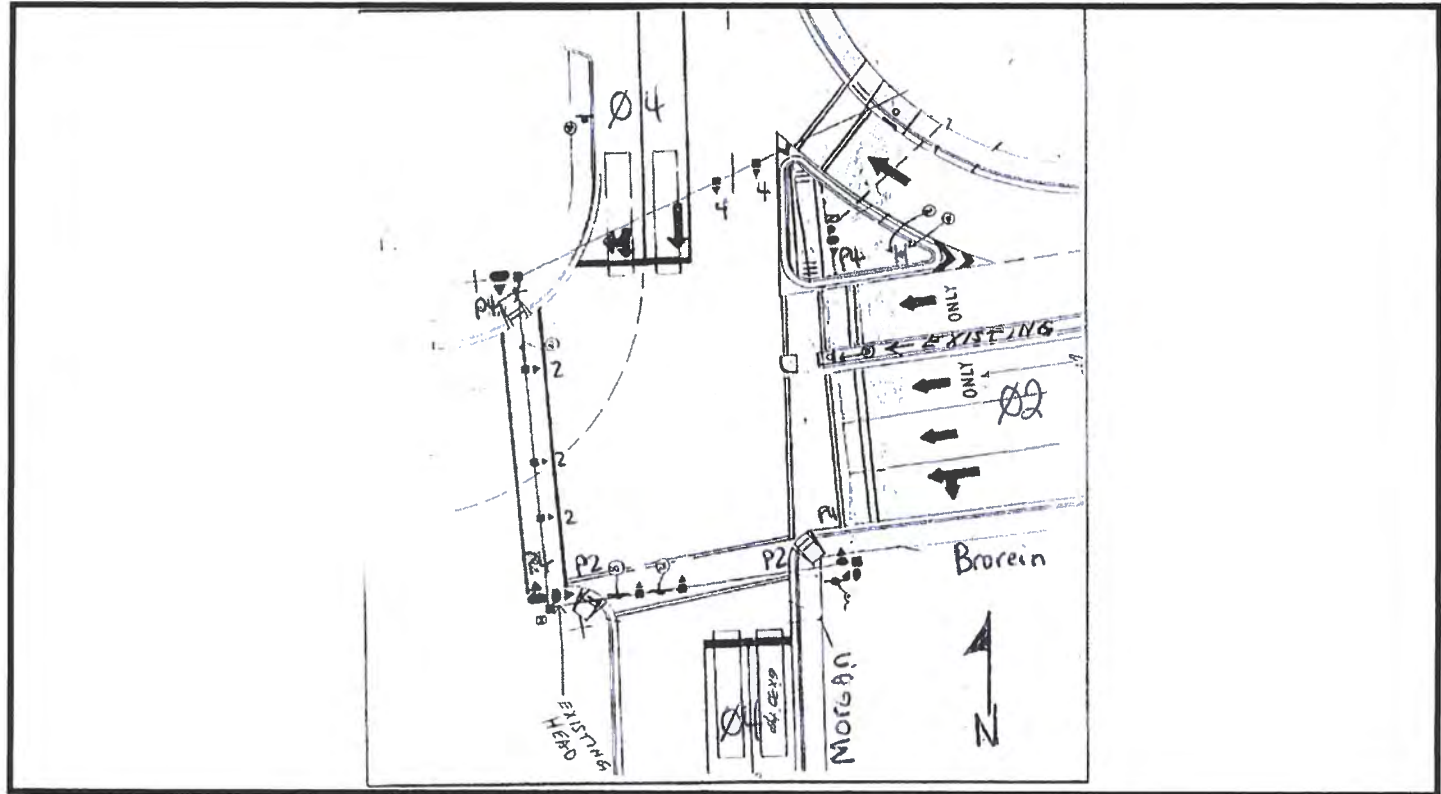
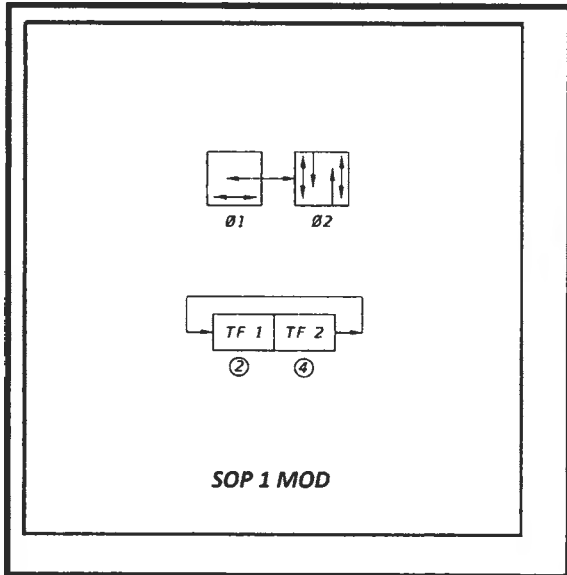
	Patterns	Sequence	Cycle	Offset							
1.	0615 - 0900 AM Peak	1	140	35		94		46			
2.	0900 - 1115 AM Off Peak	1	120	75		80		40			
3.	1115 - 1330 Noon	1	120	75		80		40			
4.	1330 - 1515 PM Off Peak	1	120	75		80		40			
5.	1515 - 1830 PM Peak	1	140	29		94		46			
6.	1830 - 2000 Evening	1	120	75		80		40			
7.	2000 - 0615 Late	1	120	75		80		40			
8.		1	120	75		80		40			
9.	Convention Ctr - Outbound	1	120	75		80		40			
10.	Arena - Inbound	1	120	97		45		75			
11.	Arena - Outbound Fla Ave Closed	1	120	31		40		80			
12.	Marriott - Outbound PM	1	100	95		30		70			
13.	Arena - Outbound Fla Ave Opened	1	120	75		40		80			
14.	P.A.C. - Out	1	120	97		45		75			
15.	Arena Lg / P.A.C. - Outbound	1	120	32		60		60			
16.	Hurricane	1	100	32		66		34			



Section Id 1208 Controller Type COBALT

Major Street BROREIN

Minor Street MORGAN

Coord Date 6/4/2018 FDOT SOP: 1 MOD



Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P2, P4 	Sig 1 Selector 3-section-ball-vertica Signal Head 1: 2, 4 	Sig 2 Selector Signal Head 2:	Sig 3 Selector Signal Head 3:	Sig 4 Selector Signal Head 4:	Sig 5 Selector Signal Head 5:	Sig 6 Selector Signal Head 6:	Sig 7 Selector Signal Head 7:	Sig 8 Selector Signal Head 8:
Ped 2 Selector PED Signal 2:	Sig 9 Selector Signal Head 9:	Sig 10 Selector Signal Head 10:	Sig 11 Selector Signal Head 11:	Sig 12 Selector Signal Head 12:	Sig 13 Selector Signal Head 13:	Sig 14 Selector SIGNAL HEAD 14	Sig 15 Selector SIGNAL HEAD 15	Sig 16 Selector SIGNAL L HEAD 16



Timingsheet, Controller Operation and Load Switch Page

SECID: 1209 Timing Date: 5/17/2018 Phasing Date: 5/17/2018

Shop Number: 1002 Drop:

Major Street **BROREIN**

Orientation: Westbound

Controller Type **COBALT**

Minor Street **JEFFERSON**

Orientation: North-South

Computer System **Cen**

Last Date Sent **2/26/2015**

Controller Timings (seconds)

Controller Phase Number	2	4				
Direction	WB	NB				
Minimum Green	10	10				
Vehicle Extension	2.0	2.0				
Yellow Clr/Alt Clr	3.7	3.7				
Red Clr/Alt Red Clr	2	2				
Max Green I	80	60				
Max Green II	80	60				
Walk	7	7				
Walk - XGuard						
FDW	11	11				
FDW - XGuard						
Detector Memory	---	---				
Phase Recall	MAX	MAX				
Ped Recall	ON	ON				
Flash Operation	YEL	RED				

Controller Operation

RXR Preempt: No FDOT SOP: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): No
 Transit Preempt: False LPI Date:
 Crossing Guard Times AM:
 Crossing Guard Times PM:
 Free Time Primary:
 Free Time Secondary:
 Flash Source- (C)omputer or (F)ield:
 Flash Times Primary
 Flash Times Secondary
 CNA Ø's **Ø2, Ø4**

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 | 3 4
 Ring 2: 5 6 | 7 8

Sequence 2 Ring 1: _____
 Ring 2: _____

Sequence 3 Ring 1: _____
 Ring 2: _____

Sequence 4 Ring 1: _____
 Ring 2: _____

Cabinet Load Switch Assignments

LS1: LS2: Ø2 LS3: LS4: Ø4 LS5: LS6: LS7: LS8:
 LS9: P2 LS10: P4 LS11: LS12: LS13: LS14: LS15: LS16:

Comments

UPDATED TIMINGS

E.O.C. RESISTOR TO BE INSTALLED ON RECEIVE
 ACTUATED PRETIMED OPERATION

Submitted By: *[Signature]* Date: 10/30/18 Review By: *[Signature]* Date: 10-31-18 Approved By: *[Signature]* Date: 11/6/2018
 Implemented By: *[Signature]* Date: 11/8/18 Notes:



Coordination Pattern Page

Ver. E

Print Date: 10/31/2018

Major Street: BROREIN

Section Id: 1209

Record Number: 155

Coord Date: 6/4/2018

Minor Street: JEFFERSON

Coord M-F: Day Plan 1 Mon - Thurs, Day Plan 2 Friday

Coord WkEnd: Day Plan 3 Saturday, Day Plan 4 Sunday

Coord Free:

Coord Sp Ops:

Direction:		WB		NB				
Ø Number:		2		4				

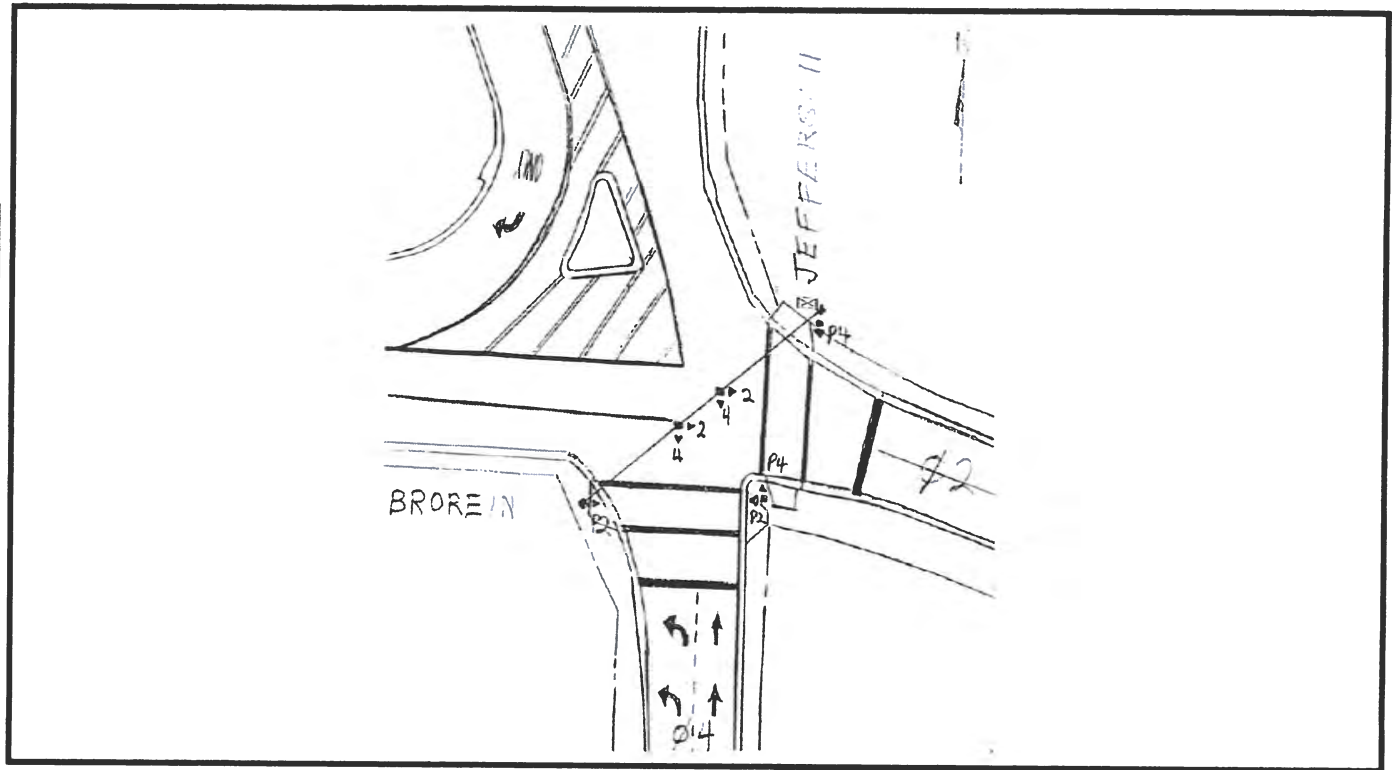
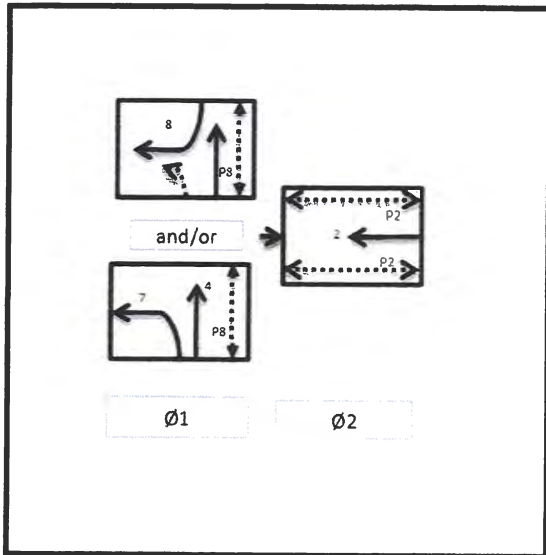
	Patterns	Sequence	Cycle	Offset							
1.	0615 - 0900 AM Peak	1	140	30		115		25			
2.	0900 - 1130 AM Off Peak	1	120	70		95		25			
3.	1130 - 1330 Noon	1	120	70		95		25			
4.	1330 - 1515 PM Off Peak	1	120	70		95		25			
5.	1515 - 1830 PM Peak	1	140	45		95		45			
6.	1830 - 2000 Evening	1	120	70		95		25			
7.	2000 - 0615 Late	1	120	70		95		25			
8.		1	120	70		95		25			
9.	Convention Ctr - Outbound	1	120	84		60		60			
10.	Arena - Inbound	1	120	84		85		35			
11.	Arena - Outbound Fla Ave Closed	1	120	21		90		30			
12.	Marriott - Outbound PM	1	100	95		65		35			
13.	Arena - Outbound Fla Ave Opened	1	120	71		40		80			
14.	Straz - Outbound	1	120	84		85		35			
15.	Arena Lg / Straz - Outbound	1	120	22		80		40			
16.	Hurricane	1	100	23		60		40			

Section Id 1209 Controller Type COBALT

Major Street BROREIN

Minor Street JEFFERSON

Coord Date 6/4/2018 FDOT SOP: 1 MOD



Ped 1 Selector
1ped-wlk-fdw-count
PED Signal 1:



Ped 2 Selector

PED Signal 2:

Sig 1 Selector
3-section-ball-vertica
Signal Head 1:



Sig 9 Selector

Signal Head 9:

Sig 2 Selector
Signal Head 2:

Sig 10 Selector

Signal Head 10:

Sig 3 Selector
Signal Head 3:

Sig 11 Selector

Signal Head 11:

Sig 4 Selector
Signal Head 4:

Sig 12 Selector

Signal Head 12:

Sig 5 Selector
Signal Head 5:

Sig 13 Selector

Signal Head 13:

Sig 6 Selector
Signal Head 6:

Sig 14 Selector

SIGNAL HEAD 14

Sig 7 Selector
Signal Head 7:

Sig 15 Selector

SIGNAL HEAD 15

Sig 8 Selector
Signal Head 8:

Sig 16 Selector

SIGNAL HEAD 16

Appendix E

Historical Traffic Data

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	1.12	1.15
2	01/07/2018 - 01/13/2018	1.07	1.10
3	01/14/2018 - 01/20/2018	1.03	1.06
4	01/21/2018 - 01/27/2018	1.01	1.04
* 5	01/28/2018 - 02/03/2018	0.99	1.02
* 6	02/04/2018 - 02/10/2018	0.98	1.01
* 7	02/11/2018 - 02/17/2018	0.96	0.99
* 8	02/18/2018 - 02/24/2018	0.96	0.99
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.95	0.98
*11	03/11/2018 - 03/17/2018	0.95	0.98
*12	03/18/2018 - 03/24/2018	0.96	0.99
*13	03/25/2018 - 03/31/2018	0.96	0.99
*14	04/01/2018 - 04/07/2018	0.96	0.99
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.98	1.01
18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.02	1.05
22	05/27/2018 - 06/02/2018	1.01	1.04
23	06/03/2018 - 06/09/2018	1.01	1.04
24	06/10/2018 - 06/16/2018	1.00	1.03
25	06/17/2018 - 06/23/2018	1.01	1.04
26	06/24/2018 - 06/30/2018	1.02	1.05
27	07/01/2018 - 07/07/2018	1.02	1.05
28	07/08/2018 - 07/14/2018	1.03	1.06
29	07/15/2018 - 07/21/2018	1.04	1.07
30	07/22/2018 - 07/28/2018	1.03	1.06
31	07/29/2018 - 08/04/2018	1.01	1.04
32	08/05/2018 - 08/11/2018	1.00	1.03
33	08/12/2018 - 08/18/2018	0.99	1.02
34	08/19/2018 - 08/25/2018	0.99	1.02
35	08/26/2018 - 09/01/2018	1.00	1.03
36	09/02/2018 - 09/08/2018	1.00	1.03
37	09/09/2018 - 09/15/2018	1.00	1.03
38	09/16/2018 - 09/22/2018	1.00	1.03
39	09/23/2018 - 09/29/2018	0.99	1.02
40	09/30/2018 - 10/06/2018	0.99	1.02
41	10/07/2018 - 10/13/2018	0.98	1.01
42	10/14/2018 - 10/20/2018	0.98	1.01
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	1.02	1.05
46	11/11/2018 - 11/17/2018	1.03	1.06
47	11/18/2018 - 11/24/2018	1.05	1.08
48	11/25/2018 - 12/01/2018	1.07	1.10
49	12/02/2018 - 12/08/2018	1.09	1.12
50	12/09/2018 - 12/15/2018	1.12	1.15
51	12/16/2018 - 12/22/2018	1.09	1.12
52	12/23/2018 - 12/29/2018	1.06	1.09
53	12/30/2018 - 12/31/2018	1.03	1.06

* PEAK SEASON

25-FEB-2019 16:26:29

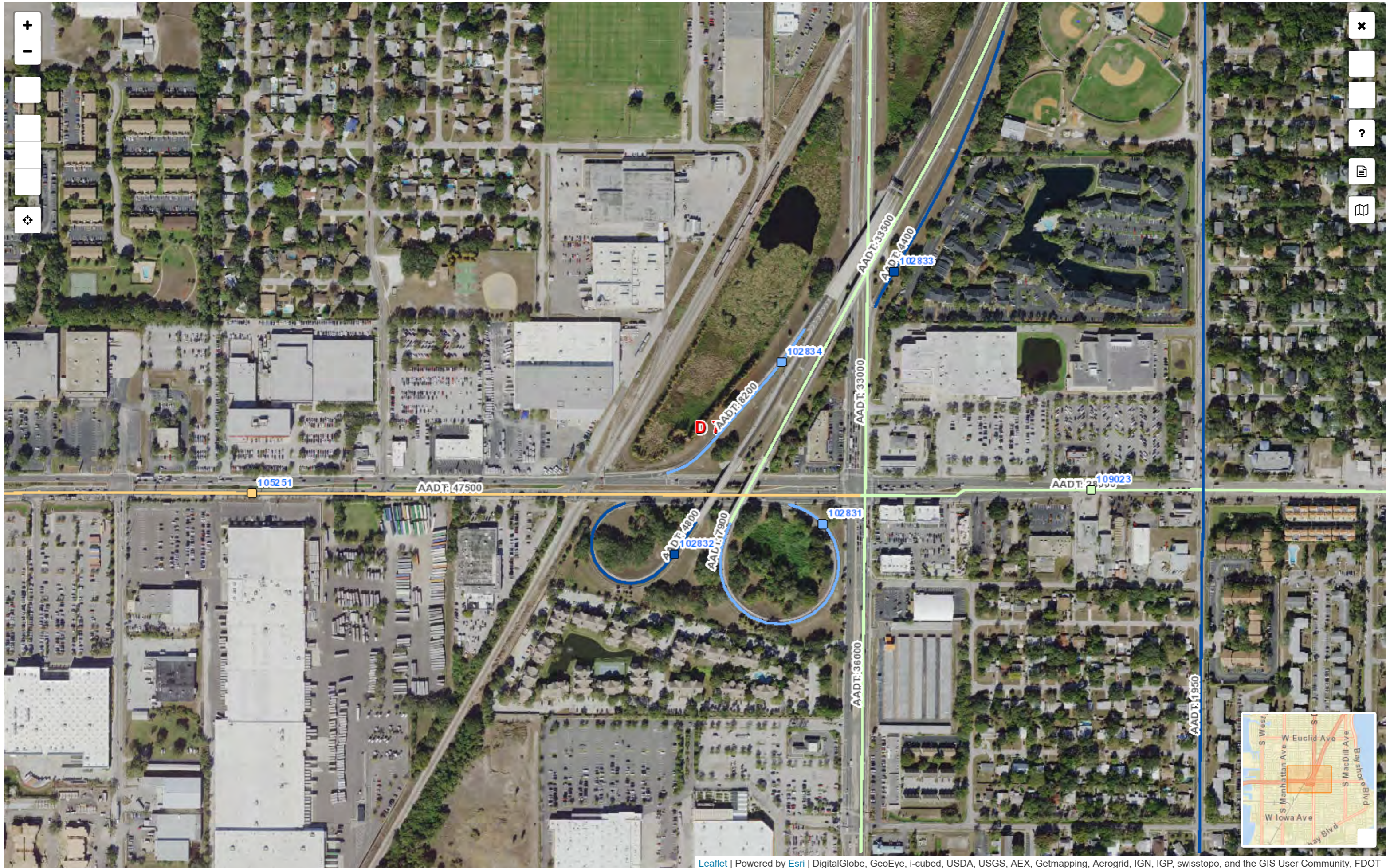
830UPD

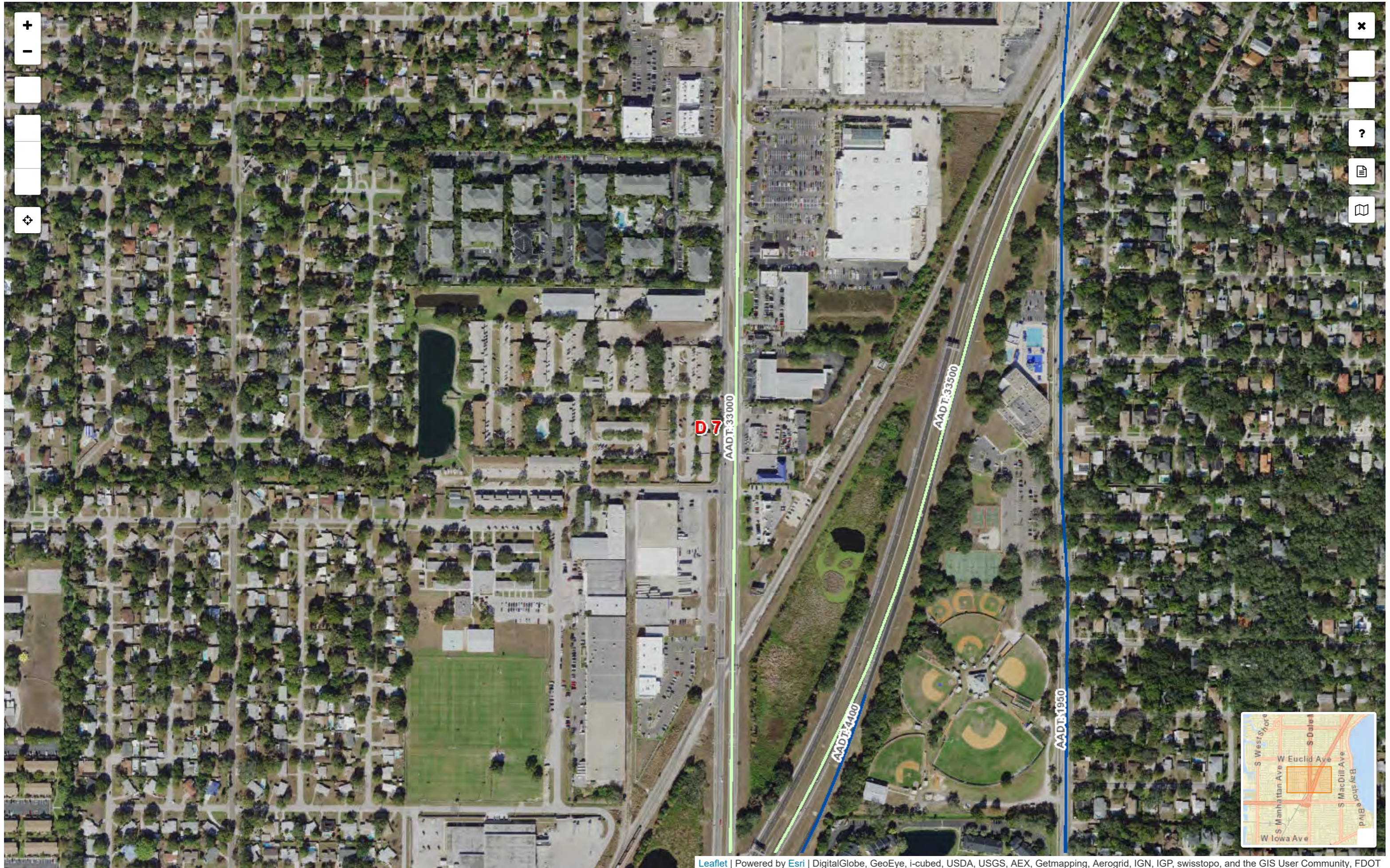
7_1000_PKSEASON.TXT

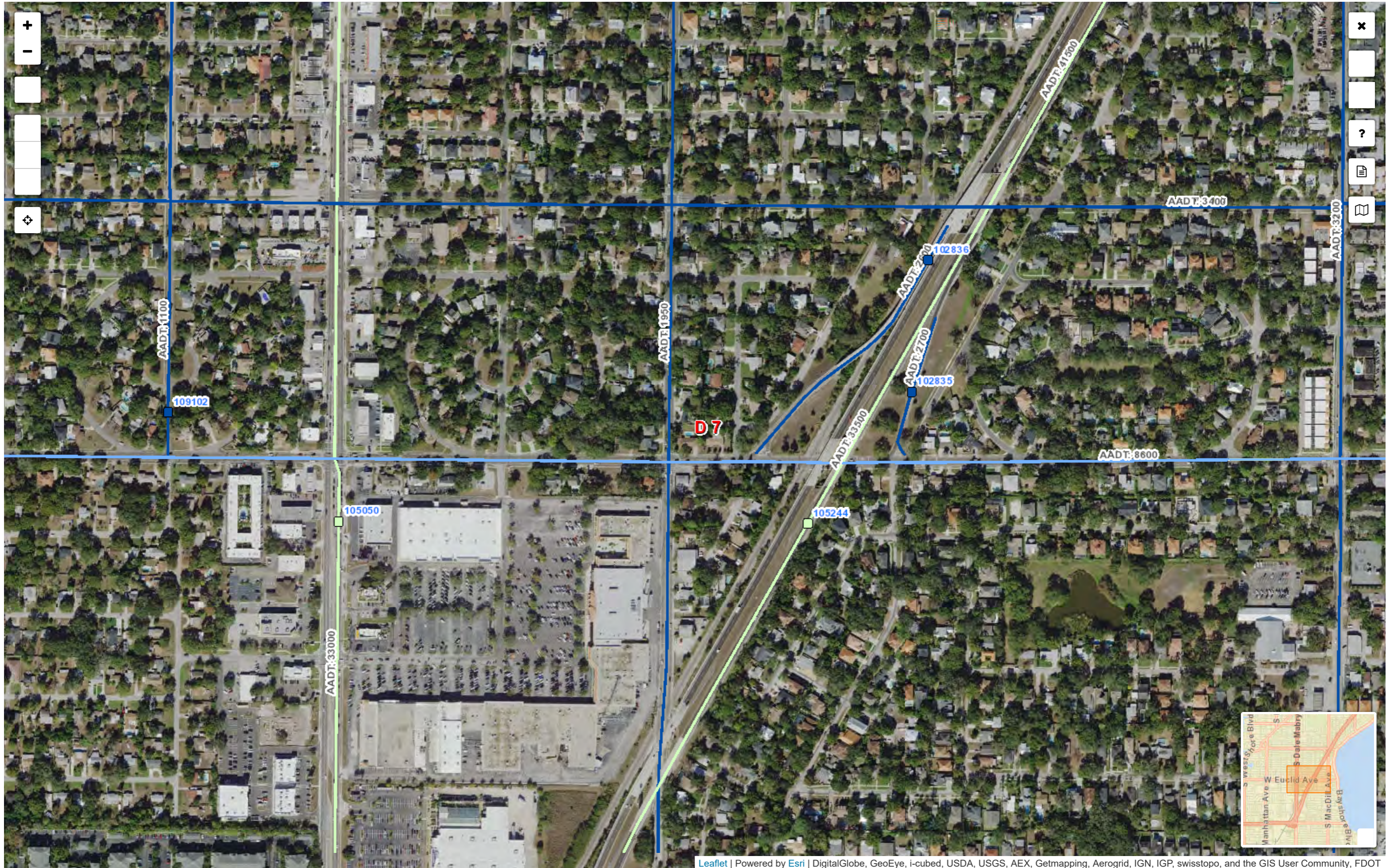
2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY

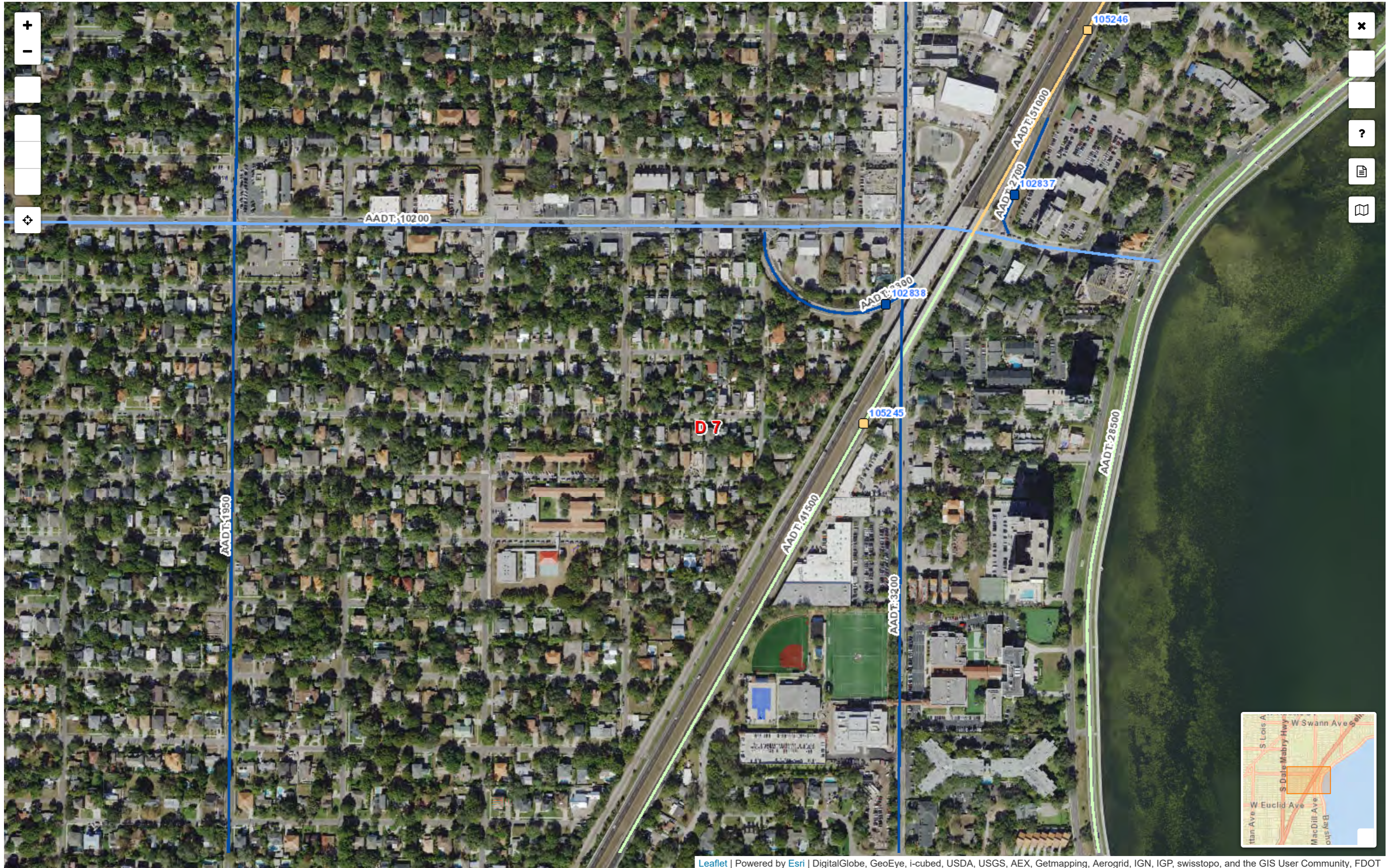
COUNTY: 10 - HILLSBOROUGH

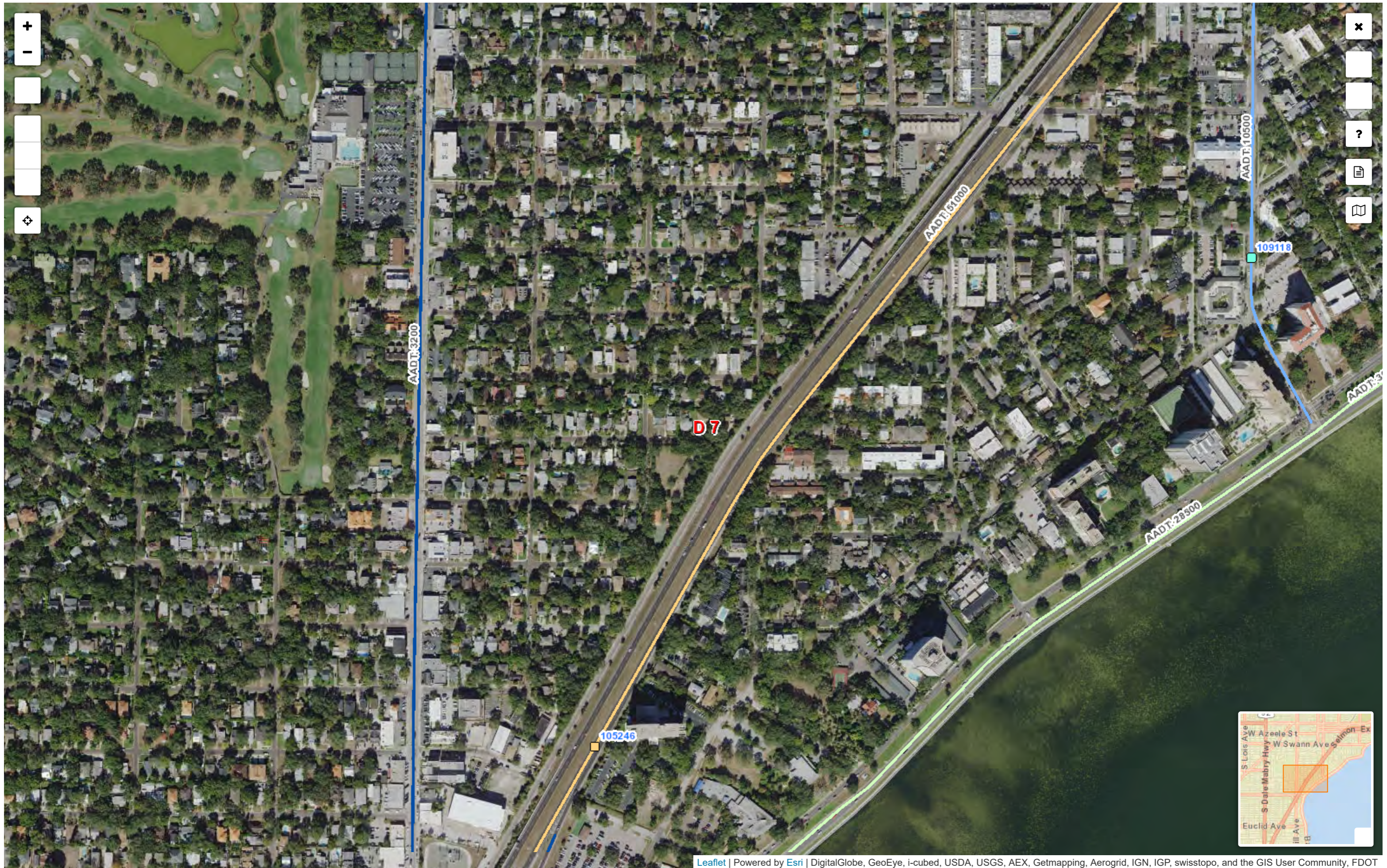
WEEK	DATES	HILLS HPMS 5	1087	HILLS HPMS 6	1088	CROSSTOWN EXPRESSWAY ELEV	1099
1	01/01/2018 - 01/06/2018		0.99		0.99		1.00
2	01/07/2018 - 01/13/2018		0.99		0.99		1.00
3	01/14/2018 - 01/20/2018		0.99		0.99		1.00
4	01/21/2018 - 01/27/2018		0.99		0.99		1.00
5	01/28/2018 - 02/03/2018		0.99		0.99		1.00
6	02/04/2018 - 02/10/2018		0.99		0.99		1.00
7	02/11/2018 - 02/17/2018		0.99		0.99		1.00
8	02/18/2018 - 02/24/2018		0.99		0.99		1.00
9	02/25/2018 - 03/03/2018		0.99		0.99		1.00
10	03/04/2018 - 03/10/2018		0.99		0.99		1.00
11	03/11/2018 - 03/17/2018		0.99		0.99		1.00
12	03/18/2018 - 03/24/2018		0.99		0.99		1.00
13	03/25/2018 - 03/31/2018		0.99		0.99		1.00
14	04/01/2018 - 04/07/2018		0.99		0.99		1.00
15	04/08/2018 - 04/14/2018		0.99		0.99		1.00
16	04/15/2018 - 04/21/2018		0.99		0.99		1.00
17	04/22/2018 - 04/28/2018		0.99		0.99		1.00
18	04/29/2018 - 05/05/2018		0.99		0.99		1.00
19	05/06/2018 - 05/12/2018		0.99		0.99		1.00
20	05/13/2018 - 05/19/2018		0.99		0.99		1.00
21	05/20/2018 - 05/26/2018		0.99		0.99		1.00
22	05/27/2018 - 06/02/2018		0.99		0.99		1.00
23	06/03/2018 - 06/09/2018		0.99		0.99		1.00
24	06/10/2018 - 06/16/2018		0.99		0.99		1.00
25	06/17/2018 - 06/23/2018		0.99		0.99		1.00
26	06/24/2018 - 06/30/2018		0.99		0.99		1.00
27	07/01/2018 - 07/07/2018		0.99		0.99		1.00
28	07/08/2018 - 07/14/2018		0.99		0.99		1.00
29	07/15/2018 - 07/21/2018		0.99		0.99		1.00
30	07/22/2018 - 07/28/2018		0.99		0.99		1.00
31	07/29/2018 - 08/04/2018		0.99		0.99		1.00
32	08/05/2018 - 08/11/2018		0.99		0.99		1.00
33	08/12/2018 - 08/18/2018		0.99		0.99		1.00
34	08/19/2018 - 08/25/2018		0.99		0.99		1.00
35	08/26/2018 - 09/01/2018		0.99		0.99		1.00
36	09/02/2018 - 09/08/2018		0.99		0.99		1.00
37	09/09/2018 - 09/15/2018		0.99		0.99		1.00
38	09/16/2018 - 09/22/2018		0.99		0.99		1.00
39	09/23/2018 - 09/29/2018		0.99		0.99		1.00
40	09/30/2018 - 10/06/2018		0.99		0.99		1.00
41	10/07/2018 - 10/13/2018		0.99		0.99		1.00
42	10/14/2018 - 10/20/2018		0.99		0.99		1.00
43	10/21/2018 - 10/27/2018		0.99		0.99		1.00
44	10/28/2018 - 11/03/2018		0.99		0.99		1.00
45	11/04/2018 - 11/10/2018		0.99		0.99		1.00
46	11/11/2018 - 11/17/2018		0.99		0.99		1.00
47	11/18/2018 - 11/24/2018		0.99		0.99		1.00
48	11/25/2018 - 12/01/2018		0.99		0.99		1.00
49	12/02/2018 - 12/08/2018		0.99		0.99		1.00
50	12/09/2018 - 12/15/2018		0.99		0.99		1.00
51	12/16/2018 - 12/22/2018		0.99		0.99		1.00
52	12/23/2018 - 12/29/2018		0.99		0.99		1.00
53	12/30/2018 - 12/31/2018		0.99		0.99		1.00

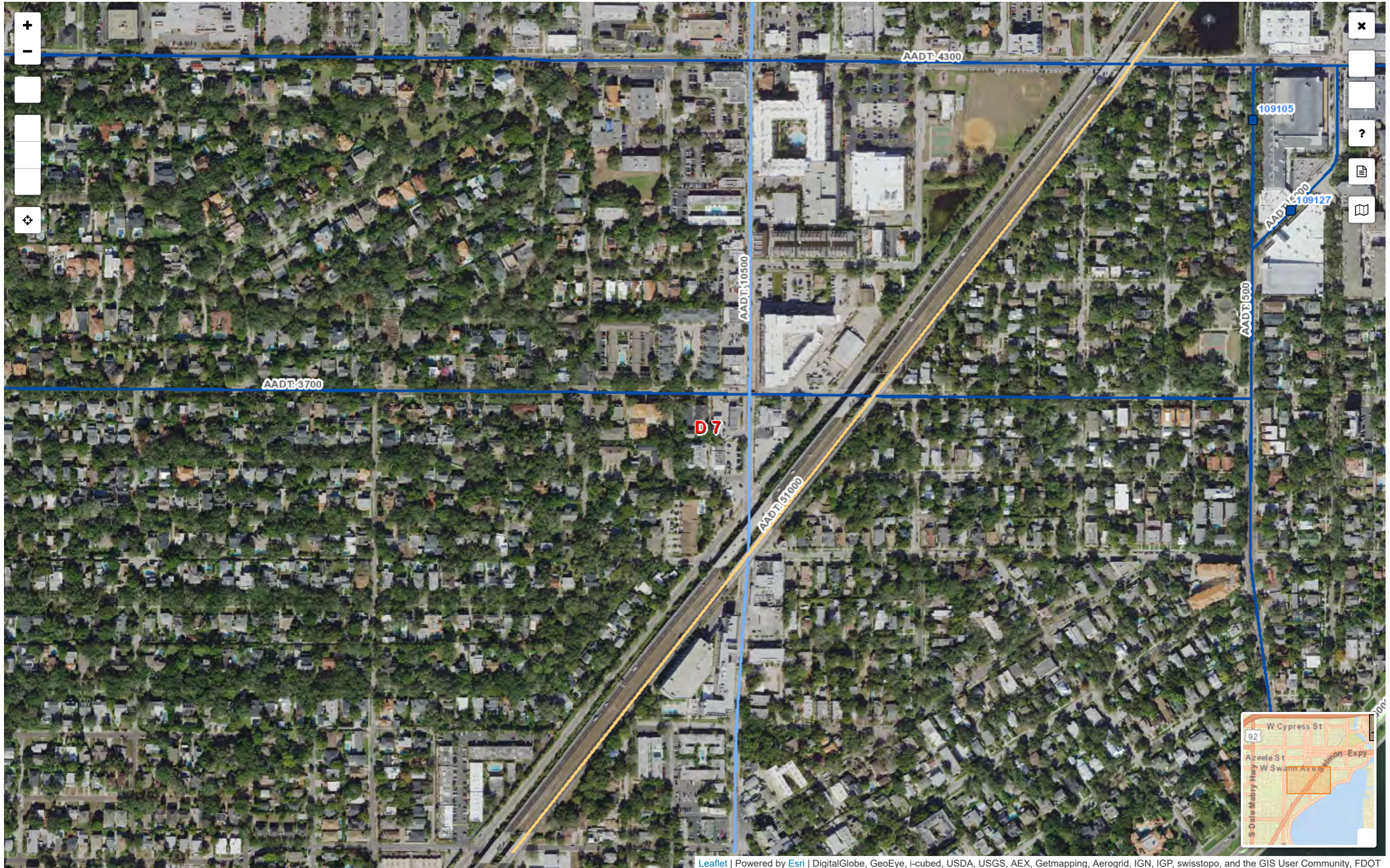


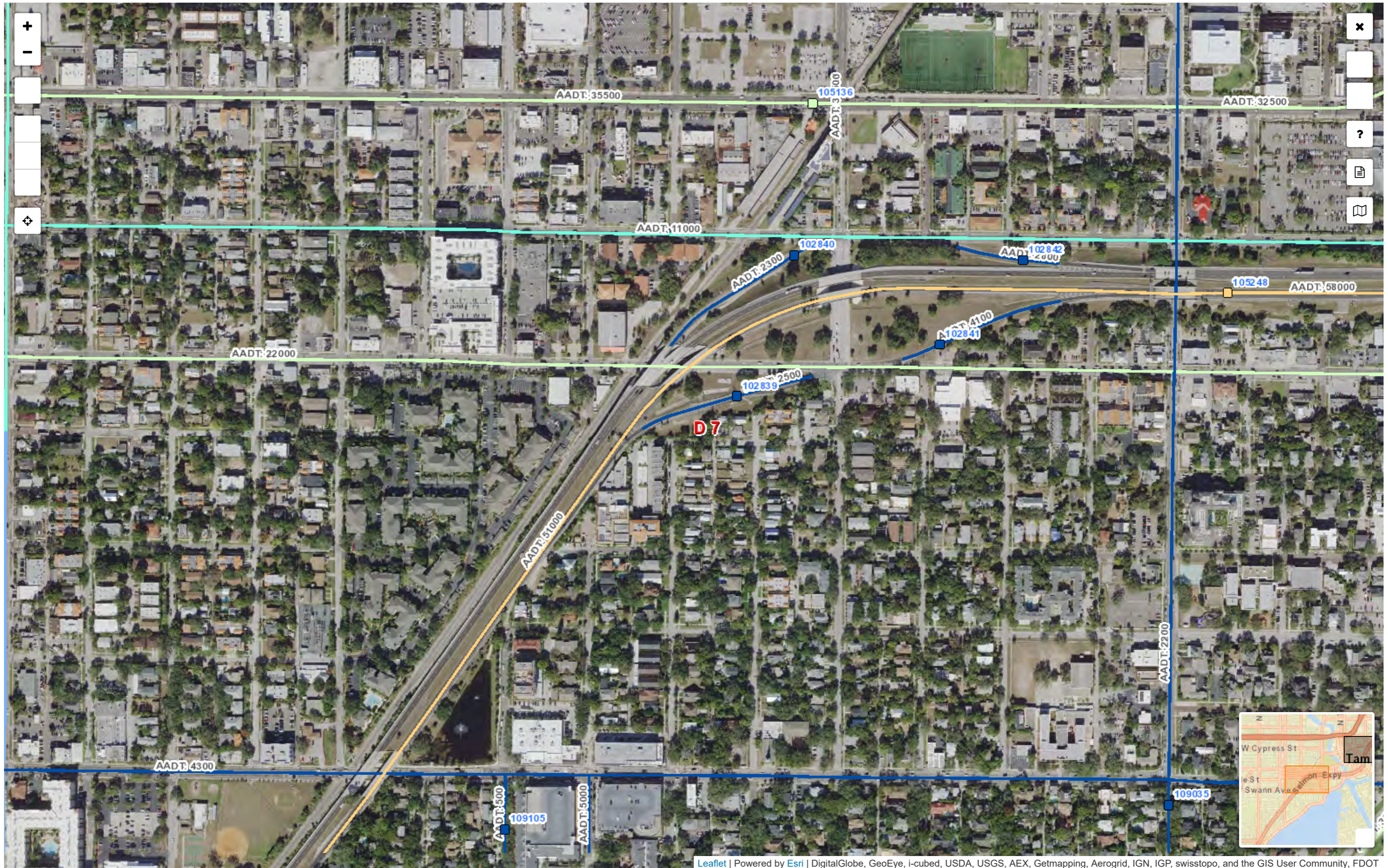












FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2831 - RP, EB SR600/GANDY BLVD TO NB SR618/CROSSTOWN EXPY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	7900 E		0		0	9.00	99.90	10.00
2017	7700 V		0		0	9.00	99.90	8.70
2016	7500 R		0		0	9.00	99.90	8.90
2015	7400 T		0		0	9.00	99.90	8.20
2014	7400 S					9.00	99.90	9.30
2013	7400 F		0		0	9.00	99.90	8.00
2012	7400 C	E	7400		0	9.00	99.90	7.70
2011	5800 S		0		0	9.00	99.90	8.60
2010	5800 F		0		0	9.51	99.99	8.00
2009	5900 C	E	5900		0	9.54	99.99	8.50
2008	6400 C	E	6400		0	9.13	99.99	10.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2832 - RP, SB SR618/CROSSTOWN EXPWY TO EB SR600/GANDY BLV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	4800 E	0	0	9.00	99.90	10.00
2017	4700 V	0	0	9.00	99.90	8.70
2016	4600 R	0	0	9.00	99.90	8.90
2015	4500 T	0	0	9.00	99.90	8.20
2014	4500 S			9.00	99.90	9.30
2013	4500 F	0	0	9.00	99.90	8.00
2012	4500 C	E 4500	0	9.00	99.90	7.70
2011	3600 S	0	0	9.00	99.90	8.60
2010	3600 F	0	0	9.51	99.99	8.00
2009	3700 C	E 3700	0	9.54	99.99	8.50
2008	3800 C	E 3800	0	9.13	99.99	10.30
2007	10500 C	N 10500	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2833 - RP, NB US92/S DALE MABRY HWY TO NB X-TOWN EXPWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	4400 E	0	0	9.00	99.90	10.00
2017	4300 V	0	0	9.00	99.90	8.70
2016	4200 R	0	0	9.00	99.90	8.90
2015	4100 T	0	0	9.00	99.90	8.20
2014	4100 S			9.00	99.90	9.30
2013	4100 F	0	0	9.00	99.90	8.00
2012	4100 C	E 4100	0	9.00	99.90	7.70
2011	3500 S	0	0	9.00	99.90	8.60
2010	3500 F	0	0	9.51	99.99	8.00
2009	3600 C	E 3600	0	9.54	99.99	8.50
2008	3900 C	E 3900	0	9.13	99.99	10.30
2007	11000 C	S 11000	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2834 - RP, SB SR618/CROSSTOWN EXPWY TO WB SR600/GANDY BLV

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	8200 E		0		0	9.00	99.90	10.00
2017	8000 V		0		0	9.00	99.90	8.70
2016	7800 R		0		0	9.00	99.90	8.90
2015	7700 T		0		0	9.00	99.90	8.20
2014	7700 S					9.00	99.90	9.30
2013	7700 F		0		0	9.00	99.90	8.00
2012	7700 C	W	7700		0	9.00	99.90	7.70
2011	6100 S		0		0	9.00	99.90	8.60
2010	6100 F		0		0	9.51	99.99	8.00
2009	6200 C	W	6200		0	9.54	99.99	8.50
2008	6400 C	W	6400		0	9.13	99.99	10.30
2007	5000 C	N	5000		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2835 - RP, EUCLID AVE TO NB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2700 E		0		0	9.00	99.90	10.00
2017	2600 V		0		0	9.00	99.90	8.70
2016	2500 R		0		0	9.00	99.90	8.90
2015	2500 T		0		0	9.00	99.90	8.20
2014	2500 S					9.00	99.90	9.30
2013	2500 F		0		0	9.00	99.90	8.00
2012	2500 C	E	2500		0	9.00	99.90	7.70
2011	2000 S		0		0	9.00	99.90	8.60
2010	2000 F		0		0	9.51	99.99	8.00
2009	2000 C	E	2000		0	9.54	99.99	8.50
2008	2000 C	E	2000		0	9.13	99.99	10.30
2007	1900 C	W	1900		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2836 - RP SB SR618/CROSSTOWN EXPWY TO EUCLID AVE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2600 E		0		0	9.00	99.90	10.00
2017	2500 V		0		0	9.00	99.90	8.70
2016	2400 R		0		0	9.00	99.90	8.90
2015	2400 T		0		0	9.00	99.90	8.20
2014	2400 S					9.00	99.90	9.30
2013	2400 F		0		0	9.00	99.90	8.00
2012	2400 C	W	2400		0	9.00	99.90	7.70
2011	2000 S		0		0	9.00	99.90	8.60
2010	2000 F		0		0	9.51	99.99	8.00
2009	2000 C	W	2000		0	9.54	99.99	8.50
2008	1900 C	W	1900		0	9.13	99.99	10.30
2007	4100 C	W	4100		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2837 - RP, BAY TO BAY BLVD TO NB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2700 E		0		0	9.00	99.90	10.00
2017	2600 V		0		0	9.00	99.90	8.70
2016	2500 R		0		0	9.00	99.90	8.90
2015	2500 T		0		0	9.00	99.90	8.20
2014	2500 S					9.00	99.90	9.30
2013	2500 F		0		0	9.00	99.90	8.00
2012	2500 C	W	2500		0	9.00	99.90	7.70
2011	2100 S		0		0	9.00	99.90	8.60
2010	2100 F		0		0	9.51	99.99	8.00
2009	2100 C	W	2100		0	9.54	99.99	8.50
2008	2300 C	W	2300		0	9.13	99.99	10.30
2007	3100 C	W	3100		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2838 - RP, SB SR618/CROSSTOWN EXPWY TO BAY TO BAY BLVD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	3300 E		0		0	9.00	99.90	10.00
2017	3200 V		0		0	9.00	99.90	8.70
2016	3100 R		0		0	9.00	99.90	8.90
2015	3000 T		0		0	9.00	99.90	8.20
2014	3000 S					9.00	99.90	9.30
2013	3000 F		0		0	9.00	99.90	8.00
2012	3000 C	E	3000		0	9.00	99.90	7.70
2011	2400 S		0		0	9.00	99.90	8.60
2010	2400 F		0		0	9.51	99.99	8.00
2009	2400 C	E	2400		0	9.54	99.99	8.50
2008	2400 C	E	2400		0	9.13	99.99	10.30
2007	3900 C	E	3900		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2839 - RP, NB SR618/CROSSTOWN EXPWY TO PLATT ST

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2500 E		0	0	9.00	99.90	10.00
2017	2400 V		0	0	9.00	99.90	8.70
2016	2300 R		0	0	9.00	99.90	8.90
2015	2300 T		0	0	9.00	99.90	8.20
2014	2300 S				9.00	99.90	9.30
2013	2300 F		0	0	9.00	99.90	8.00
2012	2300 C	E	2300	0	9.00	99.90	7.70
2011	1600 S		0	0	9.00	99.90	8.60
2010	1600 F		0	0	9.51	99.99	8.00
2009	1600 C	E	1600	0	9.54	99.99	8.50
2008	1700 C	E	1700	0	9.13	99.99	10.30
2007	2100 C	E	2100	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2840 - FROM WILLOW AVE TO SB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2300 E		0		0	9.00	99.90	10.00
2017	2200 V		0		0	9.00	99.90	8.70
2016	2100 R		0		0	9.00	99.90	8.90
2015	2100 T		0		0	9.00	99.90	8.20
2014	2100 S					9.00	99.90	9.30
2013	2100 F		0		0	9.00	99.90	8.00
2012	2100 C	S	2100		0	9.00	99.90	7.70
2011	1600 S		0		0	9.00	99.90	8.60
2010	1600 F		0		0	9.51	99.99	8.00
2009	1600 C	S	1600		0	9.54	99.99	8.50
2008	1700 C	S	1700		0	9.13	99.99	10.30
2007	2400 C	S	2400		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2841 - RP, EB PLATT ST TO NB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	4100 E		0		0	9.00	99.90	10.00
2017	4000 V		0		0	9.00	99.90	8.70
2016	3900 R		0		0	9.00	99.90	8.90
2015	3800 T		0		0	9.00	99.90	8.20
2014	3800 S					9.00	99.90	9.30
2013	3800 F		0		0	9.00	99.90	8.00
2012	3800 C	N	3800		0	9.00	99.90	7.70
2011	3000 S		0		0	9.00	99.90	8.60
2010	3000 F		0		0	9.51	99.99	8.00
2009	3100 C	N	3100		0	9.54	99.99	8.50
2008	3300 C	N	3300		0	9.13	99.99	10.30
2007	1200 C	N	1200		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2842 - RP, SB SR618/CROSSTOWN EXPWY TO WB CLEVELAND ST

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2800 E		0		0	9.00	99.90	10.00
2017	2700 V		0		0	9.00	99.90	8.70
2016	2600 R		0		0	9.00	99.90	8.90
2015	2600 T		0		0	9.00	99.90	8.20
2014	2600 S					9.00	99.90	9.30
2013	2600 F		0		0	9.00	99.90	8.00
2012	2600 C	W	2600		0	9.00	99.90	7.70
2011	2400 S		0		0	9.00	99.90	8.60
2010	2400 F		0		0	9.51	99.99	8.00
2009	2400 C	W	2400		0	9.54	99.99	8.50
2008	1900 C	W	1900		0	9.13	99.99	10.30
2007	6200 C	W	6200		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2843 - RP, PLANT AVE TO NB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2300 E		0		0	9.00	99.90	10.00
2017	2200 V		0		0	9.00	99.90	8.70
2016	2100 R		0		0	9.00	99.90	8.90
2015	2100 T		0		0	9.00	99.90	8.20
2014	2100 S					9.00	99.90	9.30
2013	2100 F		0		0	9.00	99.90	8.00
2012	2100 C	N	2100		0	9.00	99.90	7.70
2011	2200 S		0		0	9.00	99.90	8.60
2010	2200 F		0		0	9.51	99.99	8.00
2009	2200 C	N	2200		0	9.54	99.99	8.50
2008	2200 C	N	2200		0	9.13	99.99	10.30
2007	6500 C	N	6500		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2844 - RP, SB SR618/CROSSTOWN EXPWY TO PLANT AVE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	2100 E		0		0	9.00	99.90	10.00
2017	2000 V		0		0	9.00	99.90	8.70
2016	1900 R		0		0	9.00	99.90	8.90
2015	1900 T		0		0	9.00	99.90	8.20
2014	1900 S					9.00	99.90	9.30
2013	1900 F		0		0	9.00	99.90	8.00
2012	1900 C	S	1900		0	9.00	99.90	7.70
2011	1900 S		0		0	9.00	99.90	8.60
2010	1900 F		0		0	9.51	99.99	8.00
2009	1900 C	S	1900		0	9.54	99.99	8.50
2008	2200 C	S	2200		0	9.13	99.99	10.30
2007	8100 C	S	8100		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2845 - RP, TAMPA ST TO SB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	1500 E	0	0	9.00	99.90	10.00
2017	1400 V	0	0	9.00	99.90	8.70
2016	1400 R	0	0	9.00	99.90	8.90
2015	1400 T	0	0	9.00	99.90	8.20
2014	1400 S			9.00	99.90	9.30
2013	1400 F	0	0	9.00	99.90	8.00
2012	1400 C	S 1400	0	9.00	99.90	7.70
2011	1100 S	0	0	9.00	99.90	8.60
2010	1100 F	0	0	9.51	99.99	8.00
2009	1100 C	S 1100	0	9.54	99.99	8.50
2008	950 C	S 950	0	9.13	99.99	10.30
2007	23500 C	S 23500	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2846 - RP, BRORIEN ST & MORGAN ST TO WB SR618/X-TOWN EXPY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2500 E	0	0	9.00	99.90	10.00
2017	2400 V	0	0	9.00	99.90	8.70
2016	2300 R	0	0	9.00	99.90	8.90
2015	2300 T	0	0	9.00	99.90	8.20
2014	2300 S			9.00	99.90	9.30
2013	2300 F	0	0	9.00	99.90	8.00
2012	2300 C	S 2300	0	9.00	99.90	7.70
2011	1400 S	0	0	9.00	99.90	8.60
2010	1400 F	0	0	9.51	99.99	8.00
2009	1400 C	S 1400	0	9.54	99.99	8.50
2008	1500 C	S 1500	0	9.13	99.99	10.30
2007	20000 C	S 20000	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2847 - RP, EB SR618/X-TOWN EXPWY TO FL AVE & MORGAN ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	3800 E	0	0	9.00	99.90	10.00
2017	3700 V	0	0	9.00	99.90	8.70
2016	3600 R	0	0	9.00	99.90	8.90
2015	3500 T	0	0	9.00	99.90	8.20
2014	3500 S			9.00	99.90	9.30
2013	3500 F	0	0	9.00	99.90	8.00
2012	3500 C	E 3500	0	9.00	99.90	7.70
2011	2400 S	0	0	9.00	99.90	8.60
2010	2400 F	0	0	9.51	99.99	8.00
2009	2400 C	E 2400	0	9.54	99.99	8.50
2008	3000 C	E 3000	0	9.13	99.99	10.30
2007	5100 C	E 5100	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2848 - RP, WB SR618/CROSSTOWN EXPWY TO MORGAN ST

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	3200 E		0	0	9.00	99.90	10.00
2017	3100 V		0	0	9.00	99.90	8.70
2016	3000 R		0	0	9.00	99.90	8.90
2015	2900 T		0	0	9.00	99.90	8.20
2014	2900 S				9.00	99.90	9.30
2013	2900 F		0	0	9.00	99.90	8.00
2012	2900 C	W	2900	0	9.00	99.90	7.70
2011	3600 S		0	0	9.00	99.90	8.60
2010	3600 F		0	0	9.51	99.99	8.00
2009	3700 C	W	3700	0	9.54	99.99	8.50
2008	3600 C	W	3600	0	9.13	99.99	10.30
2007	4400 C	W	4400	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2849 - RP, JEFFERSON ST TO EB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2900 E	0	0	9.00	99.90	10.00
2017	2800 V	0	0	9.00	99.90	8.70
2016	2700 R	0	0	9.00	99.90	8.90
2015	2700 T	0	0	9.00	99.90	8.20
2014	2700 S			9.00	99.90	9.30
2013	2700 F	0	0	9.00	99.90	8.00
2012	2700 C	E 2700	0	9.00	99.90	7.70
2011	2800 S	0	0	9.00	99.90	8.60
2010	2800 F	0	0	9.51	99.99	8.00
2009	2900 C	E 2900	0	9.54	99.99	8.50
2008	3200 C	E 3200	0	9.13	99.99	10.30
2007	3200 C	E 3200	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2850 - RP, WB SR618/CROSSTOWN EXPWY TO WB SR60/KENNEDY BL

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	5900 E		0		0	9.00	99.90	10.00
2017	5800 V		0		0	9.00	99.90	8.70
2016	5600 R		0		0	9.00	99.90	8.90
2015	5500 T		0		0	9.00	99.90	8.20
2014	5500 S					9.00	99.90	9.30
2013	5500 F		0		0	9.00	99.90	8.00
2012	5500 C	W	5500		0	9.00	99.90	7.70
2011	5100 S		0		0	9.00	99.90	8.60
2010	5100 F		0		0	9.51	99.99	8.00
2009	5200 C	W	5200		0	9.54	99.99	8.50
2008	5500 C	W	5500		0	9.13	99.99	10.30
2007	3200 C	W	3200		0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2851 - RP, SR45/NEBRASKA AVE TO EB SR618/CROSSTOWN EXPWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2800 E	0	0	9.00	99.90	10.00
2017	2700 V	0	0	9.00	99.90	8.70
2016	2600 R	0	0	9.00	99.90	8.90
2015	2600 T	0	0	9.00	99.90	8.20
2014	2600 S			9.00	99.90	9.30
2013	2600 F	0	0	9.00	99.90	8.00
2012	2600 C	E 2600	0	9.00	99.90	7.70
2011	2500 S	0	0	9.00	99.90	8.60
2010	2500 F	0	0	9.51	99.99	8.00
2009	2500 C	E 2500	0	9.54	99.99	8.50
2008	2800 C	E 2800	0	9.13	99.99	10.30
2007	5500 C	E 5500	0	9.52	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5073 - SR 45/N NEBRASKA AVE, NORTH OF SR 60/KENNEDY BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2018	5200	C	N	1800	S	3400	9.00	59.70	4.30
2017	5400	F	N	1900	S	3500	9.00	59.60	4.00
2016	5200	C	N	1800	S	3400	9.00	57.00	4.00
2015	6200	S	N	2200	S	4000	9.00	56.80	4.30
2014	6200	F	N	2200	S	4000	9.00	58.60	4.40
2013	6200	C	N	2200	S	4000	9.00	58.20	4.80
2012	5900	C	N	2200	S	3700	9.00	59.00	4.90
2011	4900	C	N	1500	S	3400	9.00	57.20	4.90
2010	5200	C	N	1700	S	3500	9.51	56.00	4.40
2009	4700	C	N	1500	S	3200	9.54	55.72	3.30
2008	7000	E	N	2700	S	4300	9.13	55.29	3.30
2007	7200	C	N	2800	S	4400	9.52	56.79	3.30
2006	9300	C	N	5900	S	3400	9.41	55.29	2.80
2005	12900	C	N	6500	S	6400	9.70	55.90	2.10
2004	5900	C	N	3100	S	2800	8.60	54.00	2.10
2003	7600	C	N	3300	S	4300	9.80	58.50	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5244 - SR 618/X-TOWN EXPWY, W OF EUCLID AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	33500	C	E 16500		W 17000	9.00	59.70	7.90
2017	33000	F	E 17000		W 16000	9.00	59.60	9.30
2016	32000	C	E 16500		W 15500	9.00	57.00	9.30
2015	31000	C	E 15500		W 15500	9.00	56.80	8.50
2014	30500	C	E 14500		W 16000	9.00	58.60	9.00
2013	22500	C	E 11000		W 11500	9.00	58.20	9.30
2012	23500	C	E 11500		W 12000	9.00	59.00	9.30
2011	24500	C	E 12500		W 12000	9.00	57.20	6.90
2010	21000	C	E 10000		W 11000	9.51	56.00	8.30
2009	19700	C	E 9700		W 10000	9.54	55.72	8.50
2008	20000	C	E 10000		W 10000	9.13	55.29	10.00
2007	23000	C	E 11500		W 11500	9.52	56.79	8.80
2005	27000	S	E		W	9.70	55.90	8.00
2004	26000	F	E 13000		W 13000	8.60	54.00	8.00
2003	25000	S	E 12500		W 12500	9.80	58.50	8.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5245 - SR 618/X-TOWN EXPWY, W OF MACDILL AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	41500	C	E 20500		W 21000	9.00	59.70	8.10
2017	40000	F	E 20500		W 19500	9.00	59.60	8.10
2016	39000	C	E 20000		W 19000	9.00	57.00	8.10
2015	38000	C	E 19000		W 19000	9.00	56.80	8.60
2014	28500	F	E 14000		W 14500	9.00	58.60	9.00
2013	28500	C	E 14000		W 14500	9.00	58.20	8.70
2012	27000	C	E 13000		W 14000	9.00	59.00	8.90
2011	31000	C	E 15500		W 15500	9.00	57.20	6.20
2010	25000	C	E 12000		W 13000	9.51	56.00	6.50
2009	24500	C	E 12000		W 12500	9.54	55.72	8.50
2008	24000	C	E 12000		W 12000	9.13	55.29	8.50
2007	27500	C	E 13500		W 14000	9.52	56.79	8.50
2006	14000	E	E 14000		0	9.41	55.29	12.40
2005	27000	E	E 14000		W 13000	9.70	55.90	9.00
2004	26000	S	E 13000		W 13000	8.60	54.00	8.00
2003	25000	F	E 12500		W 12500	9.80	58.50	8.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5246 - SR 618/X-TOWN EXPWY, E OF BAY TO BAY BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	51000	C	E 25000		W 26000	9.00	59.70	7.30
2017	50000	F	E 25000		W 25000	9.00	59.60	7.30
2016	49000	C	E 24500		W 24500	9.00	57.00	7.30
2015	46500	C	E 23000		W 23500	9.00	56.80	8.60
2014	36500	F	E 18500		W 18000	9.00	58.60	9.00
2013	36500	C	E 18500		W 18000	9.00	58.20	8.70
2012	32500	C	E 15500		W 17000	9.00	59.00	8.90
2011	35500	C	E 18000		W 17500	9.00	57.20	6.20
2010	30500	C	E 15000		W 15500	9.51	56.00	6.50
2009	28500	C	E 14000		W 14500	9.54	55.72	8.10
2008	29500	C	E 14500		W 15000	9.13	55.29	8.10
2007	32500	C	E 16000		W 16500	9.52	56.79	8.10
2006	16000	E	E 16000		0	9.41	55.29	12.40
2005	31000	E	E 16000		W 15000	9.70	55.90	9.00
2004	29500	S	E 14500		W 15000	8.60	54.00	7.80
2003	28500	F	E 14000		W 14500	9.80	58.50	7.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5248 - SR 618/LEE ROY SELMON EXPWY, EAST OF WILLOW AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	58000	C	E 29000		W 29000	9.00	59.70	6.70
2017	44500	F	E 22500		W 22000	9.00	59.60	7.50
2016	43500	C	E 22000		W 21500	9.00	57.00	7.50
2015	42500	C	E 21000		W 21500	9.00	56.80	8.70
2014	28500	F	E 14000		W 14500	9.00	58.60	8.00
2013	28500	C	E 14000		W 14500	9.00	58.20	8.00
2012	28500	C	E 13500		W 15000	9.00	59.00	8.40
2011	32000	C	E 16000		W 16000	9.00	57.20	5.60
2010	33000	C	E 16500		W 16500	9.51	56.00	6.80
2009	31500	C	E 16000		W 15500	9.54	55.72	5.50
2008	32000	C	E 17000		W 15000	9.13	55.29	7.90
2007	36000	C	E 19000		W 17000	9.52	56.79	10.20
2006	16750	E	E 16750		0	9.41	55.29	12.40
2005	33000	E	E 17000		W 16000	9.70	55.90	9.00
2004	31000	S	E 16000		W 15000	8.60	54.00	8.60
2003	30000	F	E 15500		W 14500	9.80	58.50	8.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5249 - SR 618/LEE ROY SELMON EXPWY, EAST OF PLANT AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	65000	C	E 31500		W 33500	9.00	59.70	6.70
2017	64000	F	E 33000		W 31000	9.00	59.60	6.70
2016	62000	C	E 32000		W 30000	9.00	57.00	6.70
2015	59500	C	E 29500		W 30000	9.00	56.80	8.60
2014	40000	F	E 19500		W 20500	9.00	58.60	9.00
2013	40000	C	E 19500		W 20500	9.00	58.20	8.70
2012	40500	C	E 20500		W 20000	9.00	59.00	8.90
2011	36500	C	E 19000		W 17500	9.00	57.20	6.20
2010	36500	C	E 18500		W 18000	9.51	56.00	6.50
2009	34500	C	E 17500		W 17000	9.54	55.72	6.30
2008	41000	C	E 17500		W 23500	9.13	55.29	10.00
2006	18000	E	E 18000		0	9.41	55.29	12.40
2005	34000	E	E 17000		W 17000	9.70	55.90	9.00
2004	32000	S	E 16000		W 16000	8.60	54.00	11.50
2003	31000	F	E 15500		W 15500	9.80	58.50	11.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5251 - SR 600/US 92/W GANDY BLVD, EAST OF CLARK ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	47500	S	E 25500		W 22000	9.00	59.70	4.70
2017	46000	F	E 24500		W 21500	9.00	59.60	4.70
2016	45000	C	E 24000		W 21000	9.00	57.00	4.70
2015	44000	C	E 23500		W 20500	9.00	56.80	5.90
2014	41500	F	E 21500		W 20000	9.00	58.60	5.30
2013	41500	C	E 21500		W 20000	9.00	58.20	5.30
2012	43000	C	E 22500		W 20500	9.00	59.00	5.30
2011	43000	C	E 22500		W 20500	9.00	57.20	4.90
2010	42000	C	E 20500		W 21500	9.51	56.00	4.00
2009	40500	C	E 20000		W 20500	9.54	55.72	4.70
2008	45000	C	E 21500		W 23500	9.13	55.29	5.90
2007	48500	C	E 24000		W 24500	9.52	56.79	4.60
2006	47000	C	E 23000		W 24000	9.41	55.29	8.30
2005	46000	C	E 23000		W 23000	9.70	55.90	8.60
2004	44000	C	E 22000		W 22000	8.60	54.00	6.00
2003	48500	C	E 24500		W 24000	9.80	58.50	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5275 - SR 618/X-TOWN EXPWY, NE OF MORGAN ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	57000	C	E 28500		W 28500	9.00	59.70	7.30
2017	53500	F	E 28000		W 25500	9.00	59.60	11.40
2016	72500	E	E		W	9.00	57.00	8.40
2015	50000	C	E 25000		W 25000	9.00	56.80	8.60
2014	34500	S	E 17500		W 17000	9.00	58.60	9.00
2013	34500	F	E 17500		W 17000	9.00	58.20	8.70
2012	34500	C	E 17500		W 17000	9.00	59.00	8.90
2011	35500	C	E 20500		W 15000	9.00	57.20	6.20
2010	31500	C	E 16000		W 15500	9.51	56.00	6.50
2009	30500	C	E 15500		W 15000	9.54	55.72	6.30
2008	30000	E	E 15000		W 15000	9.13	55.29	10.00
2006	20000	E	E 20000		0	9.41	55.29	12.40
2005	38000	E	E 19000		W 19000	9.70	55.90	9.00
2004	35500	S	E 17000		W 18500	8.60	54.00	5.60
2003	34500	F	E 16500		W 18000	9.80	58.50	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5276 - SR 618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNEDY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	66000	C	N 33000		S 33000	9.00	59.70	5.90
2017	60500	F	N 31000		S 29500	9.00	59.60	11.40
2016	89300	E	N		S	9.00	57.00	5.80
2015	59000	C	N 29000		S 30000	9.00	56.80	6.00
2014	39000	S	N 18500		S 20500	9.00	58.60	5.40
2013	39000	F	N 18500		S 20500	9.00	58.20	6.00
2012	39000	C	N 18500		S 20500	9.00	59.00	6.40
2011	40000	C	N 22000		S 18000	9.00	57.20	4.30
2010	38500	C	N 19000		S 19500	9.51	56.00	5.50
2009	38500	C	N 19500		S 19000	9.54	55.72	5.30
2008	37000	E	N 18500		S 18500	9.13	55.29	5.70
2006	45000	E	N 23000		S 22000	9.41	55.29	4.40
2005	45000	E	N 23000		S 22000	9.70	55.90	9.00
2004	42000	S	N 21000		S 21000	8.60	54.00	7.50
2003	41000	F	N 20500		S 20500	9.80	58.50	7.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5277 - SR 618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21ST ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	76500	C	E 36500		W 40000	9.00	59.70	5.90
2017	69000	F	E 33500		W 35500	9.00	59.60	11.40
2016	67000	C	E 32500		W 34500	9.00	57.00	5.80
2015	68000	C	E 32500		W 35500	9.00	56.80	6.00
2014	50000	X	E 23000		W 27000	9.00	58.60	5.40
2013	50000	T	E 23000		W 27000	9.00	58.20	6.00
2012	50000	E	E 23000		W 27000	9.00	59.00	4.50
2011	50000	E	E 23000		W 27000	9.00	57.20	4.50
2010	48500	C	E 23000		W 25500	9.51	56.00	4.50
2009	45500	C	E 21500		W 24000	9.54	55.72	5.00
2008	46000	E	E 23000		W 23000	9.13	55.29	8.10
2007	51500	C	E 24500		W 27000	9.52	56.79	8.10
2006	45000	E	E 23000		W 22000	9.41	55.29	4.40
2005	65000	E	E 33000		W 32000	9.70	55.90	9.00
2004	62000	S	E 33500		W 28500	8.60	54.00	4.70
2003	60000	F	E 32500		W 27500	9.80	58.50	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5310 - SR 60/BUS US 41/E KENNEDY BLVD (WESTBOUND), WEST OF NEBRASKA AVE

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	13500	C	W 13500	0	9.00	99.90	2.30
2017	14500	F	0	0	9.00	99.90	2.10
2016	14000	C	W 14000	0	9.00	99.90	2.10
2015	14500	S	0	0	9.00	99.90	1.90
2014	14500	F			9.00	99.90	1.90
2013	14500	C	W 14500	0	9.00	99.90	1.90
2012	14000	C	W 14000	0	9.00	99.90	2.10
2011	14000	C	W 14000	0	9.00	99.90	2.00
2010	12000	F	0	0	9.51	99.99	3.80
2009	12000	C	W 12000	0	9.54	99.99	4.00
2008	12000	C	W 12000	0	9.13	99.99	3.60
2007	11500	C	W 11500	0	9.52	99.99	3.10
2006	10500	C	W 10500	0	9.41	99.99	7.80
2005	5700	C	W 5700		9.70	99.90	8.60
2004	8300	C	W 8300	0	8.60	99.90	20.10
2003	9300	C	W 9300	0	9.80	99.90	8.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5312 - SR 60/BUS US 41/E KENNEDY BLVD (WESTBOUND), EAST OF JEFFERSON ST

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22000	C	W 22000	0	9.00	99.90	3.10
2017	22000	F	0	0	9.00	99.90	11.40
2016	21500	C	W 21500	0	9.00	99.90	3.50
2015	21500	S	0	0	9.00	99.90	4.00
2014	21500	F			9.00	99.90	5.70
2013	21500	C	W 21500	0	9.00	99.90	2.90
2012	20500	C	W 20500	0	9.00	99.90	3.00
2011	22000	C	W 22000	0	9.00	99.90	3.10
2010	19500	F	0	0	9.51	99.99	3.80
2009	20000	C	W 20000	0	9.54	99.99	2.80
2008	21000	C	W 21000	0	9.13	99.99	2.80
2007	18500	C	W 18500	0	9.52	99.99	2.80
2006	18000	C	W 18000	0	9.41	99.99	19.40
2005	13500	C	W 13500		9.70	99.90	19.40
2004	13500	C	W 13500	0	8.60	99.90	19.40
2003	15500	C	W 15500	0	9.80	99.90	15.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 9023 - GANDY BLVD, E OF SR 600/DALE MABRY HWY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	28000	V	E 14500		W 13500	9.00	59.70	5.70
2017	27000	R	E 14000		W 13000	9.00	59.60	7.90
2016	26000	T	E 13500		W 12500	9.00	57.00	6.80
2015	26000	S	E 13500		W 12500	9.00	56.80	6.90
2014	26000	F	E 13500		W 12500	9.00	58.60	9.10
2013	26000	C	E 13500		W 12500	9.00	58.20	7.20
2012	21000	F	E 10500		W 10500	9.00	59.00	6.60
2011	21000	C	E 10500		W 10500	9.00	57.20	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 10
 STATION: 5244
 DESCRIPTION: SR 618/X-TOWN EXPWY, W OF EUCLID AVE
 START DATE: 10/22/2018
 START TIME: 2100

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	22	23	13	10	68	10	21	20	13	64	132
0100	10	10	15	7	42	9	17	6	14	46	88
0200	12	7	6	8	33	5	14	9	15	43	76
0300	7	13	9	14	43	12	19	13	31	75	118
0400	7	16	18	29	70	27	25	29	60	141	211
0500	34	47	88	80	249	74	110	171	228	583	832
0600	105	156	215	253	729	322	395	472	527	1716	2445
0700	265	371	421	378	1435	455	473	396	482	1806	3241
0800	363	421	398	342	1524	451	408	412	392	1663	3187
0900	300	268	239	182	989	301	285	219	227	1032	2021
1000	208	158	160	182	708	180	189	201	187	757	1465
1100	135	178	154	189	656	177	185	167	197	726	1382
1200	164	174	182	205	725	167	166	179	151	663	1388
1300	168	208	166	208	750	152	169	182	174	677	1427
1400	231	265	280	279	1055	179	172	178	181	710	1765
1500	251	344	387	439	1421	174	204	230	290	898	2319
1600	490	478	402	465	1835	312	441	355	347	1455	3290
1700	494	390	370	373	1627	351	461	403	363	1578	3205
1800	353	395	361	328	1437	304	237	205	186	932	2369
1900	234	159	150	123	666	179	148	118	113	558	1224
2000	91	60	62	62	275	94	94	76	87	351	626
2100	50	62	63	40	215	85	58	77	79	299	514
2200	41	48	36	35	160	51	34	40	32	157	317
2300	40	24	23	14	101	32	25	32	30	119	220

24-HOUR TOTALS: 16813 17049 33862

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1583	645	1851	715	3335
P.M.	1615	1839	1700	1578	1615	3333
DAILY	1615	1839	630	1927	715	3335

TRUCK PERCENTAGE 8.14 7.57 7.85

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	52	11936	3457	35	450	179	8	303	365	16	8	3	1	0	0	1368	16813
W	69	12340	3350	11	417	151	32	294	362	9	8	3	3	0	0	1290	17049

COUNTY: 10
 STATION: 5244
 DESCRIPTION: SR 618/X-TOWN EXPWY, W OF EUCLID AVE
 START DATE: 10/23/2018
 START TIME: 2100

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	16	22	18	12	68	25	24	20	18	87	155
0100	12	16	16	6	50	15	16	22	16	69	119
0200	10	11	6	4	31	4	6	11	11	32	63
0300	8	5	16	8	37	13	15	20	24	72	109
0400	11	19	21	30	81	39	21	38	67	165	246
0500	33	55	74	94	256	83	117	162	224	586	842
0600	93	155	197	251	696	325	378	444	422	1569	2265
0700	283	345	394	382	1404	458	470	427	419	1774	3178
0800	360	360	395	319	1434	377	436	415	423	1651	3085
0900	252	236	254	221	963	319	254	236	210	1019	1982
1000	184	155	175	139	653	202	165	153	159	679	1332
1100	159	153	177	144	633	167	177	190	189	723	1356
1200	164	150	191	173	678	184	186	190	178	738	1416
1300	188	195	200	194	777	145	189	163	175	672	1449
1400	209	244	227	281	961	178	162	190	178	708	1669
1500	261	369	393	443	1466	196	231	246	258	931	2397
1600	509	511	517	521	2058	277	367	375	412	1431	3489
1700	470	418	346	375	1609	375	464	403	388	1630	3239
1800	420	393	381	335	1529	318	311	247	193	1069	2598
1900	213	181	140	125	659	176	138	124	143	581	1240
2000	102	95	90	84	371	117	103	79	109	408	779
2100	69	78	50	32	229	91	97	67	58	313	542
2200	55	42	34	32	163	54	62	49	43	208	371
2300	27	34	28	20	109	30	20	21	31	102	211

24-HOUR TOTALS: 16915 17217 34132

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	1497	645	1777	700	3178
P.M.	1600	2058	1645	1654	1630	3552
DAILY	1600	2058	630	1794	1630	3552

TRUCK PERCENTAGE 8.03 7.97 8.00

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	53	12151	3352	30	465	152	31	302	360	9	4	3	3	0	0	1359	16915
W	54	12404	3387	17	446	169	16	327	377	11	4	4	1	0	0	1372	17217

COUNTY: 10
 STATION: 5245
 DESCRIPTION: SR 618/X-TOWN EXPWY, W OF MACDILL AVE
 START DATE: 10/22/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	30	29	15	15	89	19	29	24	24	96	185	
0100	19	17	18	13	67	14	23	13	16	66	133	
0200	15	14	10	10	49	13	19	18	18	68	117	
0300	11	19	18	23	71	19	21	18	46	104	175	
0400	14	25	24	39	102	31	29	34	81	175	277	
0500	38	65	105	113	321	88	140	203	283	714	1035	
0600	141	212	289	341	983	379	471	542	600	1992	2975	
0700	357	496	558	580	1991	587	566	486	579	2218	4209	
0800	530	566	528	470	2094	540	474	520	490	2024	4118	
0900	403	341	333	279	1356	389	340	286	327	1342	2698	
1000	278	223	243	239	983	231	251	268	256	1006	1989	
1100	221	223	235	249	928	219	253	240	264	976	1904	
1200	184	239	227	227	877	239	216	251	213	919	1796	
1300	231	230	245	257	963	210	201	207	254	872	1835	
1400	249	317	282	365	1213	228	223	268	219	938	2151	
1500	322	414	474	553	1763	267	264	320	347	1198	2961	
1600	574	580	649	573	2376	349	439	481	509	1778	4154	
1700	543	519	529	459	2050	487	598	553	495	2133	4183	
1800	416	372	340	259	1387	426	346	295	275	1342	2729	
1900	166	165	178	125	634	214	177	195	178	764	1398	
2000	92	89	86	73	340	147	131	104	104	486	826	
2100	76	77	78	57	288	113	79	104	89	385	673	
2200	63	64	51	40	218	69	45	51	48	213	431	
2300	50	31	35	17	133	40	32	42	39	153	286	
24-HOUR TOTALS:					21276						21962	43238

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2234	645	2239	715	4335
P.M.	1600	2376	1645	2147	1630	4359
DAILY	1600	2376	630	2295	1630	4359

COUNTY: 10
 STATION: 5245
 DESCRIPTION: SR 618/X-TOWN EXPWY, W OF MACDILL AVE
 START DATE: 10/23/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	27	27	20	22	96	34	28	33	28	123	219	
0100	16	21	25	8	70	24	16	30	21	91	161	
0200	12	21	10	3	46	9	12	16	20	57	103	
0300	12	8	19	12	51	22	19	29	30	100	151	
0400	16	25	32	39	112	46	25	51	84	206	318	
0500	53	67	95	126	341	105	137	183	271	696	1037	
0600	144	194	255	340	933	379	446	509	528	1862	2795	
0700	373	470	548	596	1987	570	596	505	506	2177	4164	
0800	518	523	527	473	2041	458	537	510	528	2033	4074	
0900	349	307	335	297	1288	402	314	302	269	1287	2575	
1000	242	236	249	201	928	268	234	199	226	927	1855	
1100	226	218	247	203	894	235	239	259	266	999	1893	
1200	225	244	255	277	1001	250	259	239	227	975	1976	
1300	245	268	231	301	1045	207	252	274	234	967	2012	
1400	321	305	378	352	1356	253	223	251	254	981	2337	
1500	347	451	521	547	1866	248	302	316	401	1267	3133	
1600	619	581	547	607	2354	426	540	457	534	1957	4311	
1700	598	499	497	467	2061	511	661	555	518	2245	4306	
1800	435	482	434	404	1755	434	347	296	255	1332	3087	
1900	279	234	189	166	868	248	210	174	165	797	1665	
2000	122	90	90	95	397	149	137	122	120	528	925	
2100	93	113	71	48	325	127	109	95	80	411	736	
2200	81	61	46	42	230	69	69	69	55	262	492	
2300	38	40	38	30	146	40	33	30	42	145	291	
24-HOUR TOTALS:					22191						22425	44616

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2185	645	2199	715	4197
P.M.	1600	2354	1645	2261	1645	4462
DAILY	1600	2354	1645	2261	1645	4462

COUNTY: 10
 STATION: 5246
 DESCRIPTION: SR 618/X-TOWN EXPWY, E OF BAY TO BAY BLVD
 START DATE: 10/22/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	35	28	19	16	98	25	34	29	23	111	209	
0100	21	15	18	16	70	19	22	17	16	74	144	
0200	15	17	10	13	55	13	24	17	22	76	131	
0300	15	19	22	26	82	19	23	25	42	109	191	
0400	13	29	29	40	111	32	32	37	89	190	301	
0500	41	66	111	123	341	97	154	220	312	783	1124	
0600	141	241	335	385	1102	422	507	623	664	2216	3318	
0700	410	588	688	720	2406	694	654	558	743	2649	5055	
0800	612	670	647	577	2506	632	582	638	593	2445	4951	
0900	439	411	395	341	1586	500	433	362	394	1689	3275	
1000	343	284	276	306	1209	299	316	330	311	1256	2465	
1100	256	291	299	306	1152	282	315	328	348	1273	2425	
1200	251	311	268	289	1119	301	285	295	284	1165	2284	
1300	279	301	310	311	1201	276	242	282	320	1120	2321	
1400	302	400	354	475	1531	271	303	338	287	1199	2730	
1500	400	539	581	639	2159	370	349	405	453	1577	3736	
1600	664	722	767	696	2849	441	540	610	652	2243	5092	
1700	657	638	612	557	2464	625	775	718	629	2747	5211	
1800	524	454	380	324	1682	553	452	382	333	1720	3402	
1900	215	200	194	156	765	276	228	272	191	967	1732	
2000	124	116	102	93	435	177	166	124	140	607	1042	
2100	104	98	84	69	355	124	102	121	101	448	803	
2200	70	68	60	47	245	89	48	56	53	246	491	
2300	54	36	44	17	151	39	41	39	38	157	308	
24-HOUR TOTALS:					25674						27067	52741

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2690	700	2649	745	5244
P.M.	1600	2849	1645	2770	1630	5420
DAILY	1600	2849	1645	2770	1630	5420

COUNTY: 10
 STATION: 5246
 DESCRIPTION: SR 618/X-TOWN EXPWY, E OF BAY TO BAY BLVD
 START DATE: 10/23/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	31	31	20	24	106	42	33	35	33	143	249	
0100	21	24	24	14	83	24	23	29	25	101	184	
0200	12	24	10	7	53	10	14	18	26	68	121	
0300	13	9	19	16	57	19	21	30	35	105	162	
0400	21	28	37	40	126	44	29	52	96	221	347	
0500	56	74	105	135	370	110	156	196	296	758	1128	
0600	157	219	297	401	1074	420	498	580	597	2095	3169	
0700	442	543	671	707	2363	645	661	592	652	2550	4913	
0800	643	640	640	578	2501	591	692	663	653	2599	5100	
0900	436	390	399	375	1600	470	423	382	327	1602	3202	
1000	316	297	292	269	1174	351	282	257	298	1188	2362	
1100	281	277	301	265	1124	302	308	347	370	1327	2451	
1200	299	296	299	361	1255	311	327	307	302	1247	2502	
1300	302	336	309	373	1320	275	317	332	312	1236	2556	
1400	366	419	455	442	1682	317	297	330	335	1279	2961	
1500	416	584	652	679	2331	333	408	406	498	1645	3976	
1600	714	717	634	710	2775	537	632	571	652	2392	5167	
1700	734	622	609	555	2520	693	867	725	630	2915	5435	
1800	538	552	500	464	2054	546	441	377	341	1705	3759	
1900	334	274	237	207	1052	307	266	232	214	1019	2071	
2000	163	124	114	118	519	191	159	145	143	638	1157	
2100	111	126	87	63	387	148	132	104	99	483	870	
2200	97	73	58	42	270	72	88	81	66	307	577	
2300	49	43	42	30	164	53	34	39	45	171	335	
24-HOUR TOTALS:					26960						27794	54754

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2661	800	2599	745	5228
P.M.	1615	2795	1645	2937	1645	5612
DAILY	1615	2795	1645	2937	1645	5612

COUNTY: 10
 STATION: 5248
 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, EAST OF WILLOW AVE
 START DATE: 10/22/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	34	34	25	15	108	22	31	27	17	97	205	
0100	19	16	19	13	67	16	19	14	12	61	128	
0200	12	16	9	10	47	13	15	17	14	59	106	
0300	13	9	16	17	55	18	21	23	36	98	153	
0400	12	21	28	36	97	29	30	40	83	182	279	
0500	48	58	92	113	311	94	167	212	341	814	1125	
0600	143	227	322	412	1104	440	574	699	791	2504	3608	
0700	413	568	669	732	2382	749	760	719	839	3067	5449	
0800	639	665	638	565	2507	712	705	763	737	2917	5424	
0900	452	400	395	331	1578	560	475	409	418	1862	3440	
1000	323	285	282	320	1210	319	348	339	321	1327	2537	
1100	274	302	293	317	1186	305	306	360	384	1355	2541	
1200	282	298	305	294	1179	288	290	319	288	1185	2364	
1300	306	316	348	338	1308	261	254	302	331	1148	2456	
1400	320	403	417	544	1684	279	320	322	320	1241	2925	
1500	433	601	644	687	2365	365	346	412	445	1568	3933	
1600	796	864	880	892	3432	428	556	687	674	2345	5777	
1700	861	825	768	744	3198	693	836	771	673	2973	6171	
1800	647	596	489	380	2112	530	458	373	317	1678	3790	
1900	238	264	225	222	949	244	232	258	170	904	1853	
2000	168	149	129	110	556	161	142	119	125	547	1103	
2100	122	105	104	76	407	109	100	111	91	411	818	
2200	79	79	65	52	275	81	52	54	50	237	512	
2300	52	48	39	24	163	44	46	39	28	157	320	
24-HOUR TOTALS:					28280						28737	57017

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2705	700	3067	745	5693
P.M.	1615	3497	1645	2974	1630	6348
DAILY	1615	3497	700	3067	1630	6348
TRUCK PERCENTAGE	6.54		6.67		6.60	

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	60	20729	5642	74	685	254	26	387	388	16	9	5	5	0	0	1849	28280
W	105	20852	5864	51	721	234	48	421	407	20	6	5	3	0	0	1916	28737

COUNTY: 10
 STATION: 5248
 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, EAST OF WILLOW AVE
 START DATE: 10/23/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	35	40	28	26	129	44	30	35	19	128	257
0100	22	24	24	13	83	19	22	22	20	83	166
0200	11	19	12	15	57	9	9	12	17	47	104
0300	13	10	13	13	49	12	20	21	34	87	136
0400	18	31	26	31	106	36	28	49	85	198	304
0500	40	60	93	127	320	102	167	215	306	790	1110
0600	142	226	314	374	1056	469	562	662	653	2346	3402
0700	428	508	668	728	2332	752	771	703	823	3049	5381
0800	642	634	619	575	2470	707	758	821	690	2976	5446
0900	463	393	410	363	1629	523	524	404	384	1835	3464
1000	316	315	315	299	1245	349	299	290	328	1266	2511
1100	305	280	306	297	1188	304	339	363	392	1398	2586
1200	330	314	361	383	1388	299	307	326	316	1248	2636
1300	332	383	359	393	1467	285	308	322	334	1249	2716
1400	399	450	440	506	1795	314	316	333	360	1323	3118
1500	477	641	705	748	2571	356	421	416	539	1732	4303
1600	815	860	833	886	3394	594	738	659	726	2717	6111
1700	934	886	786	755	3361	766	932	701	668	3067	6428
1800	652	703	586	581	2522	555	449	373	328	1705	4227
1900	396	321	283	255	1255	285	263	222	228	998	2253
2000	186	157	146	108	597	157	155	143	140	595	1192
2100	132	130	120	82	464	137	131	93	101	462	926
2200	108	92	64	56	320	74	84	73	59	290	610
2300	49	59	48	36	192	53	36	46	36	171	363

24-HOUR TOTALS: 29990 29760 59750

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2672	745	3109	745	5732
P.M.	1630	3539	1645	3125	1630	6622
DAILY	1630	3539	1645	3125	1630	6622

TRUCK PERCENTAGE 6.66 6.78 6.72

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	78	22170	5745	78	737	290	33	446	380	22	6	3	2	0	0	1997	29990
W	82	21673	5988	56	767	255	42	463	406	15	5	4	4	0	0	2017	29760

COUNTY: 10
 STATION: 5249
 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, EAST OF PLANT AVE
 START DATE: 10/22/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	42	43	32	21	138	35	38	40	23	136	274
0100	25	23	23	17	88	21	22	20	18	81	169
0200	18	25	17	13	73	19	25	24	26	94	167
0300	17	19	28	25	89	29	33	32	46	140	229
0400	19	29	34	41	123	35	37	49	107	228	351
0500	51	66	105	133	355	120	203	262	396	981	1336
0600	161	251	345	448	1205	516	674	864	949	3003	4208
0700	455	620	726	788	2589	916	950	938	1094	3898	6487
0800	708	729	685	600	2722	962	969	1020	964	3915	6637
0900	509	455	457	401	1822	739	613	534	546	2432	4254
1000	384	350	363	362	1459	411	458	452	416	1737	3196
1100	342	364	356	369	1431	364	418	458	479	1719	3150
1200	343	358	365	331	1397	355	356	404	374	1489	2886
1300	369	384	412	398	1563	333	324	374	420	1451	3014
1400	377	465	490	606	1938	355	388	388	387	1518	3456
1500	526	673	744	817	2760	418	395	475	507	1795	4555
1600	888	1032	1026	1053	3999	500	633	769	744	2646	6645
1700	1038	999	876	862	3775	774	909	853	739	3275	7050
1800	750	660	553	433	2396	631	554	484	386	2055	4451
1900	296	314	264	279	1153	284	262	306	202	1054	2207
2000	207	173	151	134	665	177	158	134	148	617	1282
2100	147	131	138	90	506	128	128	131	100	487	993
2200	99	97	83	69	348	95	75	65	70	305	653
2300	67	59	55	30	211	55	56	51	31	193	404
24-HOUR TOTALS:	32805					35249					68054

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2951	745	4045	745	6955
P.M.	1615	4149	1645	3280	1630	7312
DAILY	1615	4149	745	4045	1630	7312

COUNTY: 10
 STATION: 5249
 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, EAST OF PLANT AVE
 START DATE: 10/23/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	44	55	32	30	161	46	31	45	27	149	310	
0100	33	27	33	19	112	25	33	28	28	114	226	
0200	13	28	21	15	77	16	18	18	34	86	163	
0300	17	12	17	23	69	18	27	32	43	120	189	
0400	24	33	40	33	130	50	38	67	114	269	399	
0500	57	68	98	153	376	131	206	259	381	977	1353	
0600	163	237	337	411	1148	542	697	859	811	2909	4057	
0700	463	564	706	799	2532	932	949	883	1080	3844	6376	
0800	690	692	679	639	2700	1063	985	1135	940	4123	6823	
0900	511	451	451	421	1834	686	692	542	515	2435	4269	
1000	379	358	358	359	1454	447	392	383	426	1648	3102	
1100	358	341	386	331	1416	396	415	440	489	1740	3156	
1200	399	378	402	434	1613	386	370	387	387	1530	3143	
1300	402	444	404	464	1714	367	390	397	414	1568	3282	
1400	474	515	524	576	2089	382	380	410	429	1601	3690	
1500	563	715	804	857	2939	426	475	482	619	2002	4941	
1600	941	1002	980	1035	3958	667	795	747	819	3028	6986	
1700	1108	1026	890	856	3880	856	1033	790	770	3449	7329	
1800	739	772	641	640	2792	637	531	447	392	2007	4799	
1900	469	380	339	297	1485	323	307	243	262	1135	2620	
2000	224	195	182	155	756	183	175	165	166	689	1445	
2100	174	161	145	95	575	156	153	111	123	543	1118	
2200	123	118	80	79	400	89	95	86	77	347	747	
2300	53	75	59	45	232	59	49	51	48	207	439	
24-HOUR TOTALS:					34442						36520	70962

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOURLY	VOLUME	HOURLY	VOLUME	HOURLY	VOLUME
A.M.	730	2887	745	4263	745	7123
P.M.	1630	4149	1645	3498	1630	7604
DAILY	1630	4149	745	4263	1630	7604

COUNTY: 10
 STATION: 5275
 DESCRIPTION: SR 618/X-TOWN EXPWY, NE OF MORGAN ST
 START DATE: 10/23/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	40	47	26	29	142	30	27	34	20	111	253	
0100	32	21	29	20	102	15	22	26	21	84	186	
0200	9	27	20	13	69	15	18	17	28	78	147	
0300	16	12	16	20	64	17	25	29	38	109	173	
0400	24	28	37	28	117	45	29	62	100	236	353	
0500	48	63	74	128	313	113	193	233	328	867	1180	
0600	131	194	267	334	926	472	623	758	704	2557	3483	
0700	355	435	524	765	2079	788	814	753	915	3270	5349	
0800	671	622	627	533	2453	832	792	924	756	3304	5757	
0900	445	437	462	426	1770	583	567	458	434	2042	3812	
1000	416	403	405	428	1652	365	337	316	347	1365	3017	
1100	372	377	434	371	1554	335	334	322	380	1371	2925	
1200	327	305	316	356	1304	299	287	324	308	1218	2522	
1300	315	370	332	385	1402	306	322	324	333	1285	2687	
1400	403	433	456	473	1765	297	306	338	348	1289	3054	
1500	478	634	698	740	2550	345	386	401	501	1633	4183	
1600	817	869	887	924	3497	551	613	591	637	2392	5889	
1700	993	924	805	744	3466	644	783	598	548	2573	6039	
1800	650	665	557	558	2430	468	409	346	297	1520	3950	
1900	411	337	295	253	1296	246	242	186	192	866	2162	
2000	193	167	155	130	645	143	129	123	130	525	1170	
2100	152	131	120	76	479	112	124	85	94	415	894	
2200	111	102	70	73	356	78	81	58	58	275	631	
2300	48	65	49	39	201	51	37	46	37	171	372	
24-HOUR TOTALS:					30632						29556	60188

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	2685	745	3463	745	6148
P.M.	1630	3728	1645	2662	1630	6383
DAILY	1630	3728	745	3463	1630	6383

COUNTY: 10
 STATION: 5275
 DESCRIPTION: SR 618/X-TOWN EXPWY, NE OF MORGAN ST
 START DATE: 10/24/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	42	37	35	29	143	31	31	23	24	109	252	
0100	21	23	21	20	85	26	15	20	24	85	170	
0200	16	15	24	11	66	12	26	24	19	81	147	
0300	14	14	24	23	75	30	20	25	40	115	190	
0400	27	26	21	32	106	35	60	67	93	255	361	
0500	39	52	66	96	253	103	169	231	366	869	1122	
0600	133	209	272	360	974	468	558	789	820	2635	3609	
0700	344	470	492	535	1841	781	806	783	863	3233	5074	
0800	561	487	447	408	1903	829	810	830	782	3251	5154	
0900	367	357	331	343	1398	625	580	538	522	2265	3663	
1000	333	330	324	319	1306	377	363	423	362	1525	2831	
1100	331	362	338	322	1353	315	378	352	361	1406	2759	
1200	418	390	325	323	1456	313	354	351	353	1371	2827	
1300	367	342	370	377	1456	312	303	332	336	1283	2739	
1400	346	404	454	477	1681	306	306	348	341	1301	2982	
1500	492	620	714	814	2640	370	383	402	486	1641	4281	
1600	900	1003	1003	969	3875	475	614	641	646	2376	6251	
1700	961	938	902	745	3546	655	721	682	626	2684	6230	
1800	706	745	616	535	2602	524	514	412	315	1765	4367	
1900	419	338	292	252	1301	264	229	216	163	872	2173	
2000	224	210	212	173	819	146	153	138	120	557	1376	
2100	151	150	113	98	512	112	136	131	81	460	972	
2200	98	107	84	60	349	76	75	58	68	277	626	
2300	72	72	69	51	264	43	40	37	51	171	435	
24-HOUR TOTALS:					30004						30587	60591

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2075	745	3332	745	5362
P.M.	1615	3936	1645	2704	1630	6534
DAILY	1615	3936	745	3332	1630	6534

COUNTY: 10
 STATION: 5276
 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNEDY
 START DATE: 10/30/2018
 START TIME: 2200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	58	49	29	40	176	34	27	36	35	132	308	
0100	36	38	30	19	123	25	26	16	24	91	214	
0200	27	17	21	11	76	13	26	12	26	77	153	
0300	14	20	32	27	93	20	25	26	34	105	198	
0400	25	30	42	45	142	35	59	71	103	268	410	
0500	46	57	80	114	297	127	196	325	414	1062	1359	
0600	169	201	302	351	1023	513	759	845	933	3050	4073	
0700	419	443	575	648	2085	941	892	967	1012	3812	5897	
0800	556	542	491	483	2072	977	1002	892	1046	3917	5989	
0900	375	377	352	347	1451	750	599	571	536	2456	3907	
1000	306	318	285	331	1240	405	386	383	356	1530	2770	
1100	333	335	356	333	1357	342	371	386	378	1477	2834	
1200	345	365	344	387	1441	336	382	360	382	1460	2901	
1300	400	411	402	426	1639	362	365	390	391	1508	3147	
1400	429	518	535	636	2118	396	406	369	437	1608	3726	
1500	652	774	902	1034	3362	424	419	473	506	1822	5184	
1600	1073	1173	1132	1134	4512	594	702	705	733	2734	7246	
1700	1126	1122	1086	835	4169	742	797	634	638	2811	6980	
1800	731	596	498	390	2215	537	414	417	302	1670	3885	
1900	299	267	219	214	999	244	220	190	182	836	1835	
2000	215	244	239	255	953	149	152	152	162	615	1568	
2100	235	212	154	119	720	151	142	194	143	630	1350	
2200	176	263	289	243	971	83	84	90	73	330	1301	
2300	104	101	72	58	335	60	53	43	45	201	536	
24-HOUR TOTALS:					33569						34202	67771

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2321	730	3958	730	6279
P.M.	1615	4565	1630	2977	1630	7491
DAILY	1615	4565	730	3958	1630	7491

COUNTY: 10
 STATION: 5276
 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNEDY
 START DATE: 10/31/2018
 START TIME: 2200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	40	59	37	47	183	48	57	47	34	186	369	
0100	44	36	33	30	143	38	27	31	34	130	273	
0200	36	27	31	60	154	26	38	38	30	132	286	
0300	68	51	71	69	259	50	49	43	44	186	445	
0400	49	100	81	77	307	52	52	74	93	271	578	
0500	90	85	200	211	586	143	201	310	395	1049	1635	
0600	279	256	356	413	1304	530	703	864	819	2916	4220	
0700	410	514	567	595	2086	838	914	903	899	3554	5640	
0800	534	536	514	438	2022	733	404	302	375	1814	3836	
0900	418	394	433	387	1632	838	822	795	505	2960	4592	
1000	357	337	341	334	1369	445	419	412	471	1747	3116	
1100	328	370	342	324	1364	395	353	427	442	1617	2981	
1200	347	370	367	420	1504	440	378	458	433	1709	3213	
1300	408	401	468	393	1670	364	370	380	404	1518	3188	
1400	445	460	501	524	1930	355	389	421	409	1574	3504	
1500	595	765	814	933	3107	447	457	498	479	1881	4988	
1600	989	1107	1102	1070	4268	606	695	713	726	2740	7008	
1700	1154	1080	1003	876	4113	744	787	680	747	2958	7071	
1800	756	705	654	539	2654	653	554	532	430	2169	4823	
1900	483	461	370	326	1640	327	319	238	200	1084	2724	
2000	230	210	202	193	835	154	152	161	149	616	1451	
2100	179	200	177	141	697	128	108	127	100	463	1160	
2200	136	139	91	96	462	124	120	113	80	437	899	
2300	90	74	93	55	312	68	66	80	53	267	579	
24-HOUR TOTALS:					34601						33978	68579

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2232	700	3554	715	5659
P.M.	1615	4433	1630	2970	1630	7376
DAILY	1615	4433	700	3554	1630	7376

COUNTY: 10
 STATION: 5277
 DESCRIPTION: SR 618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21ST
 START DATE: 10/30/2018
 START TIME: 2200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	68	57	31	43	199	39	35	34	38	146	345	
0100	35	36	37	21	129	27	27	22	29	105	234	
0200	29	20	22	10	81	14	30	22	29	95	176	
0300	14	20	28	28	90	20	29	31	36	116	206	
0400	25	26	50	42	143	36	66	80	120	302	445	
0500	49	58	94	115	316	154	223	367	457	1201	1517	
0600	174	211	325	362	1072	613	845	1022	1159	3639	4711	
0700	434	482	604	699	2219	1153	1084	1180	1188	4605	6824	
0800	590	584	528	554	2256	1140	1185	1068	1195	4588	6844	
0900	416	419	413	381	1629	864	752	664	616	2896	4525	
1000	347	357	332	354	1390	494	483	450	449	1876	3266	
1100	383	385	404	413	1585	411	447	441	432	1731	3316	
1200	383	411	403	430	1627	407	466	420	482	1775	3402	
1300	456	463	456	478	1853	444	434	487	487	1852	3705	
1400	478	579	614	702	2373	478	495	446	511	1930	4303	
1500	758	846	1013	1124	3741	512	518	582	596	2208	5949	
1600	1205	1306	1288	1262	5061	749	830	801	892	3272	8333	
1700	1276	1280	1240	979	4775	887	899	756	754	3296	8071	
1800	751	691	529	421	2392	607	517	460	337	1921	4313	
1900	324	289	229	230	1072	301	242	222	216	981	2053	
2000	247	240	250	271	1008	174	182	180	195	731	1739	
2100	251	232	166	135	784	177	176	224	176	753	1537	
2200	202	323	407	344	1276	101	100	97	81	379	1655	
2300	129	111	80	71	391	69	59	48	51	227	618	
24-HOUR TOTALS:					37462						40625	78087

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2477	730	4693	730	7170
P.M.	1615	5132	1630	3479	1630	8585
DAILY	1615	5132	730	4693	1630	8585

COUNTY: 10
 STATION: 5277
 DESCRIPTION: SR 618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21ST
 START DATE: 10/31/2018
 START TIME: 2200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	48	64	45	50	207	53	64	56	43	216	423	
0100	41	41	38	32	152	46	31	40	35	152	304	
0200	41	30	30	60	161	28	42	39	33	142	303	
0300	69	55	79	66	269	56	54	53	45	208	477	
0400	58	97	84	78	317	63	58	87	103	311	628	
0500	92	97	208	212	609	169	239	362	460	1230	1839	
0600	276	280	380	440	1376	594	799	1056	1045	3494	4870	
0700	431	522	602	666	2221	1010	1056	1113	1098	4277	6498	
0800	579	583	562	500	2224	936	623	472	541	2572	4796	
0900	450	450	475	449	1824	1075	1046	974	627	3722	5546	
1000	396	393	399	394	1582	597	543	521	560	2221	3803	
1100	359	427	399	382	1567	471	444	508	557	1980	3547	
1200	395	396	429	457	1677	520	477	529	552	2078	3755	
1300	457	452	510	435	1854	466	458	462	513	1899	3753	
1400	501	492	548	556	2097	409	461	524	506	1900	3997	
1500	673	830	872	971	3346	606	537	617	625	2385	5731	
1600	1117	1230	1194	1194	4735	772	848	837	870	3327	8062	
1700	1268	1213	1135	999	4615	903	932	890	923	3648	8263	
1800	822	771	722	572	2887	795	732	726	603	2856	5743	
1900	518	477	431	350	1776	493	380	294	248	1415	3191	
2000	260	235	226	214	935	181	191	185	180	737	1672	
2100	193	204	205	152	754	152	136	143	129	560	1314	
2200	133	146	108	108	495	158	131	129	103	521	1016	
2300	101	84	96	61	342	86	75	87	69	317	659	
24-HOUR TOTALS:					38022						42168	80190

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2430	700	4277	715	6572
P.M.	1615	4886	1700	3648	1630	8411
DAILY	1615	4886	700	4277	1630	8411

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH

SITE: 5073 DESCRIPTION: SR 45/N NEBRASKA AVE, NORTH OF SR 60/KENNEDY BLVD

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2018	5200	95.65	4,974	4.35	226	4.06	211	0.29	15	0.00	0
2016	5200	95.98	4,991	4.02	209	3.69	192	0.33	17	0.00	0
2007	7200	96.67	6,960	3.33	240	3.11	224	0.22	16	0.00	0
2006	9300	97.16	9,036	2.84	264	2.68	249	0.16	15	0.00	0
2005	12900	97.57	12,587	2.43	313	2.27	293	0.16	21	0.00	0
2004	5900	97.90	5,776	2.10	124	2.02	119	0.08	5	0.00	0
2003	7600	95.20	7,236	4.80	364	4.30	326	0.30	23	0.20	15

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH
 SITE: 5136 DESCRIPTION: SR 60/SR 685/W KENNEDY BLVD, WEST OF WILLOW AVE

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2018	35500	97.88	34,747	2.12	753	1.55	550	0.57	202	0.00	0
2016	33000	97.44	32,155	2.56	845	2.12	700	0.43	142	0.01	3
2015	31500	96.44	30,379	3.56	1,121	3.06	964	0.50	158	0.00	0
2013	32000	97.81	31,299	2.19	701	1.94	621	0.25	80	0.00	0
2012	32000	96.86	30,995	3.14	1,005	2.83	906	0.31	99	0.00	0
2011	34500	96.85	33,413	3.15	1,087	2.82	973	0.33	114	0.00	0
2003	33000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH
 SITE: 5244 DESCRIPTION: SR 618/X-TOWN EXPWY, W OF EUCLID AVE

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2018	33500	92.08	30,847	7.92	2,653	3.84	1,286	4.01	1,343	0.07	23
2016	32000	90.71	29,027	9.29	2,973	5.41	1,731	3.81	1,219	0.07	22
2015	31000	91.53	28,375	8.47	2,625	4.19	1,299	4.20	1,302	0.08	25
2014	30500	91.05	27,770	8.95	2,730	4.61	1,406	4.26	1,299	0.08	24
2013	22500	90.67	20,401	9.33	2,099	4.62	1,039	4.58	1,030	0.13	29
2012	23500	90.71	21,316	9.29	2,184	5.74	1,349	3.49	820	0.06	14
2011	24500	93.07	22,802	6.93	1,698	3.71	909	3.06	750	0.16	39
2010	21000	91.66	19,249	8.34	1,751	4.56	957	3.67	771	0.11	23
2009	19700	91.53	18,031	8.47	1,669	5.15	1,015	3.05	601	0.27	53
2008	20000	90.00	18,000	10.00	2,000	5.33	1,066	4.59	918	0.08	16
2007	23000	91.17	20,969	8.83	2,031	4.66	1,072	4.05	932	0.12	28
2003	25000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH

SITE: 5248 DESCRIPTION: SR 618/LEE ROY SELMON EXPWY, EAST OF WILLOW AVE

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2018	58000	93.36	54,148	6.64	3,852	3.72	2,158	2.88	1,671	0.04	23
2016	43500	92.56	40,263	7.44	3,237	4.25	1,849	3.13	1,362	0.06	26
2015	42500	91.26	38,786	8.74	3,714	5.23	2,223	3.48	1,479	0.03	13
2013	28500	91.95	26,206	8.05	2,294	4.11	1,171	3.86	1,100	0.08	23
2012	28500	91.57	26,097	8.43	2,403	4.97	1,416	3.39	966	0.07	20
2011	32000	94.43	30,218	5.57	1,782	2.82	902	2.67	854	0.08	26
2010	33000	93.19	30,753	6.81	2,247	4.02	1,327	2.72	898	0.07	23
2009	31500	94.50	29,768	5.50	1,733	3.38	1,065	1.98	624	0.14	44
2008	32000	92.07	29,463	7.93	2,537	4.54	1,453	3.30	1,056	0.09	29
2007	36000	89.84	32,342	10.16	3,658	7.17	2,581	2.88	1,037	0.11	40
2003	30000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH

SITE: 5310 DESCRIPTION: SR 60/BUS US 41/E KENNEDY BLVD (WESTBOUND), WEST OF NEBRASKA AVE

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2018	13500	97.70	13,189	2.30	311	1.88	254	0.41	55	0.01	1
2016	14000	97.94	13,712	2.06	288	1.71	239	0.33	46	0.02	3
2013	14500	98.12	14,227	1.88	273	1.47	213	0.40	58	0.01	1
2012	14000	97.91	13,707	2.09	293	1.59	223	0.49	69	0.01	1
2011	14000	98.05	13,727	1.95	273	1.54	216	0.40	56	0.01	1
2003	9300	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2018

COUNTY: 10 - HILLSBOROUGH

SITE CO SEC SUB MILEPOST DESCRIPTION
5068 10020000 3.158 SR 685/BUS US 41/N FLORIDA AVE, S OF SR 600/HILLSB

FUNC. CLASS: 16 - URBAN MINOR ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	74	0.48	24T&B = 2.63%	DHT = 1.31%
CLASS 02	CARS	12482	81.58	24T = 2.20%	
CLASS 03	PICK-UPS AND VANS	2343	15.31	24H = 0.80%	DH3 = 0.40%
CLASS 04	BUSES	66	0.43	24M = 1.83%	DH2 = 0.91%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	213	1.39		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	28	0.18		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	4	0.03		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	89	0.58		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	1	0.01		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	0	0.00		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 2.63%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.43%	
CLASS 13	ANY 7 OR MORE AXLE	1	0.01	24T = 2.20%	
CLASS 14	NOT USED	0	0.00	24SU = 1.60%	
CLASS 15	OTHER	0	0.00	24C = 0.59%	
		-----	-----		
		15301	100.00		

SITE CO SEC SUB MILEPOST DESCRIPTION
5073 10040000 0.055 SR 45/N NEBRASKA AVE, NORTH OF SR 60/KENNEDY BLVD

FUNC. CLASS: 16 - URBAN MINOR ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	17	0.32	24T&B = 4.34%	DHT = 2.17%
CLASS 02	CARS	4137	79.55	24T = 3.05%	
CLASS 03	PICK-UPS AND VANS	821	15.79	24H = 0.49%	DH3 = 0.25%
CLASS 04	BUSES	67	1.29	24M = 3.85%	DH2 = 1.92%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	133	2.56		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	11	0.21		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	0	0.00		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	12	0.23		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	3	0.06		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	0	0.00		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 4.34%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 1.29%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 3.05%	
CLASS 14	NOT USED	0	0.00	24SU = 2.77%	
CLASS 15	OTHER	0	0.00	24C = 0.28%	
		-----	-----		
		5201	100.01		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2018

COUNTY: 10 - HILLSBOROUGH
SITE CO SEC SUB MILEPOST DESCRIPTION
5131 10080000 4.180 SR 60/SR 45/BUS US 41/E KENNEDY BLVD, WEST OF CHAN
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	55	0.43	24T&B = 4.46%	DHT = 2.23%
CLASS 02	CARS	9950	77.73	24T = 3.89%	
CLASS 03	PICK-UPS AND VANS	2224	17.38	24H = 2.15%	DH3 = 1.08%
CLASS 04	BUSES	73	0.57	24M = 2.31%	DH2 = 1.15%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	222	1.73		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	88	0.69		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	2	0.02		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	88	0.69		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	96	0.75		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	0	0.00		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 4.46%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.57%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 3.89%	
CLASS 14	NOT USED	0	0.00	24SU = 2.44%	
CLASS 15	OTHER	0	0.00	24C = 1.44%	
		-----	-----		
		12798	99.99		

SITE CO SEC SUB MILEPOST DESCRIPTION
5136 10080000 2.350 SR 60/SR 685/W KENNEDY BLVD, WEST OF WILLOW AVE
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	92	0.26	24T&B = 2.13%	DHT = 1.06%
CLASS 02	CARS	30058	84.67	24T = 1.94%	
CLASS 03	PICK-UPS AND VANS	4594	12.94	24H = 0.82%	DH3 = 0.41%
CLASS 04	BUSES	66	0.19	24M = 1.31%	DH2 = 0.65%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	397	1.12		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	83	0.23		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	4	0.01		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	183	0.51		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	21	0.06		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	1	0.00		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 2.13%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.19%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 1.94%	
CLASS 14	NOT USED	0	0.00	24SU = 1.37%	
CLASS 15	OTHER	0	0.00	24C = 0.58%	
		-----	-----		
		35499	99.99		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2018

COUNTY: 10 - HILLSBOROUGH
SITE CO SEC SUB MILEPOST DESCRIPTION
5239 10330000 4.054 SR 583/N 56TH ST, SOUTH OF HILLSBOROUGH RIVER BRID
FUNC. CLASS: 16 - URBAN MINOR ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	137	0.29	24T&B = 3.64%	DHT = 1.82%
CLASS 02	CARS	38527	82.85	24T = 3.37%	
CLASS 03	PICK-UPS AND VANS	6144	13.21	24H = 1.73%	DH3 = 0.87%
CLASS 04	BUSES	126	0.27	24M = 1.91%	DH2 = 0.95%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	760	1.63		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	151	0.32		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	26	0.06		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	381	0.82		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	239	0.52		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	8	0.02		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 3.64%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.27%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 3.37%	
CLASS 14	NOT USED	0	0.00	24SU = 2.02%	
CLASS 15	OTHER	0	0.00	24C = 1.35%	
		-----	-----		
		46499	99.99		

SITE CO SEC SUB MILEPOST DESCRIPTION
5244 10002000 1.200 SR 618/X-TOWN EXPWY, W OF EUCLID AVE
FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- FREEWAYS AND EXPRESSWAYS
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	111	0.33	24T&B = 7.91%	DHT = 3.96%
CLASS 02	CARS	24064	71.83	24T = 7.78%	
CLASS 03	PICK-UPS AND VANS	6675	19.92	24H = 5.16%	DH3 = 2.58%
CLASS 04	BUSES	45	0.14	24M = 2.75%	DH2 = 1.37%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	875	2.61		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	320	0.96		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	42	0.13		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	603	1.80		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	720	2.15		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	22	0.06		
CLASS 11	5-AXLE MULTI-TRLR	12	0.04	24HV = 7.91%	
CLASS 12	6-AXLE MULTI-TRLR	6	0.02	24B = 0.14%	
CLASS 13	ANY 7 OR MORE AXLE	4	0.01	24T = 7.78%	
CLASS 14	NOT USED	0	0.00	24SU = 3.70%	
CLASS 15	OTHER	0	0.00	24C = 4.08%	
		-----	-----		
		33499	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2018

COUNTY: 10 - HILLSBOROUGH

SITE CO SEC SUB MILEPOST DESCRIPTION
5248 10002000 4.435 SR 618/LEE ROY SELMON EXPWY, EAST OF WILLOW AVE
FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- FREEWAYS AND EXPRESSWAYS
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	161	0.28	24T&B = 6.65%	DHT = 3.33%
CLASS 02	CARS	42436	73.17	24T = 6.43%	
CLASS 03	PICK-UPS AND VANS	11544	19.90	24H = 3.94%	DH3 = 1.97%
CLASS 04	BUSES	128	0.22	24M = 2.71%	DH2 = 1.36%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	1446	2.49		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	513	0.88		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	74	0.13		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	852	1.47		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	785	1.35		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	36	0.06		
CLASS 11	5-AXLE MULTI-TRLR	12	0.02	24HV = 6.65%	
CLASS 12	6-AXLE MULTI-TRLR	8	0.01	24B = 0.22%	
CLASS 13	ANY 7 OR MORE AXLE	6	0.01	24T = 6.43%	
CLASS 14	NOT USED	0	0.00	24SU = 3.50%	
CLASS 15	OTHER	0	0.00	24C = 2.93%	
		-----	-----		
		58001	99.99		

SITE CO SEC SUB MILEPOST DESCRIPTION
5252 10310000 0.233 SR 580/BUSCH BLVD, EAST OF SR 599/DALE MABRY HWY
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	73	0.15	24T&B = 3.04%	DHT = 1.52%
CLASS 02	CARS	40619	81.24	24T = 2.81%	
CLASS 03	PICK-UPS AND VANS	7786	15.57	24H = 1.28%	DH3 = 0.64%
CLASS 04	BUSES	118	0.24	24M = 1.76%	DH2 = 0.88%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	762	1.52		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	183	0.37		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	13	0.03		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	176	0.35		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	245	0.49		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	7	0.01		
CLASS 11	5-AXLE MULTI-TRLR	11	0.02	24HV = 3.04%	
CLASS 12	6-AXLE MULTI-TRLR	7	0.01	24B = 0.24%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 2.81%	
CLASS 14	NOT USED	0	0.00	24SU = 1.92%	
CLASS 15	OTHER	0	0.00	24C = 0.89%	
		-----	-----		
		50000	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2018

COUNTY: 10 - HILLSBOROUGH

SITE CO SEC SUB MILEPOST DESCRIPTION
5310 10080101 0.030 SR 60/BUS US 41/E KENNEDY BLVD (WESTBOUND), WEST O

FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER

SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	67	0.50	24T&B = 2.31%	DHT = 1.16%
CLASS 02	CARS	11414	84.55	24T = 1.87%	
CLASS 03	PICK-UPS AND VANS	1706	12.64	24H = 0.83%	DH3 = 0.42%
CLASS 04	BUSES	60	0.45	24M = 1.48%	DH2 = 0.74%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	140	1.03		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	53	0.39		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	2	0.01		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	40	0.30		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	14	0.10		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	2	0.01		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 2.31%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.45%	
CLASS 13	ANY 7 OR MORE AXLE	1	0.01	24T = 1.87%	
CLASS 14	NOT USED	0	0.00	24SU = 1.44%	
CLASS 15	OTHER	0	0.00	24C = 0.42%	
		-----	-----		
		13499	99.99		

SITE CO SEC SUB MILEPOST DESCRIPTION
5311 10080000 3.660 SR 60/BUS US 41/JACKSON ST (EASTBOUND), E OF JEFFE

FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER

SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	33	0.27	24T&B = 2.02%	DHT = 1.01%
CLASS 02	CARS	10815	86.52	24T = 1.73%	
CLASS 03	PICK-UPS AND VANS	1400	11.20	24H = 0.63%	DH3 = 0.32%
CLASS 04	BUSES	36	0.29	24M = 1.38%	DH2 = 0.69%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	137	1.09		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	45	0.36		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	3	0.02		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	26	0.21		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	4	0.03		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	1	0.01		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 2.02%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.29%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 1.73%	
CLASS 14	NOT USED	0	0.00	24SU = 1.48%	
CLASS 15	OTHER	0	0.00	24C = 0.25%	
		-----	-----		
		12500	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5244 - SR 618/X-TOWN EXPWY, W OF EUCLID AVE									
2018	33500	C	E	16500	W	17000	9	59.7	7.90
2017	33000	F	E	17000	W	16000	9	59.6	9.30
2016	32000	C	E	16500	W	15500	9	57	9.30
2015	31000	C	E	15500	W	15500	9	56.8	8.50
2014	30500	C	E	14500	W	16000	9	58.60	9.00
2013	22500	C	E	11000	W	11500	9	58.2	9.30
2012	23500	C	E	11500	W	12000	9	59	9.30
2011	24500	C	E	12500	W	12000	9	57.20	6.90
2010	21000	C	E	10000	W	11000	9.51	56.00	8.30
2009	19700	C	E	9700	W	10000	9.54	55.72	8.50
2008	20000	C	E	10000	W	10000	9.13	55.29	10.00
2007	23000	C	E	11500	W	11500	9.52	56.79	8.80
2005	27000	S	E		W		9.7	55.9	8.00
2004	26000	F	E	13000	W	13000	8.60	54.00	8.00
2003	25000	S	E	12500	W	12500	9.80	58.50	8.10

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.16	57.36	8.60
9.08	57.93	8.65
9.00	58.37	8.79

SITE: 5245 - SR 618/X-TOWN EXPWY, W OF MACDILL AVE									
2018	41500	C	E	20500	W	21000	9	59.7	8.1
2017	40000	F	E	20500	W	19500	9	59.6	8.1
2016	39000	C	E	20000	W	19000	9	57	8.1
2015	38000	C	E	19000	W	19000	9	56.8	8.6
2014	28500	F	E	14000	W	14500	9	58.60	9.00
2013	28500	C	E	14000	W	14500	9	58.2	8.70
2012	27000	C	E	13000	W	14000	9	59	8.90
2011	31000	C	E	15500	W	15500	9	57.20	6.20
2010	25000	C	E	12000	W	13000	9.51	56.00	6.50
2009	24500	C	E	12000	W	12500	9.54	55.72	8.50
2008	24000	C	E	12000	W	12000	9.13	55.29	8.50
2007	27500	C	E	13500	W	14000	9.52	56.79	8.50
2006	14000	E	E	14000		0	9.41	55.29	12.40
2005	27000	E	E	14000	W	13000	9.70	55.90	9.00
2004	26000	S	E	13000	W	13000	8.60	54.00	8.00
2003	25000	F	E	12500	W	12500	9.80	58.50	8.00

All
Last 10
Last 5

9.17	57.32	8.30
9.08	57.90	8.08
9.00	58.36	8.34

SITE: 5246 - SR 618/X-TOWN EXPWY, E OF BAY TO BAY BLVD									
2018	51000	C	E	25000	W	26000	9	59.7	7.3
2017	50000	F	E	25000	W	25000	9	59.6	7.3
2016	49000	C	E	24500	W	24500	9	57	7.3
2015	46500	C	E	23000	W	23500	9	56.8	8.6
2014	36500	F	E	18500	W	18000	9	58.60	9.00
2013	36500	C	E	18500	W	18000	9	58.2	8.70
2012	32500	C	E	15500	W	17000	9	59	8.90
2011	35500	C	E	18000	W	17500	9	57.20	6.20
2010	30500	C	E	15000	W	15500	9.51	56.00	6.50
2009	28500	C	E	14000	W	14500	9.54	55.72	8.10
2008	29500	C	E	14500	W	15000	9.13	55.29	8.10
2007	32500	C	E	16000	W	16500	9.52	56.79	8.10
2006	16000	E	E	16000		0	9.41	55.29	12.40
2005	31000	E	E	16000	W	15000	9.70	55.90	9.00
2004	29500	S	E	14500	W	15000	8.60	54.00	7.80
2003	28500	F	E	14000	W	14500	9.80	58.50	7.80

All
Last 10
Last 5

9.16	57.36	8.01
9.08	57.92	7.77
9.00	58.36	7.83

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5248 - SR 618/LEE ROY SELMON EXPWY, EAST OF WILLOW AVE									
2018	58000	C	E	29000	W	29000	9.00	59.70	6.70
2017	44500	F	E	22500	W	22000	9.00	59.60	7.50
2016	43500	C	E	22000	W	21500	9.00	57.00	7.50
2015	42500	C	E	21000	W	21500	9.00	56.80	8.70
2014	28500	F	E	14000	W	14500	9.00	58.60	8.00
2013	28500	C	E	14000	W	14500	9.00	58.20	8.00
2012	28500	C	E	13500	W	15000	9.00	59.00	8.40
2011	32000	C	E	16000	W	16000	9.00	57.20	5.60
2010	33000	C	E	16500	W	16500	9.51	56.00	6.80
2009	31500	C	E	16000	W	15500	9.54	55.72	5.50
2008	32000	C	E	17000	W	15000	9.13	55.29	7.90
2007	36000	C	E	19000	W	17000	9.52	56.79	10.20
2006	16750	E	E	16750		0	9.41	55.29	12.40
2005	33000	E	E	17000	W	16000	9.70	55.90	9.00
2004	31000	S	E	16000	W	15000	8.60	54.00	8.60
2003	30000	F	E	15500	W	14500	9.80	58.50	8.60

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.18	57.29	7.90
9.09	57.90	7.26
9.00	58.43	7.59

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5249 - SR 618/LEE ROY SELMON EXPWY, EAST OF PLANT AVE									
2018	65000	C	E	31500	W	33500	9	59.7	6.7
2017	64000	F	E	33000	W	31000	9	59.6	6.7
2016	62000	C	E	32000	W	30000	9	57	6.7
2015	59500	C	E	29500	W	30000	9	56.8	8.6
2014	40000	F	E	19500	W	20500	9	58.6	9
2013	40000	C	E	19500	W	20500	9	58.2	8.70
2012	40500	C	E	20500	W	20000	9	59	8.90
2011	36500	C	E	19000	W	17500	9	57.20	6.20
2010	36500	C	E	18500	W	18000	9.51	56.00	6.50
2009	34500	C	E	17500	W	17000	9.54	55.72	6.30
2008	41000	C	E	17500	W	23500	9.13	55.29	10.00
2006	18000	E	E	18000		0	9.41	55.29	12.40
2005	34000	E	E	17000	W	17000	9.70	55.90	9.00
2004	32000	S	E	16000	W	16000	8.6	54	11.50
2003	31000	F	E	15500	W	15500	9.8	58.5	11.50

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.14	57.41	8.20
9.08	57.94	7.40
9.00	58.36	7.41

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5275 - SR 618/X-TOWN EXPWY, NE OF MORGAN ST									
2018	57000	C	E	28500	W	28500	9.00	59.70	7.30
2017	53500	F	E	28000	W	25500	9.00	59.60	11.40
2016	72500	E	E		W		9	57	8.40
2015	50000	C	E	25000	W	25000	9.00	56.80	8.60
2014	34500	S	E	17500	W	17000	9	58.6	9.00
2013	34500	F	E	17500	W	17000	9	58.2	8.70
2012	34500	C	E	17500	W	17000	9	59	8.90
2011	35500	C	E	20500	W	15000	9.00	57.20	6.20
2010	31500	C	E	16000	W	15500	9.51	56	6.50
2009	30500	C	E	15500	W	15000	9.54	55.72	6.30
2008	30000	E	E	15000	W	15000	9.13	55.29	10.00
2006	20000	E	E	20000		0	9.41	55.29	12.4
2005	38000	E	E	19000	W	19000	9.7	55.90	9.00
2004	35500	S	E	17000	W	18500	8.6	54	5.6
2003	34500	F	E	16500	W	18000	9.8	58.5	5.6

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.14	57.34	8.25
9.07	57.89	8.29
9.00	58.26	8.88

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5276 - SR 618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNEDY									
2018	66000	C	N	33000	S	33000	9	59.7	5.9
2017	60500	F	N	31000	S	29500	9	59.6	11.4
2016	89300	E	N		S		9	57	5.8
2015	59000	C	N	29000	S	30000	9	56.8	6
2014	39000	S	N	18500	S	20500	9	58.6	5.4
2013	39000	F	N	18500	S	20500	9	58.2	6.00
2012	39000	C	N	18500	S	20500	9	59	6.40
2011	40000	C	N	22000	S	18000	9	57.20	4.30
2010	38500	C	N	19000	S	19500	9.51	56.00	5.50
2009	38500	C	N	19500	S	19000	9.54	55.72	5.30
2008	37000	E	N	18500	S	18500	9.13	55.29	5.70
2006	45000	E	N	23000	S	22000	9.41	55.29	4.40
2005	45000	E	N	23000	S	22000	9.70	55.90	9.00
2004	42000	S	N	21000	S	21000	8.6	54	7.50
2003	41000	F	N	20500	S	20500	9.8	58.5	7.50

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.15	57.25	6.50
9.08	57.85	6.35
9.00	58.23	6.89

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5277 - SR 618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21ST ST									
2018	76500	C	E	36500	W	40000	9.00	59.70	5.90
2017	69000	F	E	33500	W	35500	9.00	59.60	11.40
2016	67000	C	E	32500	W	34500	9.00	57.00	5.80
2015	68000	C	E	32500	W	35500	9.00	56.80	6.00
2014	50000	X	E	23000	W	27000	9.00	58.60	5.40
2013	50000	T	E	23000	W	27000	9.00	58.20	6.00
2012	50000	E	E	23000	W	27000	9.00	59.00	4.50
2011	50000	E	E	23000	W	27000	9.00	57.20	4.50
2010	48500	C	E	23000	W	25500	9.51	56.00	4.50
2009	45500	C	E	21500	W	24000	9.54	55.72	5.00
2008	46000	E	E	23000	W	23000	9.13	55.29	8.10
2007	51500	C	E	24500	W	27000	9.52	56.79	8.10
2006	45000	E	E	23000	W	22000	9.41	55.29	4.40
2005	65000	E	E	33000	W	32000	9.70	55.90	9.00
2004	62000	S	E	33500	W	28500	8.60	54.00	4.70
2003	60000	F	E	32500	W	27500	9.80	58.50	4.70

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.19	57.20	6.25
9.09	57.90	6.09
9.00	58.37	6.97

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 2850 - RP, WB SR618/CROSSTOWN EXPWY TO WB SR60/KENNEDY BL									
2018	5900		E	0		0	9	99.9	10
2017	5800	V		0		0	9	99.9	8.7
2016	5600	R		0		0	9	99.9	8.9
2015	5500	T		0		0	9	99.9	8.2
2014	5500	S					9	99.9	9.3
2013	5500	F		0		0	9	99.9	8
2012	5500	C	W	5500		0	9	99.9	7.7
2011	5100	S		0		0	9	99.9	8.6
2010	5100	F		0		0	9.51	99.99	8
2009	5200	C	W	5200		0	9.54	99.99	8.50
2008	5500	C	W	5500		0	9.13	99.99	10.30
2007	3200	C	W	3200		0	9.52	99.99	11.60

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.12	99.93	8.90
9.10	99.92	8.61
9.00	99.90	9.03

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR	
SITE: 5073 - SR 45/N NEBRASKA AVE, NORTH OF SR 60/KENNEDY BLVD									
2018	5200	C	N	1800	S	3400	9.00	59.70	4.30
2017	5400	F	N	1900	S	3500	9.00	59.60	4.00
2016	5200	C	N	1800	S	3400	9.00	57.00	4.00
2015	6200	S	N	2200	S	4000	9.00	56.80	4.30
2014	6200	F	N	2200	S	4000	9	58.6	4.40
2013	6200	C	N	2200	S	4000	9.00	58.20	4.80
2012	5900	C	N	2200	S	3700	9.00	59.00	4.90
2011	4900	C	N	1500	S	3400	9.00	57.20	4.90
2010	5200	C	N	1700	S	3500	9.51	56.00	4.40
2009	4700	C	N	1500	S	3200	9.54	55.72	3.30
2008	7000	E	N	2700	S	4300	9.13	55.29	3.30
2007	7200	C	N	2800	S	4400	9.52	56.79	3.30
2006	9300	C	N	5900	S	3400	9.41	55.29	2.80
2005	12900	C	N	6500	S	6400	9.7	55.9	2.10
2004	5900	C	N	3100	S	2800	8.6	54	2.10
2003	7600	C	N	3300	S	4300	9.8	58.5	4.80

All
Last 10
Last 5

Weighted K	Weighted D	Weighted T
9.25	56.96	3.70
9.09	57.83	4.35
9.00	58.30	4.21

SITE: 2848 - RP, WB SR618/CROSSTOWN EXPWY TO MORGAN ST									
2018	3200	E		0		0	9	99.9	10
2017	3100	V		0		0	9	99.9	8.7
2016	3000	R		0		0	9	99.9	8.9
2015	2900	T		0		0	9	99.9	8.2
2014	2900	S					9	99.9	9.3
2013	2900	F		0		0	9	99.9	8
2012	2900	C	W	2900		0	9	99.9	7.7
2011	3600	S		0			9	99.9	8.6
2010	3600	F		0			9.51	99.99	8
2009	3700	C	W	3700		0	9.54	99.99	8.50
2008	3600	C	W	3600		0	9.13	99.99	10.30
2007	4400	C	W	4400		0	9.52	99.99	11.60

All
Last 10
Last 5

9.17	99.93	9.08
9.12	99.92	8.59
9.00	99.90	9.03

SITE: 2849 - RP, JEFFERSON ST TO EB SR618/CROSSTOWN EXPWY									
2018	2900	E		0		0	9	99.9	10.00
2017	2800	V		0		0	9	99.9	8.70
2016	2700	R		0		0	9	99.9	8.90
2015	2700	T		0		0	9	99.9	8.20
2014	2700	S					9	99.9	9.3
2013	2700	F		0		0	9	99.9	8.00
2012	2700	C	E	2700		0	9	99.90	7.70
2011	2800	S		0		0	9	99.9	8.60
2010	2800	F		0			9.51	99.99	8.00
2009	2900	C	E	2900		0	9.54	99.99	8.50
2008	3200	C	E	3200		0	9.13	99.99	10.30
2007	3200	C	E	3200		0	9.52	99.99	11.60

All
Last 10
Last 5

9.15	99.93	9.04
9.11	99.92	8.60
9.00	99.90	9.03

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2846 - RP, BRORIEN ST & MORGAN ST TO WB SR618/X-TOWN EXPY								
2018	2500	E		0	0	9	99.9	10
2017	2400	V		0	0	9	99.9	8.7
2016	2300	R		0	0	9	99.9	8.9
2015	2300	T		0	0	9	99.9	8.2
2014	2300	S				9	99.9	9.3
2013	2300	F		0	0	9	99.9	8
2012	2300	C	S	2300	0	9	99.9	7.7
2011	1400	S		0	0	9	99.9	8.6
2010	1400	F		0	0	9.51	99.99	8
2009	1400	C	S	1400	0	9.54	99.99	8.50
2008	1500	C	S	1500	0	9.13	99.99	10.30
2007	20000	C	S	20000	0	9.52	99.99	11.60

All
Last 10
Last 5

Weighted K Weighted D Weighted T

9.29	99.95	10.10
9.07	99.91	8.63
9.00	99.90	9.03

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2847 - RP, EB SR618/X-TOWN EXPWY TO FL AVE & MORGAN ST								
2018	3800	E		0	0	9	99.9	10.00
2017	3700	V		0	0	9	99.9	8.70
2016	3600	R		0	0	9	99.9	8.90
2015	3500	T		0	0	9	99.9	8.20
2014	3500	S				9	99.9	9.3
2013	3500	F		0	0	9	99.9	8.00
2012	3500	C	E	3500	0	9	99.90	7.70
2011	2400	S		0	0	9	99.9	8.60
2010	2400	F		0	0	9.51	99.99	8.00
2009	2400	C	E	2400	0	9.54	99.99	8.50
2008	3000	C	E	3000	0	9.13	99.99	10.30
2007	5100	C	E	5100	0	9.52	99.99	11.60

All
Last 10
Last 5

9.14	99.93	9.13
9.08	99.91	8.63
9.00	99.90	9.03

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2845 - RP, TAMPA ST TO SB SR618/CROSSTOWN EXPWY								
2018	1500	E		0	0	9	99.9	10
2017	1400	V		0	0	9	99.9	8.7
2016	1400	R		0	0	9	99.9	8.9
2015	1400	T		0	0	9	99.9	8.2
2014	1400	S				9	99.9	9.3
2013	1400	F		0	0	9	99.9	
2012	1400	C	S	1400	0	9	99.9	7.7
2011	1100	S		0	0	9	99.9	8.6
2010	1100	F		0	0	9.51	99.99	8
2009	1100	C	S	1100	0	9.54	99.99	8.50
2008	950	C	S	950	0	9.13	99.99	10.30
2007	23500	C	S	23500	0	9.52	99.99	11.60

All
Last 10
Last 5

9.36	99.96	10.22
9.09	99.92	7.77
9.00	99.90	9.03

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2844 - RP, SB SR618/CROSSTOWN EXPWY TO PLANT AVE								
2018	2100	E		0	0	9	99.9	10.00
2017	2000	V		0	0	9	99.9	8.70
2016	1900	R		0	0	9	99.9	8.90
2015	1900	T		0	0	9	99.9	8.20
2014	1900	S				9	99.9	9.3
2013	1900	F		0	0	9	99.9	8.00
2012	1900	C	S	1900	0	9	99.90	7.70
2011	1900	S		0	0	9	99.9	8.60
2010	1900	F		0	0	9.51	99.99	8.00
2009	1900	C	S	1900	0	9.54	99.99	8.50
2008	2200	C	S	2200	0	9.13	99.99	10.30
2007	8100	C	S	8100	0	9.52	99.99	11.60

All
Last 10
Last 5

Weighted K Weighted D Weighted T

9.22	99.94	9.55
9.10	99.92	8.61
9.00	99.90	9.04

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2843 - RP, PLANT AVE TO NB SR618/CROSSTOWN EXPWY								
2018	2300	E		0	0	9	99.9	10
2017	2200	V		0	0	9	99.9	8.7
2016	2100	R		0	0	9	99.9	8.9
2015	2100	T		0	0	9	99.9	8.2
2014	2100	S				9	99.9	9.3
2013	2100	F		0	0	9	99.9	8
2012	2100	C	N	2100	0	9	99.9	7.7
2011	2200	S		0	0	9	99.9	8.6
2010	2200	F		0	0	9.51	99.99	8
2009	2200	C	N	2200	0	9.54	99.99	8.50
2008	2200	C	N	2200	0	9.13	99.99	10.30
2007	6500	C	N	6500	0	9.52	99.99	11.60

All
Last 10
Last 5

9.20	99.94	9.37
9.11	99.92	8.60
9.00	99.90	9.04

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2842 - RP, SB SR618/CROSSTOWN EXPWY TO WB CLEVELAND ST								
2018	2800	E		0	0	9	99.9	10.00
2017	2700	V		0	0	9	99.9	8.70
2016	2600	R		0	0	9	99.9	8.90
2015	2600	T		0	0	9	99.9	8.20
2014	2600	S				9	99.9	9.3
2013	2600	F		0	0	9	99.9	8.00
2012	2600	C	W	2600	0	9	99.90	7.70
2011	2400	S		0	0	9	99.9	8.60
2010	2400	F		0	0	9.51	99.99	8.00
2009	2400	C	W	2400	0	9.54	99.99	8.50
2008	1900	C	W	1900	0	9.13	99.99	10.30
2007	6200	C	W	6200	0	9.52	99.99	11.60

All
Last 10
Last 5

9.18	99.93	9.25
9.10	99.92	8.61
9.00	99.90	9.03

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2841 - RP, EB PLATT ST TO NB SR618/CROSSTOWN EXPWY								
2018	4100	E		0	0	9	99.9	10
2017	4000	V		0	0	9	99.9	8.7
2016	3900	R		0	0	9	99.9	8.9
2015	3800	T		0	0	9	99.9	8.2
2014	3800	S				9	99.9	9.3
2013	3800	F		0	0	9	99.9	8
2012	3800	C	N	3800	0	9	99.9	7.7
2011	3000	S		0	0	9	99.9	8.6
2010	3000	F		0	0	9.51	99.99	8
2009	3100	C	N	3100	0	9.54	99.99	8.50
2008	3300	C	N	3300	0	9.13	99.99	10.30
2007	1200	C	N	1200	0	9.52	99.99	11.60

All
Last 10
Last 5

Weighted K Weighted D Weighted T

9.10	99.92	8.84
9.09	99.92	8.62
9.00	99.90	9.03

SITE: 2840 - FROM WILLOW AVE TO SB SR618/CROSSTOWN EXPWY								
2018	2300	E		0	0	9	99.9	10
2017	2200	V		0	0	9	99.9	8.7
2016	2100	R		0	0	9	99.9	8.9
2015	2100	T		0	0	9	99.9	8.2
2014	2100	S				9	99.9	9.3
2013	2100	F		0	0	9	99.9	8
2012	2100	C	S	2100	0	9	99.9	7.7
2011	1600	S		0	0	9	99.9	8.6
2010	1600	F		0	0	9.51	99.99	8
2009	1600	C	S	1600	0	9.54	99.99	8.50
2008	1700	C	S	1700	0	9.13	99.99	10.30
2007	2400	C	S	2400	0	9.52	99.99	11.60

All
Last 10
Last 5

9.13	99.93	9.04
9.08	99.91	8.62
9.00	99.90	9.04

SITE: 2839 - RP, NB SR618/CROSSTOWN EXPWY TO PLATT ST								
2018	2500	E		0	0	9	99.9	10.00
2017	2400	V		0	0	9	99.9	8.70
2016	2300	R		0	0	9	99.9	8.90
2015	2300	T		0	0	9	99.9	8.20
2014	2300	S				9	99.9	9.3
2013	2300	F		0	0	9	99.9	8.00
2012	2300	C	E	2300	0	9	99.90	7.70
2011	1600	S		0	0	9	99.9	8.60
2010	1600	F		0	0	9.51	99.99	8.00
2009	1600	C	E	1600	0	9.54	99.99	8.50
2008	1700	C	E	1700	0	9.13	99.99	10.30
2007	2100	C	E	2100	0	9.52	99.99	11.60

All
Last 10
Last 5

9.12	99.93	8.99
9.08	99.91	8.63
9.00	99.90	9.03

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2838 - RP, SB SR618/CROSSTOWN EXPWY TO BAY TO BAY BLVD								
2018	3300	E		0	0	9	99.9	10
2017	3200	V		0	0	9	99.9	8.7
2016	3100	R		0	0	9	99.9	8.9
2015	3000	T		0	0	9	99.9	8.2
2014	3000	S				9	99.9	9.3
2013	3000	F		0	0	9	99.9	8
2012	3000	C	E	3000	0	9	99.9	7.7
2011	2400	S		0	0	9	99.9	8.6
2010	2400	F		0	0	9.51	99.99	8
2009	2400	C	E	2400	0	9.54	99.99	8.50
2008	2400	C	E	2400	0	9.13	99.99	10.30
2007	3900	C	E	3900	0	9.52	99.99	11.60

All
Last 10
Last 5

Weighted K Weighted D Weighted T

9.14	99.93	9.07
9.09	99.92	8.62
9.00	99.90	9.03

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2837 - RP, BAY TO BAY BLVD TO NB SR618/CROSSTOWN EXPWY								
2018	2700	E		0	0	9	99.9	10.00
2017	2600	V		0	0	9	99.9	8.70
2016	2500	R		0	0	9	99.9	8.90
2015	2500	T		0	0	9	99.9	8.20
2014	2500	S				9	99.9	9.3
2013	2500	F		0	0	9	99.9	8.00
2012	2500	C	W	2500	0	9	99.90	7.70
2011	2100	S		0	0	9	99.9	8.60
2010	2100	F		0	0	9.51	99.99	8.00
2009	2100	C	W	2100	0	9.54	99.99	8.50
2008	2300	C	W	2300	0	9.13	99.99	10.30
2007	3100	C	W	3100	0	9.52	99.99	11.60

All
Last 10
Last 5

9.14	99.93	9.06
9.09	99.92	8.61
9.00	99.90	9.03

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2836 - RP SB SR618/CROSSTOWN EXPWY TO EUCLID AVE								
2018	2600	E		0	0	9	99.9	10
2017	2500	V		0	0	9	99.9	8.7
2016	2400	R		0	0	9	99.9	8.9
2015	2400	T		0	0	9	99.9	8.2
2014	2400	S				9	99.9	9.3
2013	2400	F		0	0	9	99.9	8
2012	2400	C	W	2400	0	9	99.9	7.7
2011	2000	S		0	0	9	99.9	8.6
2010	2000	F		0	0	9.51	99.99	8
2009	2000	C	W	2000	0	9.54	99.99	8.50
2008	1900	C	W	1900	0	9.13	99.99	10.30
2007	4100	C	W	4100	0	9.52	99.99	11.60

All
Last 10
Last 5

9.15	99.93	9.15
9.09	99.92	8.61
9.00	99.90	9.03

Historical Data Summary

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
SITE: 2835 - RP, EUCLID AVE TO NB SR618/CROSSTOWN EXPWY								
2018	2700	E	0	0	0	9	99.9	10
2017	2600	V	0	0	0	9	99.9	8.7
2016	2500	R	0	0	0	9	99.9	8.9
2015	2500	T	0	0	0	9	99.9	8.2
2014	2500	S	0	0	0	9	99.9	9.3
2013	2500	F	0	0	0	9	99.9	8
2012	2500	C	E	2500	0	9	99.9	7.7
2011	2000	S	0	0	0	9	99.9	8.6
2010	2000	F	0	0	0	9.51	99.99	8
2009	2000	C	E	2000	0	9.54	99.99	8.50
2008	2000	C	E	2000	0	9.13	99.99	10.30
2007	1900	C	W	1900	0	9.52	99.99	11.60

All
Last 10
Last 5

Weighted K Weighted D Weighted T

9.12	99.93	8.94
9.09	99.92	8.62
9.00	99.90	9.03

SITE: 2833 - RP, NB US92/S DALE MABRY HWY TO NB X-TOWN EXPWY								
2018	4400	E	0	0	0	9	99.9	10
2017	4300	V	0	0	0	9	99.9	8.7
2016	4200	R	0	0	0	9	99.9	8.9
2015	4100	T	0	0	0	9	99.9	8.2
2014	4100	S	0	0	0	9	99.9	9.3
2013	4100	F	0	0	0	9	99.9	8
2012	4100	C	E	4100	0	9	99.9	7.7
2011	3500	S	0	0	0	9	99.9	8.6
2010	3500	F	0	0	0	9.51	99.99	8
2009	3600	C	E	3600	0	9.54	99.99	8.50
2008	3900	C	E	3900	0	9.13	99.99	10.30
2007	11000	C	S	11000	0	9.52	99.99	11.60

All
Last 10
Last 5

9.18	99.94	9.33
9.09	99.92	8.61
9.00	99.90	9.03

Historical Data Summary

	Weighted K	Weighted D	Weighted T
Selmon Express	9.16	57.31	7.57
SB Off Ramp to Kennedy Blvd	9.12	99.93	8.90
NB On Ramp from Nebraska Ave	9.25	56.96	3.70
SB Off Ramp to Kennedy Blvd	9.17	99.93	9.08
NB On Ramp from Jefferson St	9.15	99.93	9.04
SB On Ramp from Borein St	9.29	99.95	10.10
NB Off Ramp to Florida ave/Channelside Dr	9.14	99.93	9.13
SB On Ramp from Tampa St	9.36	99.96	10.22
SB Off Ramp to Plant Ave	9.22	99.94	9.55
NB On Ramp from Plant Ave	9.20	99.94	9.37
SB Off Ramp to Cleaveland St	9.18	99.93	9.25
NB On Ramp from Platt St	9.10	99.92	8.84
SB On Ramp from Cleaveland St	9.13	99.93	9.04
NB Off Ramp to Platt St	9.12	99.93	8.99
SB Off Rampa to Bay to Bay Blvd	9.14	99.93	9.07
NB On Ramp from Bay to Bay Blvd	9.14	99.93	9.06
SB Off Ramp to Euclid Ave	9.15	99.93	9.15
NB On Ramp from Euclid Ave	9.12	99.93	8.94
NB On Ramp from Dale Mabry Hwy	9.18	99.94	9.33
Total	9.17	62.05	7.68

S Selmon PDE - Traffic Factors

Peak-Hour Volume	Selmon north of Euclid Avenue	Selmon south of Platt Street	Selmon east of S Boulevard
AM			
NB	2305	2721	2691
SB	1976	2441	2861
Combined	4281	5162	5552
PM			
NB	2077	2535	3335
SB	2190	2875	3036
Combined	4267	5410	6371

Directional Splits	Selmon north of Euclid Avenue	Selmon south of Platt Street	Selmon east of S Boulevard	Weighted Average
AM				
	53.8%	52.7%	51.5%	52.6%
				52.6%
				52.6%
PM				
	51.3%	53.1%	52.3%	52.3%
				52.4%
				52.3%
			Use D (from FTI)	57.0%

AM Peak Direction (measured) Eastbound west of Willow Avenue and westbound east of Willow Avenue
 PM Peak Direction (measured) Westbound west of Willow Avenue and Eastbound east of Willow Avenue

Use AM Peak Direction	Eastbound
Use PM Peak Direction	Westbound

Peak-to-Daily Ratios	Selmon north of Euclid Avenue	Selmon south of Platt Street	Selmon east of S Boulevard	Weighted Average
AM				
	10.3%	10.0%	8.6%	9.6%
	8.7%	8.6%	9.2%	8.9%
	9.5%	9.3%	8.9%	9.2%
PM				
	9.3%	9.3%	10.7%	9.9%
	9.7%	10.2%	9.8%	9.9%
	9.5%	9.7%	10.3%	9.9%
			Use K	10.0%

Peak-Hour Existing Truck Percentage	Selmon north of Euclid Avenue	Selmon south of Platt Street	Selmon east of S Boulevard	Straight Average	Weighted Average	Weighted Average Rounded
AM						
NB	5.2%	4.5%	4.7%	4.8%	4.8%	5.0%
SB	8.1%	7.7%	8.5%	8.1%	8.1%	8.0%
Combined	6.5%	6.0%	6.7%	6.4%	6.4%	
PM						
NB	6.2%	6.4%	6.3%	6.3%	6.3%	6.0%
SB	2.5%	2.0%	3.0%	2.5%	2.5%	3.0%
Combined	4.3%	4.1%	4.7%	4.4%	4.4%	
AM						
Straight Average	6.6%	6.1%	6.6%	6.4%		
Weighted Average	6.5%	6.0%	6.7%		6.4%	
PM						
Straight Average	4.3%	4.2%	4.7%	4.4%		
Weighted Average	4.3%	4.1%	4.7%		4.4%	
For arterials, use turning movement volume-weighted approach truck percentages						

Daily Volume	Selmon north of Euclid Avenue	Selmon south of Platt Street	Selmon east of S Boulevard
NB	22271	27309	31170
SB	22679	28252	30932
Combined	44950	55561	62102

Daily Truck Percent	Selmon north of Euclid Avenue	Selmon south of Platt Street	Selmon east of S Boulevard	Straight Average	Weighted Average	Weighted Average/2
NB	8.3%	7.1%	7.3%	7.6%	7.5%	3.8%
SB	7.0%	6.4%	7.3%	6.9%	6.9%	3.5%
Combined	7.7%	6.7%	7.3%	7.2%	7.2%	3.6%
AM						
Straight Average	7.7%	6.7%	7.3%	7.2%		
Weighted Average	7.7%	6.7%	7.3%		7.2%	
Weighted Average/2						3.6%
Weighted Average/2 Rounded					DHT	4.0%

Appendix F

Existing Year (2019) Volume Calculations

AADT 2019 Iteration 1 (convert ADT to AADT)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17 Segment ID
S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay			E of Willow		E of Plant				E of Morgan		E of Whiting	
S Selmon EB		From Euclid		From Bay to Bay		To Willow		From Willow		From Plant		To Florida		To Morgan		From Jefferson	
	16900	5800	22700	5200	27900	-3300	24600	6900	31500	4300	35800	-4400	31400	-1600	29800	3800	33600

from 2019 approach counts
yellow cell is the control

	5676	22271	5056	27309	3250		6778	31170	4242		4310		1550		3714		
	2019	2019	2019	2019	2019		2019	2019	2019		2019		2019		2019		
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
	0	5790	22716	5157	27855	3315	0	6914	31793	4327	0	4396	0	1581	0	3788	0
	16500	2700	20500	2700	25000	2500		4100	29000	2300	31500	3800		28500	2900	33000	
	105244	102835	105245	102837	105246	102839		102841	105248	102843	105249	102847		105275	102849	105276	
	16900	5800	22700	5200	27900	3300	24600	6900	31800	4300	35800	4400	31400	1600	29800	3800	33600

2019 ADT from raw approach counts (2-day average)
raw approach count year
2018 AF
2018 SF
2019 AADT from approach counts
2018 AADT from FTI
FTI site ID
2019 AADT from approach counts rounded

	0	0	0	0	0		0	-300	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	-0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	400	3100	2200	2500	2900	800		2800	2500	2000	4300	600		1300	900	600	
	2.4%	114.8%	10.7%	92.6%	11.6%	32.0%		68.3%	8.6%	87.0%	13.7%	15.8%		4.6%	31.0%	1.8%	

difference (2019 AADT from approach counts rounded) -300 min 0 max
percent error (2019 AADT from approach counts rounded) -0.9% min 0.0% max
difference (2018 AADT from FTI) 400 min 4300 max
percent error (2018 AADT from FTI) 1.8% min 114.8% max

	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1 Segment ID
S Selmon	E of Whiting		E of Morgan		E of Franklin		E of Plant		E of Willow			E of Bay to Bay		E of Euclid		E of Dale Mabry	
S Selmon WB		To Morgan		From Morgan		From Tampa		To Plant		To Willow		From Willow		To Bay to Bay		To Euclid	
	36500	-5100	31400	2800	34200	2800	37000	-5300	31700	-6200	25500	3300	28800	-5700	23100	-5700	17400

from 2019 approach counts
yellow cell is the control

	4998		2720		2782		5230	30932	6067		3232	28252	5545	22679	5554		
	2019		2019		2019		2019	2019	2019		2019	2019	2019	2019	2019		
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
	0	5098	0	2774	0	2838	0	5335	31551	6188	0	3297	28817	5656	23133	5665	0
	33000	3200	28500	2500	1500	33500	2100	29000	2800		2300	26000	3300	21000	2600	17000	
	105276	109131	105275	102846		102845	105249	102844	105248	102842		102840	105246	102838	105245	102836	105244
	36500	5100	31400	2800	34200	2800	37000	5300	31600	6200	25500	3300	28800	5700	23100	5700	17400

2019 ADT from raw approach counts (2-day average)
raw approach count year
2018 AF
2018 SF
2019 AADT from approach counts
2018 AADT from FTI
FTI site ID
2019 AADT from approach counts rounded

	0	0	0	0	0		0	100	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	3500	1900	2900	300	1300	3500	3200	2700	3400		1000	2800	2400	2100	3100	400	
	10.6%	59.4%	10.2%	12.0%	86.7%	10.4%	152.4%	9.3%	121.4%		43.5%	10.8%	72.7%	10.0%	119.2%	2.4%	

difference (2019 AADT from approach counts rounded) 0 min 100 max
percent error (2019 AADT from approach counts rounded) 0.0% min 0.3% max
difference (2018 AADT from FTI) 300 min 3500 max
percent error (2018 AADT from FTI) 2.4% min 152.4% max

AADT 2019 Iteration 2 (balance ramps where logical)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Segment ID
S Selmon	E of Dale Mabry	E of Euclid	E of Bay to Bay	E of Bay to Bay	To Willow			E of Willow	E of Plant					E of Morgan	E of Whiting			
S Selmon EB	From Euclid	From Bay to Bay	From Bay to Bay	From Bay to Bay	To Willow			From Willow	From Plant			To Florida		To Morgan	From Jefferson			
	17100	5800	5200	28100	-3300	24800		6900	4300			-4400		-1600	3800			highlighted cells maintain unbalanced ramp pairs yellow cell is the control. Purple cell is adjusted to account for rounding so mainline AADTs balance.

	5676	22271	5056	27309	3250		6778	31170	4242		4310		1550		3714			2019 ADT from raw approach counts (2-day average)
	2019	2019	2019	2019	2019		2019	2019	2019		2019		2019		2019			raw approach count year
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2018 AF
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	2018 SF
	0	5790	22716	5157	27855	3315	0	6914	31793	4327	0	4396	0	1581	0	3788	0	2019 AADT from approach counts
	16500	2700	20500	2700	25000	2500		4100	29000	2300	31500	3800			28500	2900	33000	2018 AADT from FTI
	105244	102835	105245	102837	105246	102839		102841	105248	102843	105249	102847			105275	102849	105276	FTI site ID
	17100	5800	22700	5200	27900	3300	24800	6900	31800	4300	36000	4400	31600	1600	30000	3800	33800	2019 AADT from approach counts rounded
	0	200	0	200	0		0	-100	0		0		0	0	0			difference (2019 AADT from approach counts rounded)
	0.0%	0.9%	0.0%	0.7%	0.0%		0.0%	-0.3%	0.0%		0.0%		0.0%	0.0%	0.0%			percent error (2019 AADT from approach counts rounded)
	600	3100	2400	2500	3100	800		2800	2700	2000	4500	600			1500	900	800	difference (2018 AADT from FTI)
	3.6%	114.8%	11.7%	92.6%	12.4%	32.0%		68.3%	9.3%	87.0%	14.3%	15.8%			5.3%	31.0%	2.4%	percent error (2018 AADT from FTI)
																		600 min 2.4% min
																		4500 max 114.8% max

	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Segment ID
S Selmon	E of Whiting	E of Morgan	E of Morgan	E of Franklin	E of Franklin	E of Plant	E of Plant	E of Willow	E of Willow			E of Bay to Bay	E of Bay to Bay	E of Euclid	E of Euclid	E of Dale Mabry		
S Selmon WB	To Morgan	To Morgan	From Morgan	From Morgan	From Tampa	From Tampa	To Plant	To Willow	To Willow			From Willow	To Bay to Bay	To Euclid	To Euclid			
	36300	-5100	31200	2800	34000	36800	-5300	31500	-6200			25300	3300	28600	-5700	22900	-5800	17100

	4998		2720		2782		5230	30932	6067		3232	28252	5545	22679	5554			2019 ADT from raw approach counts (2-day average)
	2019		2019		2019		2019	2019	2019		2019	2019	2019	2019	2019			raw approach count year
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2018 AF
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	2018 SF
	0	5098	0	2774	0	2838	0	5335	31551	6188	0	3297	28817	5656	23133	5665	0	2019 AADT from approach counts
	33000	3200	28500	2500	1500	33500	2100	29000	2800		2300	26000	3300	21000	2600	17000		2018 AADT from FTI
	105276	109131	105275	102846		102845	105249	102844	105248	102842		102840	105246	102838	105245	102836	105244	FTI site ID
	36300	5100	31200	2800	34000	2800	36800	5300	31600	6200	25300	3300	28800	5700	23100	5700	17100	2019 AADT from approach counts rounded
	0		0		0		0	-100	0		0	-200	0	-200	100			difference (2019 AADT from approach counts rounded)
	0.0%		0.0%		0.0%		0.0%	-0.3%	0.0%		0.0%	-0.7%	0.0%	-0.9%	1.8%			percent error (2019 AADT from approach counts rounded)
	3300	1900	2700	300	1300	3300	3200	2500	3400		1000	2600	2400	1900	3200	100		difference (2018 AADT from FTI)
	10.0%	59.4%	9.5%	12.0%	86.7%	9.9%	152.4%	8.6%	121.4%		43.5%	10.0%	72.7%	9.0%	123.1%	0.6%		percent error (2018 AADT from FTI)
																		100 min 0.6% min
																		3400 max 152.4% max

DDHV 2019 AM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Segment ID
S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay			E of Willow			E of Plant		E of Morgan			E of Whiting		
S Selmon EB	From Euclid	From Euclid	From Bay to Bay	From Bay to Bay	To Willow	To Willow	From Willow	From Willow	From Plant	From Plant	To Florida	To Florida	To Morgan	To Morgan	From Jefferson	From Jefferson		from DDHV, highlighted cells maintain count from calc, yellow cell is control
	1605	745	2350	520	2870	-460	2410	690	3100	430	3530	-685	2845	-220	2625	380	3005	
	729	2305	463	2721	459			408	2691	263		670		216		217	2019 peak hour count for station from raw approach counts (2-day average)	
	729	2305	463	2721	449			404	2691	257		670		216		201	2019 global peak hour count from raw approach counts (2-day average)	
	2019	2019	2019	2019	2019			2019	2019	2019		2019		2019		2019	raw approach count year	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2018 AF	
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	2018 SF	
	0	744	2351	472	2775	458	0	412	2745	262	0	683	0	220	0	205	2019 global peak hour count from raw approach counts (2-day average)*AF*SF	
																	hourly count from additional source	
	1583		2234		2690				2705		2951				2685		2321	2018 FTI station peak-hour synopsis count
	1497		2185		2661				2672		2887				2675		2232	2018 FTI station peak-hour synopsis count (additional count)
	105244	102835	105245	102837	105246	102839		102841	105248	102843	105249	102847		105275	102849	105276	FTI site ID	
	1585	745	2350	470	2775	460	0	410	2745	260	2950	685	0	220	2685	205	2320	from 2018 FTI synopsis counts or tube counts*AF*SF
	20	0	0	50	95	0		280	355	170	580	0		0	-60	175	685	difference
	1.3%	0.0%	0.0%	10.6%	3.4%	0.0%		68.3%	12.9%	65.4%	19.7%	0.0%		0.0%	-2.2%	85.4%	29.5%	% error
																		-60 min
																		-2.2% min
																		685 max
																		85.4% max

Total two-way AADT	Total two-way AADT	Total two-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Total two-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	One-way or two-way AADT
34200	11600	45800	5200	28100	6600	24800	6900	31700	4300	36000	4400	31600	1600	30000	3800	33800	AADT	
0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K	
0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	D	
0.57	0.57	0.57	1.00	1.00	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	D to use in DDHV calculation for two-way AADT	
1950	660	2610	520	2810	375	2480	690	3170	430	3600	440	3160	160	3000	380	3380	DDHV	
16100	7500	23500	5200	28700	4600	24100	6900	31000	4300	35300	6900	28500	2200	26300	3800	30100	AADT back-calculated (one-way unbalanced)	
31200	12500	43700	10900	54600	7500	47100	14400	61500	12200	73700	9700	64000	5000	59000	13900	72900	AADT back-calculated (two-way)	

	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Segment ID	
S Selmon	E of Whiting		E of Morgan		E of Franklin			E of Plant			E of Willow			E of Bay to Bay		E of Euclid		E of Dale Mabry	
S Selmon WB	To Morgan	To Morgan	From Morgan	From Morgan	From Tampa	From Tampa	To Plant	To Plant	To Willow	To Willow	From Willow	From Willow	To Bay to Bay	To Bay to Bay	To Euclid	To Euclid		from DDHV, highlighted cells maintain count from calc, yellow cell is control	
	4280	-1005	3275	280	3555	280	3835	-785	3050	-750	2300	285	2585	-570	2015	-500	1515		
	985		265		134		768	2939	783		208	2626	493	2274	392	2019 peak hour count for station from raw approach counts (2-day average)			
	985		265		132		768	2861	737		195	2441	473	1976	334	2019 global peak hour count from raw approach counts (2-day average)			
	2019		2019		2019		2019	2019	2019		2019	2019	2019	2019	2019	raw approach count year			
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2018 AF			
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	2018 SF			
	0	1005	0	270	0	135	0	783	2918	752	0	199	2490	482	2016	341	2019 global peak hour count from raw approach counts (2-day average)*AF*SF		
																	hourly count from additional source		
	3958		3463				4045		3067				2649		2239		1851	2018 FTI station peak-hour synopsis count	
	3554		3332				4263		3109				2599		2199		1777	2018 FTI station peak-hour synopsis count (additional count)	
	105276	109131	105275	102846		102845	105249	102844	105248	102842		102840	105246	102838	105245	102836	105244	FTI site ID	
	3960	1005	3330	270	0	135	4045	785	2920	750	0	200	2490	480	2015	340	1775	from 2018 FTI synopsis counts or tube counts*AF*SF	
	320	0	-55	10		145	-210	0	130	0		85	95	90	0	160	-260	difference	
	8.1%	0.0%	-1.7%	3.7%		107.4%	-5.2%	0.0%	4.5%	0.0%		42.5%	3.8%	18.8%	0.0%	47.1%	-14.6%	% error	
																		-260 min	
																		-14.6% min	
																		320 max	
																		107.4% max	

Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Total two-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Total two-way AADT	Total two-way AADT	Total two-way AADT	One-way or two-way AADT
36300	5100	31200	2800	34000	2800	36800	5300	31500	6200	25300	6600	28600	5700	45800	11600	34200	AADT	
0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K	
0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	D	
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.43	1.00	0.43	0.43	0.43	D to use in DDHV calculation for two-way AADT	
3630	510	3120	280	3400	280	3680	530	3150	620	2530	285	2860	570	1970	500	1470	DDHV	
42800	10100	32800	2800	35600	2800	38400	7900	30500	7500	23000	2900	25900	5700	20200	5000	15200	AADT back-calculated (one-way unbalanced)	
72900	13900	59000	5000	64000	9700	73700	12200	61500	14400	47100	7500	54600	10900	43700	12500	31200	AADT back-calculated (two-way)	

DDHV 2019 PM

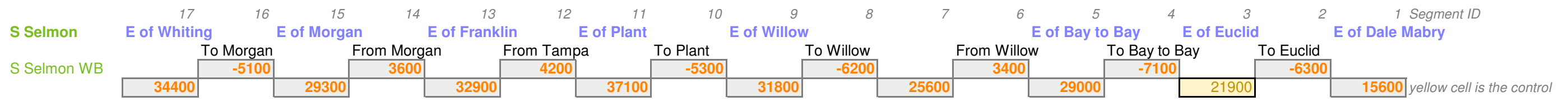
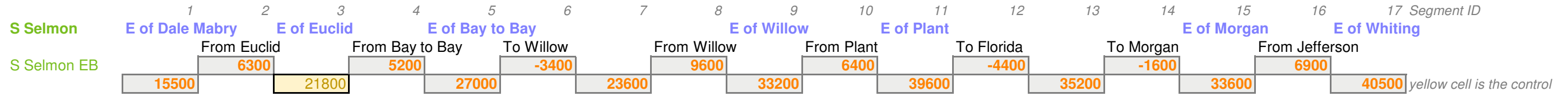
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Segment ID	
S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay			E of Willow			E of Plant		E of Morgan			E of Whiting			
S Selmon EB	From Euclid	From Euclid	From Bay to Bay	From Bay to Bay	To Willow	To Willow	From Willow	From Willow	From Plant	From Plant	To Florida	To Florida	To Morgan	To Morgan	From Jefferson	From Jefferson			
	1620	500	2120	520	2640	-285	2355	955	3310	640	3950	-440	3510	-160	3350	685	4035	from DDHV, highlighted cells maintain count from calc, yellow cell is control	
	549	2480	568	2928	258		949	3513	690		287		107		720			2019 peak hour count for station from raw approach counts (2-day average)	
	468	2077	461	2535	238		938	3335	627		274		102		672			2019 global peak hour count from raw approach counts (2-day average)	
	2019	2019	2019	2019	2019		2019	2019	2019		2019		2019		2019			raw approach count year	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2018 AF	
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	2018 SF	
	0	477	2119	470	2586	243	0	957	3402	640	0	279	0	104	0	685	0	2019 global peak hour count from raw approach counts (2-day average)*AF*SF	
																		hourly count from additional source	
	1839	2376		2849				3497		4149				3728		4565		2018 FTI station peak-hour synopsis count	
	2058	2354		2795				3539		4149				3936		4433		2018 FTI station peak-hour synopsis count (additional count)	
	105244	102835	105245	102837	105246	102839		102841	105248	102843	105249	102847		105275	102849	105276		FTI site ID	
	1840	475	2120	470	2585	245	0	955	3400	640	4150	280	0	105	3730	685	4435	from 2018 FTI synopsis counts or tube counts*AF*SF	
	-220	25	0	50	55	40		0	-90	0	-200	160		55	-380	0	-400	difference	
	-12.0%	5.3%	0.0%	10.6%	2.1%	16.3%		0.0%	-2.6%	0.0%	-4.8%	57.1%		52.4%	-10.2%	0.0%	-9.0%	% error	
																		-400 min	
																			160 max
																			-12.0% min
																			57.1% max

Total two-way AADT	Total two-way AADT	Total two-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Total two-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	One-way or two-way AADT
34200	11600	45800	5200	28100	6600	24800	6900	31700	4300	36000	4400	31600	1600	30000	3800	33800		AADT
0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K
0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	D
0.43	0.43	0.43	1.00	1.00	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	D to use in DDHV calculation for two-way AADT
1470	500	1970	520	2810	285	2480	690	3170	430	3600	440	3160	160	3000	380	3380		DDHV
16200	5000	21200	5200	26400	2900	23600	9600	33100	6400	39500	4400	35100	1600	33500	6900	40400		AADT back-calculated (one-way unbalanced)
31000	12600	43600	12300	55800	6800	49100	15800	64800	11700	76500	8600	68000	5200	62800	12000	74700		AADT back-calculated (two-way)

	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Segment ID	
S Selmon	E of Whiting		E of Morgan		E of Franklin			E of Plant			E of Willow			E of Bay to Bay		E of Euclid		E of Dale Mabry	
S Selmon WB	To Morgan	To Morgan	From Morgan	From Morgan	From Tampa	From Tampa	To Plant	To Plant	To Willow	To Willow	From Willow	From Willow	To Bay to Bay	To Bay to Bay	To Euclid	To Euclid			
	3435	-510	2925	360	3285	415	3700	-530	3170	-620	2550	390	2940	-705	2235	-755	1480	from DDHV, highlighted cells maintain count from calc, yellow cell is control	
	310			364		412		379	3036	587		381	2875	700	2190	744		2019 peak hour count for station from raw approach counts (2-day average)	
	310			352		409		379	3036	561		381	2875	689	2190	741		2019 global peak hour count from raw approach counts (2-day average)	
	2019			2019		2019		2019	2019	2019		2019	2019	2019	2019	2019		raw approach count year	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2018 AF	
	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	2018 SF	
	0	316	0	359	0	417	0	387	3097	572	0	389	2933	703	2234	756	0	2019 global peak hour count from raw approach counts (2-day average)*AF*SF	
																		hourly count from additional source	
	2977		2662			3280		2974				2770		2147		1578		2018 FTI station peak-hour synopsis count	
	2970		2704			3498		3125				2937		2261		1654		2018 FTI station peak-hour synopsis count (additional count)	
	105276	109131	105275	102846		102845	105249	102844	105248	102842		102840	105246	102838	105245	102836	105244	FTI site ID	
	2975	315	2705	360	0	415	3500	385	3095	570	0	390	2935	705	2235	755	1580	from 2018 FTI synopsis counts or tube counts*AF*SF	
	460	195	220	0		0	200	145	75	50		0	5	0	0	0	-100	difference	
	15.5%	61.9%	8.1%	0.0%		0.0%	5.7%	37.7%	2.4%	8.8%		0.0%	0.2%	0.0%	0.0%	0.0%	-6.3%	% error	
																			-100 min
																			460 max
																			-6.3% min
																			61.9% max

Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Total two-way AADT	Unbalanced one-way AADT	Unbalanced one-way AADT	Total two-way AADT	Total two-way AADT	Total two-way AADT	One-way or two-way AADT
36300	5100	31200	2800	34000	2800	36800	5300	31500	6200	25300		6600	28600	5700	45800	11600	34200	AADT
0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10		0.10	0.10	0.10	0.10	0.10	0.10	K
0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57		0.57	0.57	0.57	0.57	0.57	0.57	D
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.57	1.00	1.00	0.57	0.57	0.57	D to use in DDHV calculation for two-way AADT
3630	510	3120	280	3400	280	3680	530	3150	620	2530		375	2860	570	2610	660	1950	DDHV
34400	5100	29300	3600	32900	4200	37000	5300	31700	6200	25500		3900	29400	7100	22400	7600	14800	AADT back-calculated (one-way unbalanced)
74700	12000	62800	5200	68000	8600	76500	11700	64800	15800	49100		6800	55800	12300	43600	12600	31000	AADT back-calculated (two-way)

AA DT 2019 **Iteration 3 (back-calculated from PM DDHVs)**



2019 AADT Calcs

Summary

Iteration 1

Iteration 2

Iteration 3

Segment ID	Description	Iteration 1		Iteration 2		Iteration 2		Iteration 3		Iteration 3		Iteration 3	
		Raw EB/NB	Raw WB/SB	Balanced Raw per Ramp	Balanced Raw Total AADT	Initial for DDHV EB/NB	Initial for DDHV WB/SB	Balanced Initial for DDHV per Ramp	Balanced Initial for DDHV Total AADT	Final Selected EB/NB	Final Selected WB/SB	Balanced Final Selected per Ramp	Balanced Final Selected Total AADT
1	S Selmon E of Dale Mabry	16900	17400	17200	34400	17100	17100	17100	34200	15500	15600	15600	31100
2	Ramps N of Euclid	5800	5700	5800	11600	5800	5800	5800	11600	6300	6300	6300	12600
3	S Selmon E of Euclid	22700	23100	22900	45800	22900	22900	22900	45800	21800	21900	21900	43700
4	Ramps N of Bay to Bay	5200	5700	5500	11000	5200	5700	5500	11000	5200	7100	6200	12300
5	S Selmon E Bay to Bay	27900	28800	28400	56800	28100	28600	28400	56800	27000	29000	28000	56000
6	Ramps S of Willow	3300	3300	3300	6600	3300	3300	3300	6600	3400	3400	3400	6800
7	Between Ramps at Willow	24600	25500	25100	50200	24800	25300	25100	50200	23600	25600	24600	49200
8	Ramps N of Willow	6900	6200	6600	13200	6900	6200	6600	13200	9600	6200	7900	15800
9	S Selmon E of Willow	31800	31600	31700	63400	31700	31500	31600	63200	33200	31800	32500	65000
10	Ramps N of Plant	4300	5300	4800	9600	4300	5300	4800	9600	6400	5300	5900	11700
11	S Selmon E of Plant	35800	37000	36400	72800	36000	36800	36400	72800	39600	37100	38400	76700
12	Ramps at Tampa/Florida	4400	2800	3600	7200	4400	2800	3600	7200	4400	4200	4300	8600
13	S Selmon Dummy Segment	31400	34200	32800	65600	31600	34000	32800	65600	35200	32900	34100	68100
14	Ramps S of Morgan	1600	2800	2200	4400	1600	2800	2200	4400	1600	3600	2600	5200
15	S Selmon E of Morgan	29800	31400	30600	61200	30000	31200	30600	61200	33600	29300	31500	62900
16	Ramps N of Morgan/Jefferson	3800	5100	4500	9000	3800	5100	4500	9000	6900	5100	6000	12000
17	S Selmon E of Whiting	33600	36500	35100	70200	33800	36300	35100	70200	40500	34400	37500	74900

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
1. Euclid Ave/Himes Ave	W	EB	1.00	1.02	16800	10.0%	57.0%	960	8	546	58	612	8	557	59	624	10	565	60	635	1.6%	89.0%	9.4%
	W	WB	1.00	1.02	16800	10.0%	43.0%	720	135	412	28	575	138	420	29	587	140	495	30	665			
	E	EB	1.00	1.02	17000	10.0%	57.0%	970	157	546	50	753	160	557	51	768	165	565	50	780			
	E	WB	1.00	1.02	17000	10.0%	43.0%	730	73	412	44	529	74	420	45	540	90	495	55	640	14.1%	77.3%	8.6%
	S	NB	1.00	1.02	10700	10.0%	57.0%	610	135	300	157	592	138	306	160	604	140	305	165	610	23.0%	50.0%	27.0%
	S	SB	1.00	1.02	10700	10.0%	43.0%	460	58	198	73	329	59	202	74	336	60	200	90	350			
	N	NB	1.00	1.02	6800	10.0%	57.0%	390	8	300	44	352	8	306	45	359	10	305	55	370			
N	SB	1.00	1.02	6800	10.0%	43.0%	290	50	198	28	276	51	202	29	282	50	200	30	280	17.9%	71.4%	10.7%	
2. Euclid Ave/WB Selmon Off Ramp	W	EB	1.00	1.02	17200	10.0%	57.0%	980	0	762	0	762	0	777	0	777	0	780	0	780	0.0%	100.0%	0.0%
	W	WB	1.00	1.02	17200	10.0%	43.0%	740	0	311	236	547	0	317	241	558	0	315	325	640			
	E	EB	1.00	1.02	12700	10.0%	57.0%	725	0	762	130	892	0	777	133	910	0	780	175	955			
	E	WB	1.00	1.02	12700	10.0%	43.0%	545	0	311	0	311	0	317	0	317	0	315	0	315	0.0%	100.0%	0.0%
	S	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	6400	10.0%	43.0%	275	0	0	0	0	0	0	0	0	0	0	0	0	0		
N	SB	1.00	1.02	6400	10.0%	57.0%	365	130	0	236	366	133	0	241	373	175	0	325	500	35.0%	0.0%	65.0%	
3. Euclid Ave/EB Selmon On Ramp	W	EB	1.00	1.02	12500	10.0%	57.0%	710	488	370	29	887	498	377	30	905	510	415	30	955	53.4%	43.5%	3.1%
	W	WB	1.00	1.02	12500	10.0%	43.0%	540	40	271	0	311	41	276	0	317	40	275	0	315			
	E	EB	1.00	1.02	10100	10.0%	43.0%	435	21	370	0	391	21	377	0	399	20	415	0	435			
	E	WB	1.00	1.02	10100	10.0%	57.0%	575	14	271	197	482	14	276	201	492	15	275	205	495	3.0%	55.6%	41.4%
	S	NB	1.00	1.02	1600	10.0%	57.0%	90	40	31	21	92	41	32	21	94	40	30	20	90	44.4%	33.3%	22.2%
	S	SB	1.00	1.02	1600	10.0%	43.0%	70	29	0	14	43	30	0	14	44	30	0	15	45			
	N	NB	1.00	1.02	6400	10.0%	57.0%	365	488	31	197	716	498	32	201	730	510	30	205	745			
N	SB	1.00	1.02	6400	10.0%	43.0%	275	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
4. Bay to Bay/Concordia	W	EB	1.00	1.02	17600	10.0%	57.0%	1005	3	768	10	781	3	783	10	797	5	790	10	805	0.6%	98.1%	1.2%
	W	WB	1.00	1.02	17600	10.0%	43.0%	755	30	712	14	756	31	726	14	771	30	770	15	815			
	E	EB	1.00	1.02	18000	10.0%	57.0%	1025	50	768	19	837	51	783	19	854	50	790	20	860			
	E	WB	1.00	1.02	18000	10.0%	43.0%	775	17	712	23	752	17	726	23	767	15	770	25	810	1.9%	95.1%	3.1%
	S	NB	1.00	1.02	1000	10.0%	57.0%	55	30	16	50	96	31	16	51	98	30	15	50	95	31.6%	15.8%	52.6%
	S	SB	1.00	1.02	1000	10.0%	43.0%	45	10	5	17	32	10	5	17	33	10	5	15	30			
	N	NB	1.00	1.02	600	10.0%	57.0%	35	3	16	23	42	3	16	23	43	5	15	25	45			
N	SB	1.00	1.02	600	10.0%	43.0%	25	19	5	14	38	19	5	14	39	20	5	15	40	50.0%	12.5%	37.5%	
5. Bay to Bay/WB Selmon Off Ramp	W	EB	1.00	1.02	18300	10.0%	57.0%	1045	9	911	0	920	9	929	0	938	10	935	0	945	1.1%	98.9%	0.0%
	W	WB	1.00	1.02	18300	10.0%	43.0%	785	304	502	12	818	310	512	12	834	350	530	10	890			
	E	EB	1.00	1.02	14800	10.0%	57.0%	845	186	911	16	1113	190	929	16	1135	215	935	15	1165			
	E	WB	1.00	1.02	14800	10.0%	43.0%	635	0	502	9	511	0	512	9	521	0	530	10	540	0.0%	98.1%	1.9%
	S	NB	1.00	1.02	7200	10.0%	57.0%	410	304	5	186	495	310	5	190	505	350	5	215	570	61.4%	0.9%	37.7%
	S	SB	1.00	1.02	7200	10.0%	43.0%	310	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	1700	10.0%	43.0%	75	9	5	9	23	9	5	9	23	10	5	10	25			
N	SB	1.00	1.02	1700	10.0%	57.0%	95	16	0	12	28	16	0	12	29	15	0	10	25	60.0%	0.0%	40.0%	
6. Bay to Bay/MacDill	W	EB	1.00	1.02	14400	10.0%	57.0%	820	218	779	119	1116	222	795	121	1138	225	815	125	1165	19.3%	70.0%	10.7%
	W	WB	1.00	1.02	14400	10.0%	43.0%	620	154	279	77	510	157	285	79	520	155	305	80	540			
	E	EB	1.00	1.02	13800	10.0%	57.0%	785	129	779	198	1106	132	795	202	1128	125	815	195	1135			
	E	WB	1.00	1.02	13800	10.0%	43.0%	595	39	279	104	422	40	285	106	430	40	305	115	460	8.7%	66.3%	25.0%
	S	NB	1.00	1.02	15200	10.0%	57.0%	865	154	480	129	763	157	490	132	778	155	490	125	770	20.1%	63.6%	16.2%
	S	SB	1.00	1.02	15200	10.0%	43.0%	655	119	335	39	493	121	342	40	503	125	340	40	505			
	N	NB	1.00	1.02	14900	10.0%	57.0%	850	218	480	104	802	222	490	106	818	225	490	115	830			
N	SB	1.00	1.02	14900	10.0%	43.0%	640	198	335	77	610	202	342	79	622	195	340	80	615	31.7%	55.3%	13.0%	

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%	
7. Bay to Bay/EB Selmon On Ramp	W	EB	1.00	1.02	13900	10.0%	57.0%	790	406	682	2	1090	414	696	2	1112	410	720	5	1135	36.1%	63.4%	0.4%	
	W	WB	1.00	1.02	13900	10.0%	43.0%	600	4	446	0	450	4	455	0	459	5	455	0	460				
	E	EB	1.00	1.02	12300	10.0%	57.0%	700	3	682	0	685	3	696	0	699	5	720	0	725				
	E	WB	1.00	1.02	12300	10.0%	43.0%	530	0	446	111	557	0	455	113	568	0	455	110	565	0.0%	80.5%	19.5%	
	S	NB	1.00	1.02	100	10.0%	57.0%	5	4	0	3	7	4	0	3	7	5	0	5	10	50.0%	0.0%	50.0%	
	S	SB	1.00	1.02	100	10.0%	43.0%	5	2	0	0	2	2	0	0	2	5	0	0	5				
	N	NB	1.00	1.02	5300	10.0%	57.0%	300	406	0	111	517	414	0	113	527	410	0	110	520				
N	SB	1.00	1.02	5300	10.0%	43.0%	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
8. Bay to Bay/Bayshore	W	EB	1.00	1.02	8900	10.0%	57.0%	505	282	0	195	477	288	0	199	487	300	0	210	510	58.8%	0.0%	41.2%	
	W	WB	1.00	1.02	8900	10.0%	43.0%	385	202	0	230	432	206	0	235	441	205	0	245	450				
	E	EB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	28400	10.0%	57.0%	1620	202	1313	0	1515	206	1339	0	1545	205	1340	0	1545	13.3%	86.7%	0.0%	
	S	SB	1.00	1.02	28400	10.0%	43.0%	1220	195	860	0	1055	199	877	0	1076	210	875	0	1085				
	N	NB	1.00	1.02	30200	10.0%	57.0%	1720	282	1313	0	1595	288	1339	0	1627	300	1340	0	1640				
N	SB	1.00	1.02	30200	10.0%	43.0%	1300	0	860	230	1090	0	877	235	1112	0	875	245	1120	0.0%	78.1%	21.9%		
9. Willow/Platt	W	EB	1.00	1.02	13200	10.0%	57.0%	750	23	856	22	901	23	873	22	919	25	1095	20	1140	2.2%	96.1%	1.8%	
	W	WB	1.00	1.02	13200	10.0%	43.0%	570	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	17200	10.0%	57.0%	980	95	856	107	1058	97	873	109	1079	115	1095	140	1350				
	E	WB	1.00	1.02	17200	10.0%	43.0%	740	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	4200	10.0%	57.0%	240	0	149	95	244	0	152	97	249	0	160	115	275	0.0%	58.2%	41.8%	
	S	SB	1.00	1.02	4200	10.0%	43.0%	180	22	106	0	128	22	108	0	131	20	110	0	130				
	N	NB	1.00	1.02	6300	10.0%	43.0%	270	23	149	0	172	23	152	0	175	25	160	0	185				
N	SB	1.00	1.02	6300	10.0%	57.0%	360	107	106	0	213	109	108	0	217	140	110	0	250	56.0%	44.0%	0.0%		
10. Willow/Platt NE Approach	W	EB	1.00	1.02	3500	10.0%	57.0%	200	171	220	34	425	174	224	35	434	185	240	35	460	40.2%	52.2%	7.6%	
	W	WB	1.00	1.02	3500	10.0%	43.0%	150	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	1200	10.0%	57.0%	70	0	220	0	220	0	224	0	224	0	240	0	240				
	E	WB	1.00	1.02	1200	10.0%	43.0%	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	300	10.0%	43.0%	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	300	10.0%	57.0%	15	34	0	0	34	35	0	0	35	35	0	0	35				
	N	NB	1.00	1.02	1000	10.0%	57.0%	55	171	0	0	171	174	0	0	174	185	0	0	185				
N	SB	1.00	1.02	1000	10.0%	43.0%	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
11. Willow/Cleveland	W	EB	1.00	1.02	21000	10.0%	43.0%	905	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	W	WB	1.00	1.02	21000	10.0%	57.0%	1195	173	1303	85	1561	176	1329	87	1592	195	1405	90	1690				
	E	EB	1.00	1.02	21300	10.0%	43.0%	915	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	21300	10.0%	57.0%	1215	77	1303	143	1523	79	1329	146	1553	90	1405	145	1640	5.5%	85.7%	8.8%	
	S	NB	1.00	1.02	7400	10.0%	57.0%	420	173	159	0	332	176	162	0	339	195	175	0	370	52.7%	47.3%	0.0%	
	S	SB	1.00	1.02	7400	10.0%	43.0%	320	0	133	77	210	0	136	79	214	0	160	90	250				
	N	NB	1.00	1.02	7900	10.0%	57.0%	450	0	159	143	302	0	162	146	308	0	175	145	320				
N	SB	1.00	1.02	7900	10.0%	43.0%	340	0	133	85	218	0	136	87	222	0	160	90	250	0.0%	64.0%	36.0%		
12. Willow/Kennedy	W	EB	1.00	1.02	28700	10.0%	43.0%	1235	54	913	117	1084	55	931	119	1106	55	930	120	1105	5.0%	84.2%	10.9%	
	W	WB	1.00	1.02	28700	10.0%	57.0%	1635	119	926	61	1106	121	945	62	1128	120	945	60	1125				
	E	EB	1.00	1.02	24900	10.0%	43.0%	1070	24	913	35	972	24	931	36	991	25	930	35	990				
	E	WB	1.00	1.02	24900	10.0%	57.0%	1420	14	926	40	980	14	945	41	1000	15	945	40	1000	1.5%	94.5%	4.0%	
	S	NB	1.00	1.02	7800	10.0%	57.0%	445	119	168	24	311	121	171	24	317	120	175	25	320	37.5%	54.7%	7.8%	
	S	SB	1.00	1.02	7800	10.0%	43.0%	335	117	115	14	246	119	117	14	251	120	115	15	250				
	N	NB	1.00	1.02	5800	10.0%	57.0%	330	54	168	40	262	55	171	41	267	55	175	40	270				
N	SB	1.00	1.02	5800	10.0%	43.0%	250	35	115	61	211	36	117	62	215	35	115	60	210	16.7%	54.8%	28.6%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%	
13. S Boulevard/Platt	W	EB	1.00	1.02	8300	10.0%	57.0%	475	104	775	53	932	106	791	54	951	105	790	55	950	11.1%	83.2%	5.8%	
	W	WB	1.00	1.02	8300	10.0%	43.0%	355	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	10400	10.0%	57.0%	595	113	775	105	993	115	791	107	1013	115	790	105	1010				
	E	WB	1.00	1.02	10400	10.0%	43.0%	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	8500	10.0%	57.0%	485	0	190	113	303	0	194	115	309	0	195	115	310	0.0%	62.9%	37.1%	
	S	SB	1.00	1.02	8500	10.0%	43.0%	365	53	243	0	296	54	248	0	302	55	250	0	305				
	N	NB	1.00	1.02	9100	10.0%	43.0%	390	104	190	0	294	106	194	0	300	105	195	0	300				
N	SB	1.00	1.02	9100	10.0%	57.0%	520	105	243	0	348	107	248	0	355	105	250	0	355	29.6%	70.4%	0.0%		
14. S Boulevard/Cleveland	W	EB	1.00	1.02	14900	10.0%	43.0%	640	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	W	WB	1.00	1.02	14900	10.0%	57.0%	850	61	931	39	1031	62	950	40	1052	65	1040	40	1145				
	E	EB	1.00	1.02	17200	10.0%	43.0%	740	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	17200	10.0%	57.0%	980	84	931	237	1252	86	950	242	1277	85	1040	240	1365	6.2%	76.2%	17.6%	
	S	NB	1.00	1.02	9300	10.0%	43.0%	400	61	230	0	291	62	235	0	297	65	235	0	300	21.7%	78.3%	0.0%	
	S	SB	1.00	1.02	9300	10.0%	57.0%	530	0	267	84	351	0	272	86	358	0	270	85	355				
	N	NB	1.00	1.02	10100	10.0%	57.0%	575	0	230	237	467	0	235	242	476	0	235	240	475				
N	SB	1.00	1.02	10100	10.0%	43.0%	435	0	267	39	306	0	272	40	312	0	270	40	310	0.0%	87.1%	12.9%		
15. Brorein/Hyde	W	EB	1.00	1.02	16700	10.0%	43.0%	720	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	W	WB	1.00	1.02	16700	10.0%	57.0%	950	0	1294	15	1309	0	1320	15	1335	0	1390	15	1405				
	E	EB	1.00	1.02	19900	10.0%	43.0%	855	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	19900	10.0%	57.0%	1135	598	1294	0	1892	610	1320	0	1930	610	1390	0	2000	30.5%	69.5%	0.0%	
	S	NB	1.00	1.02	9700	10.0%	43.0%	415	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	SB	1.00	1.02	9700	10.0%	57.0%	555	0	738	598	1336	0	753	610	1363	0	755	610	1365				
	N	NB	1.00	1.02	6400	10.0%	43.0%	275	0	0	0	0	0	0	0	0	0	0	0	0				
N	SB	1.00	1.02	6400	10.0%	57.0%	365	0	738	15	753	0	753	15	768	0	755	15	770	0.0%	98.1%	1.9%		
16. Plant/Platt	W	EB	1.00	1.02	10200	10.0%	57.0%	580	121	593	0	714	123	605	0	728	145	605	0	750	19.3%	80.7%	0.0%	
	W	WB	1.00	1.02	10200	10.0%	43.0%	440	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	7300	10.0%	57.0%	415	46	593	0	639	47	605	0	652	45	605	0	650				
	E	WB	1.00	1.02	7300	10.0%	43.0%	315	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	11400	10.0%	57.0%	650	0	843	46	889	0	860	47	907	0	1035	45	1080	0.0%	95.8%	4.2%	
	S	SB	1.00	1.02	11400	10.0%	43.0%	490	0	0	0	0	0	0	0	0	0	0	0	0				
	N	NB	1.00	1.02	14400	10.0%	57.0%	820	121	843	0	964	123	860	0	983	145	1035	0	1180				
N	SB	1.00	1.02	14400	10.0%	43.0%	620	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%		
17. Plant/EB Selmon On Ramp	W	EB	1.00	1.02	800	10.0%	43.0%	35	5	2	0	7	5	2	0	7	5	5	0	10	50.0%	50.0%	0.0%	
	W	WB	1.00	1.02	800	10.0%	57.0%	45	24	0	0	24	24	0	0	24	25	0	0	25				
	E	EB	1.00	1.02	100	10.0%	57.0%	5	0	2	0	2	0	2	0	2	0	5	0	5				
	E	WB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	9400	10.0%	57.0%	535	24	797	0	821	24	813	0	837	25	845	0	870	2.9%	97.1%	0.0%	
	S	SB	1.00	1.02	9400	10.0%	43.0%	405	0	0	0	0	0	0	0	0	0	0	0	0				
	N	NB	1.00	1.02	9200	10.0%	57.0%	525	5	797	0	802	5	813	0	818	5	845	0	850				
N	SB	1.00	1.02	9200	10.0%	43.0%	395	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%		
18. Plant/EB Selmon On Ramp Cardy Approach	W	EB	1.00	1.02	100	10.0%	57.0%	5	2	0	0	2	2	0	0	2	5	0	0	5	100.0%	0.0%	0.0%	
	W	WB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	100	10.0%	57.0%	5	26	0	0	26	27	0	0	27	25	0	0	25				
	E	WB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	6200	10.0%	57.0%	355	0	313	26	339	0	319	27	346	0	425	25	450	0.0%	94.4%	5.6%	
	S	SB	1.00	1.02	6200	10.0%	43.0%	265	0	0	0	0	0	0	0	0	0	0	0	0				
	N	NB	1.00	1.02	6500	10.0%	57.0%	370	2	313	0	315	2	319	0	321	5	425	0	430				
N	SB	1.00	1.02	6500	10.0%	43.0%	280	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
19. Plant/Brerein	W	EB	1.00	1.02	15800	10.0%	43.0%	680	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	15800	10.0%	57.0%	900	414	781	0	1195	422	797	0	1219	450	855	0	1305			
	E	EB	1.00	1.02	10400	10.0%	43.0%	445	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	10400	10.0%	57.0%	595	0	781	50	831	0	797	51	848	0	855	50	905	0.0%	94.5%	5.5%
	S	NB	1.00	1.02	9400	10.0%	57.0%	535	414	393	0	807	422	401	0	823	450	400	0	850	52.9%	47.1%	0.0%
	S	SB	1.00	1.02	9400	10.0%	43.0%	405	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	3900	10.0%	57.0%	220	0	393	50	443	0	401	51	452	0	400	50	450			
N	SB	1.00	1.02	3900	10.0%	43.0%	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
20. Plant/Brerein NW Approach	W	EB	1.00	1.02	3600	10.0%	43.0%	155	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	3600	10.0%	57.0%	205	0	684	0	684	0	698	0	698	0	695	0	695			
	E	EB	1.00	1.02	5400	10.0%	43.0%	230	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	5400	10.0%	57.0%	310	0	684	88	772	0	698	90	787	0	695	90	785	0.0%	88.5%	11.5%
	S	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	100	10.0%	57.0%	5	0	0	88	88	0	0	90	90	0	0	90	90			
N	SB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
21. Tampa/Whiting	W	EB	1.00	1.02	3600	10.0%	57.0%	205	1	180	66	247	1	184	67	252	0	185	75	260	0.0%	71.2%	28.8%
	W	WB	1.00	1.02	3600	10.0%	43.0%	155	0	84	39	123	0	86	40	125	0	85	40	125			
	E	EB	1.00	1.02	4600	10.0%	57.0%	260	0	180	369	549	0	184	376	560	0	185	375	560			
	E	WB	1.00	1.02	4600	10.0%	43.0%	200	36	84	0	120	37	86	0	122	45	85	0	130	34.6%	65.4%	0.0%
	S	NB	1.00	1.02	12300	10.0%	43.0%	530	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	12300	10.0%	57.0%	700	66	679	36	781	67	693	37	797	75	845	45	965			
	N	NB	1.00	1.02	13000	10.0%	43.0%	560	1	0	0	1	1	0	0	1	0	0	0	0			
N	SB	1.00	1.02	13000	10.0%	57.0%	740	369	679	39	1087	376	693	40	1109	375	845	40	1260	29.8%	67.1%	3.2%	
22. Brerein/Tampa	W	EB	1.00	1.02	21700	10.0%	43.0%	935	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	21700	10.0%	57.0%	1235	0	1737	327	2064	0	1772	334	2105	0	1810	335	2145			
	E	EB	1.00	1.02	16100	10.0%	43.0%	690	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	16100	10.0%	57.0%	920	37	1737	0	1774	38	1772	0	1809	40	1810	0	1850	2.2%	97.8%	0.0%
	S	NB	1.00	1.02	3600	10.0%	43.0%	155	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	3600	10.0%	57.0%	205	0	264	37	301	0	269	38	307	0	270	40	310			
	N	NB	1.00	1.02	9100	10.0%	43.0%	390	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	9100	10.0%	57.0%	520	0	264	327	591	0	269	334	603	0	270	335	605	0.0%	44.6%	55.4%	
23. Brerein/Tampa Parking Lot	W	EB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	100	10.0%	57.0%	5	77	0	0	77	79	0	0	79	80	0	0	80	100.0%	0.0%	0.0%
	S	NB	1.00	1.02	200	10.0%	43.0%	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	200	10.0%	57.0%	10	0	78	77	155	0	80	79	158	0	80	80	160			
	N	NB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	100	10.0%	57.0%	5	0	78	0	78	0	80	0	80	0	80	0	80	0.0%	100.0%	0.0%	
24. Brerein/Franklin	W	EB	1.00	1.02	16500	10.0%	43.0%	710	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	16500	10.0%	57.0%	940	346	1455	40	1841	353	1484	41	1878	355	1535	40	1930			
	E	EB	1.00	1.02	13700	10.0%	43.0%	590	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	13700	10.0%	57.0%	780	268	1455	23	1746	273	1484	23	1781	275	1535	25	1835	15.0%	83.7%	1.4%
	S	NB	1.00	1.02	6100	10.0%	57.0%	350	346	203	0	549	353	207	0	560	355	205	0	560	63.4%	36.6%	0.0%
	S	SB	1.00	1.02	6100	10.0%	43.0%	260	0	116	268	384	0	118	273	392	0	120	275	395			
	N	NB	1.00	1.02	3600	10.0%	57.0%	205	0	203	23	226	0	207	23	231	0	205	25	230			
N	SB	1.00	1.02	3600	10.0%	43.0%	155	0	116	40	156	0	118	41	159	0	120	40	160	0.0%	75.0%	25.0%	

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
25. Brorein/Florida	W	EB	1.00	1.02	14000	10.0%	43.0%	600	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	14000	10.0%	57.0%	800	192	1592	0	1784	196	1624	0	1820	100	1735	0	1835			
	E	EB	1.00	1.02	13600	10.0%	43.0%	585	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	13600	10.0%	57.0%	775	0	1592	384	1976	0	1624	392	2016	0	1735	410	2145	0.0%	80.9%	19.1%
	S	NB	1.00	1.02	14300	10.0%	57.0%	815	192	1360	0	1552	196	1387	0	1583	100	1340	0	1440	6.9%	93.1%	0.0%
	S	SB	1.00	1.02	14300	10.0%	43.0%	615	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	13900	10.0%	57.0%	790	0	1360	384	1744	0	1387	392	1779	0	1340	410	1750			
N	SB	1.00	1.02	13900	10.0%	43.0%	600	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
26. Brorein/Morgan	W	EB	1.00	1.02	14600	10.0%	43.0%	630	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	14600	10.0%	57.0%	830	39	1494	159	1692	40	1524	162	1726	45	1625	160	1830			
	E	EB	1.00	1.02	10800	10.0%	43.0%	465	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	10800	10.0%	57.0%	615	75	1494	0	1569	77	1524	0	1600	75	1625	0	1700	4.4%	95.6%	0.0%
	S	NB	1.00	1.02	2100	10.0%	43.0%	90	39	127	0	166	40	130	0	169	45	150	0	195	23.1%	76.9%	0.0%
	S	SB	1.00	1.02	2100	10.0%	57.0%	120	0	156	75	231	0	159	77	236	0	165	75	240			
	N	NB	1.00	1.02	4500	10.0%	43.0%	195	0	127	0	127	0	130	0	130	0	150	0	150			
N	SB	1.00	1.02	4500	10.0%	57.0%	255	0	156	159	315	0	159	162	321	0	165	160	325	0.0%	50.8%	49.2%	
27. Brorein/Morgan SW Approach	W	EB	1.00	1.02	500	10.0%	43.0%	20	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	500	10.0%	57.0%	30	0	373	0	373	0	380	0	380	0	410	0	410			
	E	EB	1.00	1.02	5200	10.0%	43.0%	225	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	5200	10.0%	57.0%	295	540	373	0	913	551	380	0	931	595	410	0	1005	59.2%	40.8%	0.0%
	S	NB	1.00	1.02	2600	10.0%	43.0%	110	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	2600	10.0%	57.0%	150	0	0	540	540	0	0	551	551	0	0	595	595			
	N	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
28. Brorein/Jefferson	W	EB	1.00	1.02	10700	10.0%	43.0%	460	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	10700	10.0%	57.0%	610	20	1485	152	1657	20	1515	155	1690	20	1525	155	1700			
	E	EB	1.00	1.02	8700	10.0%	43.0%	375	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	8700	10.0%	57.0%	495	0	1485	122	1607	0	1515	124	1639	0	1525	125	1650	0.0%	92.4%	7.6%
	S	NB	1.00	1.02	1900	10.0%	57.0%	110	20	134	0	154	20	137	0	157	20	135	0	155	12.9%	87.1%	0.0%
	S	SB	1.00	1.02	1900	10.0%	43.0%	80	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	4300	10.0%	57.0%	245	0	134	122	256	0	137	124	261	0	135	125	260			
N	SB	1.00	1.02	4300	10.0%	43.0%	185	0	0	152	152	0	0	155	155	0	0	155	155	0.0%	0.0%	100.0%	
29. Brorein/Jefferson Ramp Approach	W	EB	1.00	1.02	3500	10.0%	57.0%	200	24	0	0	24	24	0	0	24	55	0	0	55	100.0%	0.0%	0.0%
	W	WB	1.00	1.02	3500	10.0%	43.0%	150	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	400	10.0%	43.0%	15	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	400	10.0%	57.0%	25	0	0	82	82	0	0	84	84	0	0	195	195	0.0%	0.0%	100.0%
	S	NB	1.00	1.02	3400	10.0%	57.0%	195	0	56	0	56	0	57	0	57	0	130	0	130	0.0%	100.0%	0.0%
	S	SB	1.00	1.02	3400	10.0%	43.0%	145	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	7000	10.0%	57.0%	400	24	56	82	162	24	57	84	165	55	130	195	380			
N	SB	1.00	1.02	7000	10.0%	43.0%	300	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
30. Channelside/Florida	W	EB	1.00	1.02	21300	10.0%	57.0%	1215	584	609	307	1500	596	621	313	1530	595	625	315	1535	38.8%	40.7%	20.5%
	W	WB	1.00	1.02	21300	10.0%	43.0%	915	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	13800	10.0%	57.0%	785	34	609	0	643	35	621	0	656	35	625	0	660			
	E	WB	1.00	1.02	13800	10.0%	43.0%	595	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	5600	10.0%	43.0%	240	0	156	34	190	0	159	35	194	0	160	35	195	0.0%	82.1%	17.9%
	S	SB	1.00	1.02	5600	10.0%	57.0%	320	307	0	0	307	313	0	0	313	315	0	0	315			
	N	NB	1.00	1.02	10500	10.0%	57.0%	600	584	156	0	740	596	159	0	755	595	160	0	755			
N	SB	1.00	1.02	10500	10.0%	43.0%	450	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%	
31. Channelside/Morgan	W	EB	1.00	1.02	13800	10.0%	57.0%	785	96	503	45	644	98	513	46	657	100	515	45	660	15.2%	78.0%	6.8%	
	W	WB	1.00	1.02	13800	10.0%	43.0%	595	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	14300	10.0%	57.0%	815	8	503	74	585	8	513	75	597	5	515	95	615				
	E	WB	1.00	1.02	14300	10.0%	43.0%	615	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	1400	10.0%	43.0%	60	0	48	8	56	0	49	8	57	0	50	5	55	0.0%	90.9%	9.1%	
	S	SB	1.00	1.02	1400	10.0%	57.0%	80	45	117	0	162	46	119	0	165	45	145	0	190				
	N	NB	1.00	1.02	1900	10.0%	43.0%	80	96	48	0	144	98	49	0	147	100	50	0	150				
N	SB	1.00	1.02	1900	10.0%	57.0%	110	74	117	0	191	75	119	0	195	95	145	0	240	39.6%	60.4%	0.0%		

32. Channelside/Morgan SE Approach	W	EB	1.00	1.02	1600	10.0%	57.0%	90	40	148	15	203	41	151	15	207	45	160	15	220	20.5%	72.7%	6.8%	
	W	WB	1.00	1.02	1600	10.0%	43.0%	70	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	900	10.0%	57.0%	50	0	148	0	148	0	151	0	151	0	160	0	160				
	E	WB	1.00	1.02	900	10.0%	43.0%	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	0	10.0%	57.0%	0	15	0	0	15	15	0	0	15	15	0	0	15				
	N	NB	1.00	1.02	100	10.0%	57.0%	5	40	0	0	40	41	0	0	41	45	0	0	45				
N	SB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
1. Euclid Ave/Himes Ave	W	EB	1.00	1.02	16800	10.0%	43.0%	720	34	583	192	809	35	595	196	825	35	600	195	830	4.2%	72.3%	23.5%
	W	WB	1.00	1.02	16800	10.0%	57.0%	960	42	787	13	842	43	803	13	859	45	770	15	830			
	E	EB	1.00	1.02	17000	10.0%	43.0%	730	102	583	19	704	104	595	19	718	105	600	20	725			
	E	WB	1.00	1.02	17000	10.0%	57.0%	970	149	787	31	967	152	803	32	986	150	770	30	950	15.8%	81.1%	3.2%
	S	NB	1.00	1.02	10700	10.0%	43.0%	460	42	245	102	389	43	250	104	397	45	250	105	400	11.3%	62.5%	26.3%
	S	SB	1.00	1.02	10700	10.0%	57.0%	610	192	321	149	662	196	327	152	675	195	325	150	670			
	N	NB	1.00	1.02	6800	10.0%	43.0%	290	34	245	31	310	35	250	32	316	35	250	30	315			
N	SB	1.00	1.02	6800	10.0%	57.0%	390	19	321	13	353	19	327	13	360	20	325	15	360	5.6%	90.3%	4.2%	
2. Euclid Ave/WB Selmon Off Ramp	W	EB	1.00	1.02	17200	10.0%	43.0%	740	0	696	0	696	0	710	0	710	0	725	0	725	0.0%	100.0%	0.0%
	W	WB	1.00	1.02	17200	10.0%	57.0%	980	0	360	628	988	0	367	641	1008	0	370	580	950			
	E	EB	1.00	1.02	12700	10.0%	57.0%	725	0	696	190	886	0	710	194	904	0	725	175	900			
	E	WB	1.00	1.02	12700	10.0%	43.0%	545	0	360	0	360	0	367	0	367	0	370	0	370	0.0%	100.0%	0.0%
	S	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	6400	10.0%	43.0%	275	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	6400	10.0%	57.0%	365	190	0	628	818	194	0	641	834	175	0	580	755	23.2%	0.0%	76.8%	
3. Euclid Ave/EB Selmon On Ramp	W	EB	1.00	1.02	12500	10.0%	57.0%	710	318	482	73	873	324	492	74	890	325	500	75	900	36.1%	55.6%	8.3%
	W	WB	1.00	1.02	12500	10.0%	43.0%	540	38	319	0	357	39	325	0	364	40	330	0	370			
	E	EB	1.00	1.02	10100	10.0%	57.0%	575	17	482	0	499	17	492	0	509	15	500	0	515			
	E	WB	1.00	1.02	10100	10.0%	43.0%	435	18	319	158	495	18	325	161	505	20	330	160	510	3.9%	64.7%	31.4%
	S	NB	1.00	1.02	1600	10.0%	43.0%	70	38	15	17	70	39	15	17	71	40	15	15	70	57.1%	21.4%	21.4%
	S	SB	1.00	1.02	1600	10.0%	57.0%	90	73	0	18	91	74	0	18	93	75	0	20	95			
	N	NB	1.00	1.02	6400	10.0%	57.0%	365	318	15	158	491	324	15	161	501	325	15	160	500			
N	SB	1.00	1.02	6400	10.0%	43.0%	275	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
4. Bay to Bay/Concordia	W	EB	1.00	1.02	17600	10.0%	43.0%	755	7	703	14	724	7	717	14	738	5	745	15	765	0.7%	97.4%	2.0%
	W	WB	1.00	1.02	17600	10.0%	57.0%	1005	7	983	11	1001	7	1003	11	1021	5	965	10	980			
	E	EB	1.00	1.02	18000	10.0%	43.0%	775	20	703	11	734	20	717	11	749	20	745	10	775			
	E	WB	1.00	1.02	18000	10.0%	57.0%	1025	43	983	9	1035	44	1003	9	1056	45	965	10	1020	4.4%	94.6%	1.0%
	S	NB	1.00	1.02	1000	10.0%	43.0%	45	7	4	20	31	7	4	20	32	5	5	20	30	16.7%	16.7%	66.7%
	S	SB	1.00	1.02	1000	10.0%	57.0%	55	14	13	43	70	14	13	44	71	15	15	45	75			
	N	NB	1.00	1.02	600	10.0%	43.0%	25	7	4	9	20	7	4	9	20	5	5	10	20			
N	SB	1.00	1.02	600	10.0%	57.0%	35	11	13	11	35	11	13	11	36	10	15	10	35	28.6%	42.9%	28.6%	
5. Bay to Bay/WB Selmon Off Ramp	W	EB	1.00	1.02	18300	10.0%	43.0%	785	11	714	0	725	11	728	0	740	10	755	0	765	1.3%	98.7%	0.0%
	W	WB	1.00	1.02	18300	10.0%	57.0%	1045	510	472	88	1070	520	481	90	1091	480	485	90	1055			
	E	EB	1.00	1.02	14800	10.0%	57.0%	845	222	714	29	965	226	728	30	984	205	755	30	990			
	E	WB	1.00	1.02	14800	10.0%	43.0%	635	0	472	16	488	0	481	16	498	0	485	15	500	0.0%	97.0%	3.0%
	S	NB	1.00	1.02	7200	10.0%	57.0%	410	510	20	222	752	520	20	226	767	480	20	205	705	68.1%	2.8%	29.1%
	S	SB	1.00	1.02	7200	10.0%	43.0%	310	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	1700	10.0%	43.0%	75	11	20	16	47	11	20	16	48	10	20	15	45			
N	SB	1.00	1.02	1700	10.0%	57.0%	95	29	0	88	117	30	0	90	119	30	0	90	120	25.0%	0.0%	75.0%	
6. Bay to Bay/MacDill	W	EB	1.00	1.02	14400	10.0%	57.0%	820	204	524	204	932	208	534	208	951	210	570	210	990	21.2%	57.6%	21.2%
	W	WB	1.00	1.02	14400	10.0%	43.0%	620	118	302	59	479	120	308	60	489	120	320	60	500			
	E	EB	1.00	1.02	13800	10.0%	57.0%	785	158	524	175	857	161	534	179	874	170	570	190	930			
	E	WB	1.00	1.02	13800	10.0%	43.0%	595	87	302	105	494	89	308	107	504	90	320	105	515	17.5%	62.1%	20.4%
	S	NB	1.00	1.02	15200	10.0%	43.0%	655	118	452	158	728	120	461	161	743	120	460	170	750	16.0%	61.3%	22.7%
	S	SB	1.00	1.02	15200	10.0%	57.0%	865	204	469	87	760	208	478	89	775	210	480	90	780			
	N	NB	1.00	1.02	14900	10.0%	57.0%	850	204	452	105	761	208	461	107	776	210	460	105	775			
N	SB	1.00	1.02	14900	10.0%	43.0%	640	175	469	59	703	179	478	60	717	190	480	60	730	26.0%	65.8%	8.2%	

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%	
7. Bay to Bay/EB Selmon On Ramp	W	EB	1.00	1.02	13900	10.0%	57.0%	790	301	561	1	863	307	572	1	880	355	570	5	930	38.2%	61.3%	0.5%	
	W	WB	1.00	1.02	13900	10.0%	43.0%	600	1	500	0	501	1	510	0	511	5	510	0	515				
	E	EB	1.00	1.02	12300	10.0%	43.0%	530	1	561	0	562	1	572	0	573	5	570	0	575				
	E	WB	1.00	1.02	12300	10.0%	57.0%	700	2	500	138	640	2	510	141	653	5	510	165	680	0.7%	75.0%	24.3%	
	S	NB	1.00	1.02	100	10.0%	43.0%	5	1	0	1	2	1	0	1	2	5	0	5	10	50.0%	0.0%	50.0%	
	S	SB	1.00	1.02	100	10.0%	57.0%	5	1	0	2	3	1	0	2	3	5	0	5	10				
	N	NB	1.00	1.02	5300	10.0%	57.0%	300	301	0	138	439	307	0	141	448	355	0	165	520				
N	SB	1.00	1.02	5300	10.0%	43.0%	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
8. Bay to Bay/Bayshore	W	EB	1.00	1.02	8900	10.0%	43.0%	385	241	0	175	416	246	0	179	424	245	0	180	425	57.6%	0.0%	42.4%	
	W	WB	1.00	1.02	8900	10.0%	57.0%	505	175	0	282	457	179	0	288	466	185	0	300	485				
	E	EB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	28400	10.0%	43.0%	1220	175	1157	0	1332	179	1180	0	1359	185	1180	0	1365	13.6%	86.4%	0.0%	
	S	SB	1.00	1.02	28400	10.0%	57.0%	1620	175	1278	0	1453	179	1304	0	1482	180	1305	0	1485				
	N	NB	1.00	1.02	30200	10.0%	43.0%	1300	241	1157	0	1398	246	1180	0	1426	245	1180	0	1425				
N	SB	1.00	1.02	30200	10.0%	57.0%	1720	0	1278	282	1560	0	1304	288	1591	0	1305	300	1605	0.0%	81.3%	18.7%		
9. Willow/Platt	W	EB	1.00	1.02	13200	10.0%	57.0%	750	26	1223	44	1293	27	1247	45	1319	25	1250	45	1320	1.9%	94.7%	3.4%	
	W	WB	1.00	1.02	13200	10.0%	43.0%	570	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	17200	10.0%	57.0%	980	121	1223	341	1685	123	1247	348	1719	125	1250	355	1730				
	E	WB	1.00	1.02	17200	10.0%	43.0%	740	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	4200	10.0%	57.0%	240	0	115	121	236	0	117	123	241	0	115	125	240	0.0%	47.9%	52.1%	
	S	SB	1.00	1.02	4200	10.0%	43.0%	180	44	134	0	178	45	137	0	182	45	135	0	180				
	N	NB	1.00	1.02	6300	10.0%	43.0%	270	26	115	0	141	27	117	0	144	25	115	0	140				
N	SB	1.00	1.02	6300	10.0%	57.0%	360	341	134	0	475	348	137	0	485	355	135	0	490	72.4%	27.6%	0.0%		
10. Willow/Platt NE Approach	W	EB	1.00	1.02	3500	10.0%	57.0%	200	99	121	25	245	101	123	26	250	115	140	30	285	40.4%	49.1%	10.5%	
	W	WB	1.00	1.02	3500	10.0%	43.0%	150	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	1200	10.0%	57.0%	70	0	121	0	121	0	123	0	123	0	140	0	140				
	E	WB	1.00	1.02	1200	10.0%	43.0%	50	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	300	10.0%	43.0%	15	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	SB	1.00	1.02	300	10.0%	57.0%	15	25	0	0	25	26	0	0	26	30	0	0	30				
	N	NB	1.00	1.02	1000	10.0%	57.0%	55	99	0	0	99	101	0	0	101	115	0	0	115				
N	SB	1.00	1.02	1000	10.0%	43.0%	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
11. Willow/Cleveland	W	EB	1.00	1.02	21000	10.0%	43.0%	905	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	W	WB	1.00	1.02	21000	10.0%	57.0%	1195	101	1841	120	2062	103	1878	122	2103	105	2000	120	2225				
	E	EB	1.00	1.02	21300	10.0%	43.0%	915	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	21300	10.0%	57.0%	1215	104	1841	142	2087	106	1878	145	2129	110	2000	155	2265	4.9%	88.3%	6.8%	
	S	NB	1.00	1.02	7400	10.0%	43.0%	320	101	143	0	244	103	146	0	249	105	150	0	255	41.2%	58.8%	0.0%	
	S	SB	1.00	1.02	7400	10.0%	57.0%	420	0	374	104	478	0	381	106	488	0	380	110	490				
	N	NB	1.00	1.02	7900	10.0%	43.0%	340	0	143	142	285	0	146	145	291	0	150	155	305				
N	SB	1.00	1.02	7900	10.0%	57.0%	450	0	374	120	494	0	381	122	504	0	380	120	500	0.0%	76.0%	24.0%		
12. Willow/Kennedy	W	EB	1.00	1.02	28700	10.0%	43.0%	1235	43	946	279	1268	44	965	285	1293	45	965	290	1300	3.5%	74.2%	22.3%	
	W	WB	1.00	1.02	28700	10.0%	57.0%	1635	106	1357	79	1542	108	1384	81	1573	115	1385	80	1580				
	E	EB	1.00	1.02	24900	10.0%	43.0%	1070	30	946	69	1045	31	965	70	1066	30	965	70	1065				
	E	WB	1.00	1.02	24900	10.0%	57.0%	1420	10	1357	34	1401	10	1384	35	1429	10	1385	35	1430	0.7%	96.9%	2.4%	
	S	NB	1.00	1.02	7800	10.0%	43.0%	335	106	147	30	283	108	150	31	289	115	160	30	305	37.7%	52.5%	9.8%	
	S	SB	1.00	1.02	7800	10.0%	57.0%	445	279	197	10	486	285	201	10	496	290	200	10	500				
	N	NB	1.00	1.02	5800	10.0%	43.0%	250	43	147	34	224	44	150	35	228	45	160	35	240				
N	SB	1.00	1.02	5800	10.0%	57.0%	330	69	197	79	345	70	201	81	352	70	200	80	350	20.0%	57.1%	22.9%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%	
13. S Boulevard/Platt	W	EB	1.00	1.02	8300	10.0%	57.0%	475	73	702	39	814	74	716	40	830	75	750	40	865	8.7%	86.7%	4.6%	
	W	WB	1.00	1.02	8300	10.0%	43.0%	355	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	10400	10.0%	57.0%	595	149	702	169	1020	152	716	172	1040	155	750	175	1080				
	E	WB	1.00	1.02	10400	10.0%	43.0%	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	8500	10.0%	57.0%	485	0	298	149	447	0	304	152	456	0	310	155	465	0.0%	66.7%	33.3%	
	S	SB	1.00	1.02	8500	10.0%	43.0%	365	39	352	0	391	40	359	0	399	40	370	0	410				
	N	NB	1.00	1.02	9100	10.0%	43.0%	390	73	298	0	371	74	304	0	378	75	310	0	385				
N	SB	1.00	1.02	9100	10.0%	57.0%	520	169	352	0	521	172	359	0	531	175	370	0	545	32.1%	67.9%	0.0%		
14. S Boulevard/Cleveland	W	EB	1.00	1.02	14900	10.0%	43.0%	640	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	W	WB	1.00	1.02	14900	10.0%	57.0%	850	85	1300	80	1465	87	1326	82	1494	85	1420	80	1585				
	E	EB	1.00	1.02	17200	10.0%	43.0%	740	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	17200	10.0%	57.0%	980	155	1300	234	1689	158	1326	239	1723	160	1420	250	1830	8.7%	77.6%	13.7%	
	S	NB	1.00	1.02	9300	10.0%	43.0%	400	85	293	0	378	87	299	0	386	85	300	0	385	22.1%	77.9%	0.0%	
	S	SB	1.00	1.02	9300	10.0%	57.0%	530	0	383	155	538	0	391	158	549	0	385	160	545				
	N	NB	1.00	1.02	10100	10.0%	57.0%	575	0	293	234	527	0	299	239	538	0	300	250	550				
N	SB	1.00	1.02	10100	10.0%	43.0%	435	0	383	80	463	0	391	82	472	0	385	80	465	0.0%	82.8%	17.2%		
15. Brorein/Hyde	W	EB	1.00	1.02	16700	10.0%	43.0%	720	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	W	WB	1.00	1.02	16700	10.0%	57.0%	950	0	1554	80	1634	0	1585	82	1667	0	1660	80	1740				
	E	EB	1.00	1.02	19900	10.0%	43.0%	855	0	0	0	0	0	0	0	0	0	0	0	0				
	E	WB	1.00	1.02	19900	10.0%	57.0%	1135	397	1554	0	1951	405	1585	0	1990	435	1660	0	2095	20.8%	79.2%	0.0%	
	S	NB	1.00	1.02	9700	10.0%	43.0%	415	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	SB	1.00	1.02	9700	10.0%	57.0%	555	0	550	397	947	0	561	405	966	0	560	435	995				
	N	NB	1.00	1.02	6400	10.0%	43.0%	275	0	0	0	0	0	0	0	0	0	0	0	0				
N	SB	1.00	1.02	6400	10.0%	57.0%	365	0	550	80	630	0	561	82	643	0	560	80	640	0.0%	87.5%	12.5%		
16. Plant/Platt	W	EB	1.00	1.02	10200	10.0%	57.0%	580	381	623	0	1004	389	635	0	1024	390	635	0	1025	38.0%	62.0%	0.0%	
	W	WB	1.00	1.02	10200	10.0%	43.0%	440	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	7300	10.0%	57.0%	415	88	623	0	711	90	635	0	725	90	635	0	725				
	E	WB	1.00	1.02	7300	10.0%	43.0%	315	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	11400	10.0%	57.0%	650	0	1028	88	1116	0	1049	90	1138	0	1065	90	1155	0.0%	92.2%	7.8%	
	S	SB	1.00	1.02	11400	10.0%	43.0%	490	0	0	0	0	0	0	0	0	0	0	0	0				
	N	NB	1.00	1.02	14400	10.0%	57.0%	820	381	1028	0	1409	389	1049	0	1437	390	1065	0	1455				
N	SB	1.00	1.02	14400	10.0%	43.0%	620	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%		
17. Plant/EB Selmon On Ramp	W	EB	1.00	1.02	800	10.0%	43.0%	35	22	11	0	33	22	11	0	34	20	15	0	35	57.1%	42.9%	0.0%	
	W	WB	1.00	1.02	800	10.0%	57.0%	45	44	0	0	44	45	0	0	45	45	0	0	45				
	E	EB	1.00	1.02	100	10.0%	57.0%	5	0	11	0	11	0	11	0	11	0	15	0	15				
	E	WB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	9400	10.0%	57.0%	535	44	880	0	924	45	898	0	942	45	915	0	960	4.7%	95.3%	0.0%	
	S	SB	1.00	1.02	9400	10.0%	43.0%	405	0	0	0	0	0	0	0	0	0	0	0	0				
	N	NB	1.00	1.02	9200	10.0%	57.0%	525	22	880	0	902	22	898	0	920	20	915	0	935				
N	SB	1.00	1.02	9200	10.0%	43.0%	395	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%		
18. Plant/EB Selmon On Ramp Cardy Approach	W	EB	1.00	1.02	100	10.0%	57.0%	5	9	2	0	11	9	2	0	11	10	5	0	15	66.7%	33.3%	0.0%	
	W	WB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0				
	E	EB	1.00	1.02	100	10.0%	57.0%	5	4	2	0	6	4	2	0	6	5	5	0	10				
	E	WB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	S	NB	1.00	1.02	6200	10.0%	57.0%	355	0	599	4	603	0	611	4	615	0	630	5	635	0.0%	99.2%	0.8%	
	S	SB	1.00	1.02	6200	10.0%	43.0%	265	0	0	0	0	0	0	0	0	0	0	0	0				
	N	NB	1.00	1.02	6500	10.0%	57.0%	370	9	599	0	608	9	611	0	620	10	630	0	640				
N	SB	1.00	1.02	6500	10.0%	43.0%	280	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
19. Plant/Brorein	W	EB	1.00	1.02	15800	10.0%	43.0%	680	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	15800	10.0%	57.0%	900	564	989	0	1553	575	1009	0	1584	575	1010	0	1585			
	E	EB	1.00	1.02	10400	10.0%	43.0%	445	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	10400	10.0%	57.0%	595	0	989	33	1022	0	1009	34	1042	0	1010	35	1045	0.0%	96.7%	3.3%
	S	NB	1.00	1.02	9400	10.0%	57.0%	535	564	353	0	917	575	360	0	935	575	360	0	935	61.5%	38.5%	0.0%
	S	SB	1.00	1.02	9400	10.0%	43.0%	405	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	3900	10.0%	57.0%	220	0	353	33	386	0	360	34	394	0	360	35	395			
N	SB	1.00	1.02	3900	10.0%	43.0%	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%

20. Plant/Brorein NW Approach	W	EB	1.00	1.02	3600	10.0%	43.0%	155	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	3600	10.0%	57.0%	205	0	354	0	354	0	361	0	361	0	510	0	510			
	E	EB	1.00	1.02	5400	10.0%	43.0%	230	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	5400	10.0%	57.0%	310	0	354	14	368	0	361	14	375	0	510	20	530	0.0%	96.2%	3.8%
	S	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	100	10.0%	57.0%	5	0	0	14	14	0	0	14	14	0	0	20	20			
N	SB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%

21. Tampa/Whiting	W	EB	1.00	1.02	3600	10.0%	57.0%	205	0	145	45	190	0	148	46	194	0	150	45	195	0.0%	76.9%	23.1%
	W	WB	1.00	1.02	3600	10.0%	43.0%	155	0	116	44	160	0	118	45	163	0	120	45	165			
	E	EB	1.00	1.02	4600	10.0%	57.0%	260	0	145	132	277	0	148	135	283	0	150	135	285			
	E	WB	1.00	1.02	4600	10.0%	43.0%	200	57	116	0	173	58	118	0	176	60	120	0	180	33.3%	66.7%	0.0%
	S	NB	1.00	1.02	12300	10.0%	43.0%	530	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	12300	10.0%	57.0%	700	45	1102	57	1204	46	1124	58	1228	45	1240	60	1345			
	N	NB	1.00	1.02	13000	10.0%	43.0%	560	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	13000	10.0%	57.0%	740	132	1102	44	1278	135	1124	45	1304	135	1240	45	1420	9.5%	87.3%	3.2%	

22. Brorein/Tampa	W	EB	1.00	1.02	21700	10.0%	43.0%	935	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	21700	10.0%	57.0%	1235	0	1560	565	2125	0	1591	576	2168	0	1790	580	2370			
	E	EB	1.00	1.02	16100	10.0%	43.0%	690	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	16100	10.0%	57.0%	920	17	1560	0	1577	17	1591	0	1609	15	1790	0	1805	0.8%	99.2%	0.0%
	S	NB	1.00	1.02	3600	10.0%	43.0%	155	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	3600	10.0%	57.0%	205	0	332	17	349	0	339	17	356	0	340	15	355			
	N	NB	1.00	1.02	9100	10.0%	43.0%	390	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	9100	10.0%	57.0%	520	0	332	565	897	0	339	576	915	0	340	580	920	0.0%	37.0%	63.0%	

23. Brorein/Tampa Parking Lot	W	EB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	100	10.0%	57.0%	5	11	0	0	11	11	0	0	11	10	0	0	10	100.0%	0.0%	0.0%
	S	NB	1.00	1.02	200	10.0%	43.0%	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	200	10.0%	57.0%	10	0	10	11	21	0	10	11	21	0	10	10	20			
	N	NB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	100	10.0%	57.0%	5	0	10	0	10	0	10	0	10	0	10	0	10	0.0%	100.0%	0.0%	

24. Brorein/Franklin	W	EB	1.00	1.02	16500	10.0%	43.0%	710	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	16500	10.0%	57.0%	940	262	1165	188	1615	267	1188	192	1647	265	1360	190	1815			
	E	EB	1.00	1.02	13700	10.0%	43.0%	590	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	13700	10.0%	57.0%	780	172	1165	8	1345	175	1188	8	1372	195	1360	10	1565	12.5%	86.9%	0.6%
	S	NB	1.00	1.02	6100	10.0%	57.0%	350	262	81	0	343	267	83	0	350	265	85	0	350	75.7%	24.3%	0.0%
	S	SB	1.00	1.02	6100	10.0%	43.0%	260	0	80	172	252	0	82	175	257	0	80	195	275			
	N	NB	1.00	1.02	3600	10.0%	43.0%	155	0	81	8	89	0	83	8	91	0	85	10	95			
N	SB	1.00	1.02	3600	10.0%	57.0%	205	0	80	188	268	0	82	192	273	0	80	190	270	0.0%	29.6%	70.4%	

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
25. Brorein/Florida	W	EB	1.00	1.02	14000	10.0%	43.0%	600	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	14000	10.0%	57.0%	800	177	1191	0	1368	181	1215	0	1395	200	1365	0	1565			
	E	EB	1.00	1.02	13600	10.0%	43.0%	585	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	13600	10.0%	57.0%	775	0	1191	143	1334	0	1215	146	1361	0	1365	165	1530	0.0%	89.2%	10.8%
	S	NB	1.00	1.02	14300	10.0%	57.0%	815	177	1222	0	1399	181	1246	0	1427	200	1290	0	1490	13.4%	86.6%	0.0%
	S	SB	1.00	1.02	14300	10.0%	43.0%	615	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	13900	10.0%	57.0%	790	0	1222	143	1365	0	1246	146	1392	0	1290	165	1455			
N	SB	1.00	1.02	13900	10.0%	43.0%	600	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
26. Brorein/Morgan	W	EB	1.00	1.02	14600	10.0%	43.0%	630	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	14600	10.0%	57.0%	830	69	1030	331	1430	70	1051	338	1459	70	1050	340	1460			
	E	EB	1.00	1.02	10800	10.0%	43.0%	465	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	10800	10.0%	57.0%	615	25	1030	0	1055	26	1051	0	1076	25	1050	0	1075	2.3%	97.7%	0.0%
	S	NB	1.00	1.02	2100	10.0%	57.0%	120	69	72	0	141	70	73	0	144	70	75	0	145	48.3%	51.7%	0.0%
	S	SB	1.00	1.02	2100	10.0%	43.0%	90	0	42	25	67	0	43	26	68	0	55	25	80			
	N	NB	1.00	1.02	4500	10.0%	43.0%	195	0	72	0	72	0	73	0	73	0	75	0	75			
N	SB	1.00	1.02	4500	10.0%	57.0%	255	0	42	331	373	0	43	338	380	0	55	340	395	0.0%	13.9%	86.1%	
27. Brorein/Morgan SW Approach	W	EB	1.00	1.02	500	10.0%	43.0%	20	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	500	10.0%	57.0%	30	0	47	0	47	0	48	0	48	0	80	0	80			
	E	EB	1.00	1.02	5200	10.0%	43.0%	225	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	5200	10.0%	57.0%	295	254	47	0	301	259	48	0	307	430	80	0	510	84.3%	15.7%	0.0%
	S	NB	1.00	1.02	2600	10.0%	43.0%	110	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	2600	10.0%	57.0%	150	0	0	254	254	0	0	259	259	0	0	430	430			
	N	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0			
N	SB	1.00	1.02	0	10.0%	57.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
28. Brorein/Jefferson	W	EB	1.00	1.02	10700	10.0%	43.0%	460	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	W	WB	1.00	1.02	10700	10.0%	57.0%	610	27	805	216	1048	28	821	220	1069	30	820	225	1075			
	E	EB	1.00	1.02	8700	10.0%	43.0%	375	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	8700	10.0%	57.0%	495	0	805	50	855	0	821	51	872	0	820	50	870	0.0%	94.3%	5.7%
	S	NB	1.00	1.02	1900	10.0%	57.0%	110	27	159	0	186	28	162	0	190	30	165	0	195	15.4%	84.6%	0.0%
	S	SB	1.00	1.02	1900	10.0%	43.0%	80	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	4300	10.0%	43.0%	185	0	159	50	209	0	162	51	213	0	165	50	215			
N	SB	1.00	1.02	4300	10.0%	57.0%	245	0	0	216	216	0	0	220	220	0	0	225	225	0.0%	0.0%	100.0%	
29. Brorein/Jefferson Ramp Approach	W	EB	1.00	1.02	3500	10.0%	57.0%	200	339	0	0	339	346	0	0	346	325	0	0	325	100.0%	0.0%	0.0%
	W	WB	1.00	1.02	3500	10.0%	43.0%	150	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	400	10.0%	43.0%	15	0	0	0	0	0	0	0	0	0	0	0	0			
	E	WB	1.00	1.02	400	10.0%	57.0%	25	0	0	39	39	0	40	0	40	0	0	40	40	0.0%	0.0%	100.0%
	S	NB	1.00	1.02	3400	10.0%	57.0%	195	0	331	0	331	0	338	0	338	0	320	0	320	0.0%	100.0%	0.0%
	S	SB	1.00	1.02	3400	10.0%	43.0%	145	0	0	0	0	0	0	0	0	0	0	0	0			
	N	NB	1.00	1.02	7000	10.0%	57.0%	400	339	331	39	709	346	338	40	723	325	320	40	685			
N	SB	1.00	1.02	7000	10.0%	43.0%	300	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
30. Channelside/Florida	W	EB	1.00	1.02	21300	10.0%	57.0%	1215	691	1270	131	2092	705	1295	134	2134	705	1310	135	2150	32.8%	60.9%	6.3%
	W	WB	1.00	1.02	21300	10.0%	43.0%	915	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	13800	10.0%	57.0%	785	84	1270	0	1354	86	1295	0	1381	85	1310	0	1395			
	E	WB	1.00	1.02	13800	10.0%	43.0%	595	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	5600	10.0%	57.0%	320	0	337	84	421	0	344	86	429	0	345	85	430	0.0%	80.2%	19.8%
	S	SB	1.00	1.02	5600	10.0%	43.0%	240	131	0	0	131	134	0	0	134	135	0	0	135			
	N	NB	1.00	1.02	10500	10.0%	57.0%	600	691	337	0	1028	705	344	0	1049	705	345	0	1050			
N	SB	1.00	1.02	10500	10.0%	43.0%	450	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	AF	SF	2019 AADT	k-design	d-design	2019 DDHV	2019 Raw L	2019 Raw T	2019 Raw R	2019 Raw Total	2019 Raw*SF L	2019 Raw*SF T	2019 Raw*SF R	2019 Balanced Total	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 Balanced Existing L%	2019 Balanced Existing %T	2019 Balanced Existing R%
31. Channelside/Morgan	W	EB	1.00	1.02	13800	10.0%	57.0%	785	33	1315	8	1356	34	1341	8	1383	40	1345	10	1395	2.9%	96.4%	0.7%
	W	WB	1.00	1.02	13800	10.0%	43.0%	595	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	14300	10.0%	57.0%	815	31	1315	59	1405	32	1341	60	1433	30	1345	60	1435			
	E	WB	1.00	1.02	14300	10.0%	43.0%	615	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	1400	10.0%	57.0%	80	0	74	31	105	0	75	32	107	0	95	30	125	0.0%	76.0%	24.0%
	S	SB	1.00	1.02	1400	10.0%	43.0%	60	8	22	0	30	8	22	0	31	10	20	0	30			
	N	NB	1.00	1.02	1900	10.0%	57.0%	110	33	74	0	107	34	75	0	109	40	95	0	135			
N	SB	1.00	1.02	1900	10.0%	43.0%	80	59	22	0	81	60	22	0	83	60	20	0	80	75.0%	25.0%	0.0%	

32. Channelside/Morgan SE Approach	W	EB	1.00	1.02	1600	10.0%	57.0%	90	7	91	1	99	7	93	1	101	10	140	10	160	6.3%	87.5%	6.3%
	W	WB	1.00	1.02	1600	10.0%	43.0%	70	0	0	0	0	0	0	0	0	0	0	0	0			
	E	EB	1.00	1.02	900	10.0%	57.0%	50	0	91	0	91	0	93	0	93	0	140	0	140			
	E	WB	1.00	1.02	900	10.0%	43.0%	40	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	NB	1.00	1.02	0	10.0%	43.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%
	S	SB	1.00	1.02	0	10.0%	57.0%	0	1	0	0	1	1	0	0	1	10	0	0	10			
	N	NB	1.00	1.02	100	10.0%	57.0%	5	7	0	0	7	7	0	0	7	10	0	0	10			
N	SB	1.00	1.02	100	10.0%	43.0%	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	

Appendix G

VISSIM Calibration Results

Sample Size Determination Tool, Version 2.0

<p>Step 1: Input number of MOEs (max is 12). Clear out old data.</p> <p>Step 2: Select type of MOEs</p> <p>Step 3: Insert simulation results from four random seeds for selected MOEs</p>		<p>Sample Size (N) = Number of Model Runs Sample Mean (Xs) = $(1/N) (X1 + X2 + X3 \dots + XN)$ Sample Standard Deviation (Ss) = $\sqrt{[(\sum(X-Xs)^2)/(N-1)]}$ Sampling Error = $t (Ss/\sqrt{N})$ Confidence Level = $Xs \pm t (Ss/\sqrt{N})$ % of Sample Mean (E) = % Tolerance * Xs Sample Size Needed = $[(t)^2 * (Ss)^2] / (E)^2$</p> <p><i>The "t" statistic is the hypothesized number of standard deviations away from the mean corresponding to the required confidence level and sample size in a t-distribution.</i></p>
--	--	---

<p>Inputs</p> <table border="1"> <tr><td>Confidence Interval:</td><td>95%</td></tr> <tr><td>Tolerance Error:</td><td>10%</td></tr> <tr><td>Number of MOEs:</td><td>3</td></tr> </table> <p>Location (optional) Existing Configuration 2019 AM</p> <table border="1"> <thead> <tr> <th>Runs (Seeds)</th> <th>Speed</th> <th>Volume</th> <th>Travel Time</th> </tr> </thead> <tbody> <tr><td>1</td><td>33.8</td><td>5628.0</td><td>20264984.8</td></tr> <tr><td>2</td><td>35.6</td><td>5268.0</td><td>19060857.4</td></tr> <tr><td>3</td><td>34.3</td><td>5658.0</td><td>19912981.1</td></tr> <tr><td>4</td><td>35.4</td><td>5434.0</td><td>19066441.2</td></tr> </tbody> </table> <p><i>*Results from four random seeds</i></p>	Confidence Interval:	95%	Tolerance Error:	10%	Number of MOEs:	3	Runs (Seeds)	Speed	Volume	Travel Time	1	33.8	5628.0	20264984.8	2	35.6	5268.0	19060857.4	3	34.3	5658.0	19912981.1	4	35.4	5434.0	19066441.2	<p>Output</p> <p style="text-align: center;">Number of Required Runs: 4</p>
Confidence Interval:	95%																										
Tolerance Error:	10%																										
Number of MOEs:	3																										
Runs (Seeds)	Speed	Volume	Travel Time																								
1	33.8	5628.0	20264984.8																								
2	35.6	5268.0	19060857.4																								
3	34.3	5658.0	19912981.1																								
4	35.4	5434.0	19066441.2																								

Statistics

X _s =	34.8	5497.0	19576316.1
S _s =	0.9	182.1	609173.8
E =	3.5	549.7	1957631.6
t =	3.18	3.18	3.18

Sampling Error =	1.40	289.78	969331.38
95% Interval Lower =	33.4	5207.2	18606984.7
95% Interval Upper =	36.2	5786.8	20545647.5
% of Sample Mean =	4.03%	5.27%	4.95%
Sample Size Needed =	4	4	4

Sample Size Determination Tool, Version 2.0

<p>Step 1: Input number of MOEs (max is 12). Clear out old data.</p> <p>Step 2: Select type of MOEs</p> <p>Step 3: Insert simulation results from four random seeds for selected MOEs</p>	<p>User Inputs</p> <p>Constants</p> <p>Outputs</p>	<p>Sample Size (N) = Number of Model Runs Sample Mean (Xs) = $(1/N) (X1 + X2 + X3 \dots + XN)$ Sample Standard Deviation (Ss) = $\sqrt{[(\sum(X-Xs)^2)/(N-1)]}$ Sampling Error = $t (Ss/\sqrt{N})$ Confidence Level = $Xs \pm t (Ss/\sqrt{N})$ % of Sample Mean (E) = % Tolerance * Xs Sample Size Needed = $[(t)^2 * (Ss)^2] / (E)^2$</p> <p><i>The "t" statistic is the hypothesized number of standard deviations away from the mean corresponding to the required confidence level and sample size in a t-distribution.</i></p>																																				
<p>Inputs</p> <table style="margin-left: 20px;"> <tr><td>Confidence Interval:</td><td style="border: 1px solid black; text-align: center;">95%</td></tr> <tr><td>Tolerance Error:</td><td style="border: 1px solid black; text-align: center;">10%</td></tr> <tr><td>Number of MOEs:</td><td style="border: 1px solid black; text-align: center;">3</td></tr> </table> <p style="margin-left: 20px;">Location (optional) Existing Configuration 2019 PM</p> <table style="margin-left: 20px;"> <thead> <tr> <th style="border: 1px solid black;">Runs (Seeds)</th> <th style="border: 1px solid black;">Speed</th> <th style="border: 1px solid black;">Volume</th> <th style="border: 1px solid black;">Travel Time</th> </tr> </thead> <tbody> <tr><td style="border: 1px solid black; text-align: center;">1</td><td style="border: 1px solid black; text-align: center;">34.9</td><td style="border: 1px solid black; text-align: center;">5755.0</td><td style="border: 1px solid black; text-align: center;">21126108.4</td></tr> <tr><td style="border: 1px solid black; text-align: center;">2</td><td style="border: 1px solid black; text-align: center;">34.6</td><td style="border: 1px solid black; text-align: center;">5769.0</td><td style="border: 1px solid black; text-align: center;">21271133.9</td></tr> <tr><td style="border: 1px solid black; text-align: center;">3</td><td style="border: 1px solid black; text-align: center;">34.9</td><td style="border: 1px solid black; text-align: center;">5763.0</td><td style="border: 1px solid black; text-align: center;">21106788.7</td></tr> <tr><td style="border: 1px solid black; text-align: center;">4</td><td style="border: 1px solid black; text-align: center;">34.7</td><td style="border: 1px solid black; text-align: center;">5811.0</td><td style="border: 1px solid black; text-align: center;">21173627.3</td></tr> </tbody> </table> <p style="margin-left: 20px;"><i>*Results from four random seeds</i></p>	Confidence Interval:	95%	Tolerance Error:	10%	Number of MOEs:	3	Runs (Seeds)	Speed	Volume	Travel Time	1	34.9	5755.0	21126108.4	2	34.6	5769.0	21271133.9	3	34.9	5763.0	21106788.7	4	34.7	5811.0	21173627.3	<p>Output</p> <div style="margin-left: 100px;"> <p>Number of Required Runs:</p> <div style="border: 1px solid black; width: 150px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 4 </div> </div>											
Confidence Interval:	95%																																					
Tolerance Error:	10%																																					
Number of MOEs:	3																																					
Runs (Seeds)	Speed	Volume	Travel Time																																			
1	34.9	5755.0	21126108.4																																			
2	34.6	5769.0	21271133.9																																			
3	34.9	5763.0	21106788.7																																			
4	34.7	5811.0	21173627.3																																			
<p>Statistics</p> <table style="margin-left: 20px;"> <tr><td>X_s =</td><td style="border: 1px solid black; text-align: center;">34.7</td><td style="border: 1px solid black; text-align: center;">5774.5</td><td style="border: 1px solid black; text-align: center;">21169414.6</td></tr> <tr><td>S_s =</td><td style="border: 1px solid black; text-align: center;">0.2</td><td style="border: 1px solid black; text-align: center;">25.0</td><td style="border: 1px solid black; text-align: center;">73398.4</td></tr> <tr><td>E =</td><td style="border: 1px solid black; text-align: center;">3.5</td><td style="border: 1px solid black; text-align: center;">577.5</td><td style="border: 1px solid black; text-align: center;">2116941.5</td></tr> <tr><td>t =</td><td style="border: 1px solid black; text-align: center;">3.18</td><td style="border: 1px solid black; text-align: center;">3.18</td><td style="border: 1px solid black; text-align: center;">3.18</td></tr> </table> <table style="margin-left: 20px;"> <tr><td>Sampling Error =</td><td style="border: 1px solid black; text-align: center;">0.25</td><td style="border: 1px solid black; text-align: center;">39.78</td><td style="border: 1px solid black; text-align: center;">116793.30</td></tr> <tr><td>95% Interval Lower =</td><td style="border: 1px solid black; text-align: center;">34.5</td><td style="border: 1px solid black; text-align: center;">5734.7</td><td style="border: 1px solid black; text-align: center;">21052621.3</td></tr> <tr><td>95% Interval Upper =</td><td style="border: 1px solid black; text-align: center;">35.0</td><td style="border: 1px solid black; text-align: center;">5814.3</td><td style="border: 1px solid black; text-align: center;">21286207.9</td></tr> <tr><td>% of Sample Mean =</td><td style="border: 1px solid black; text-align: center;">0.73%</td><td style="border: 1px solid black; text-align: center;">0.69%</td><td style="border: 1px solid black; text-align: center;">0.55%</td></tr> <tr><td>Sample Size Needed =</td><td style="border: 1px solid black; text-align: center;">4</td><td style="border: 1px solid black; text-align: center;">4</td><td style="border: 1px solid black; text-align: center;">4</td></tr> </table>			X _s =	34.7	5774.5	21169414.6	S _s =	0.2	25.0	73398.4	E =	3.5	577.5	2116941.5	t =	3.18	3.18	3.18	Sampling Error =	0.25	39.78	116793.30	95% Interval Lower =	34.5	5734.7	21052621.3	95% Interval Upper =	35.0	5814.3	21286207.9	% of Sample Mean =	0.73%	0.69%	0.55%	Sample Size Needed =	4	4	4
X _s =	34.7	5774.5	21169414.6																																			
S _s =	0.2	25.0	73398.4																																			
E =	3.5	577.5	2116941.5																																			
t =	3.18	3.18	3.18																																			
Sampling Error =	0.25	39.78	116793.30																																			
95% Interval Lower =	34.5	5734.7	21052621.3																																			
95% Interval Upper =	35.0	5814.3	21286207.9																																			
% of Sample Mean =	0.73%	0.69%	0.55%																																			
Sample Size Needed =	4	4	4																																			

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
1	2	9982	1560	1551	99.4%	9	-0.6%	0.2	+/- 15%	Yes	Yes
3	1	7240	621	618	99.4%	3	-0.6%	0.1	+/- 100 vph	Yes	Yes
4	1	116	8	8	102.5%	0	2.5%	0.1	+/- 100 vph	Yes	Yes
5	1	1217	572	569	99.5%	3	-0.5%	0.1	+/- 100 vph	Yes	Yes
6	1	104	74	75	100.8%	-1	0.8%	0.1	+/- 100 vph	Yes	Yes
7	1	8944	743	470	96.8%	16	-3.2%	0.7	+/- 100 vph	Yes	Yes
8	1	762	1457	698	95.8%	30	-4.2%	1.1	+/- 15%	Yes	Yes
9	1	1450	669	316	94.6%	18	-5.4%	1.0	+/- 100 vph	Yes	Yes
10	1	252	43	41	94.7%	2	-5.3%	0.4	+/- 100 vph	Yes	Yes
11	1	258	92	92	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
12	1	966	352	351	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
13	1	957	330	328	99.4%	2	-0.6%	0.1	+/- 100 vph	Yes	Yes
14	1	6133	594	588	98.9%	6	-1.1%	0.3	+/- 100 vph	Yes	Yes
15	1	2922	275	272	98.8%	3	-1.2%	0.2	+/- 100 vph	Yes	Yes
16	1	209	135	132	98.1%	3	-1.9%	0.2	+/- 100 vph	Yes	Yes
17	1	138	49	47	96.1%	2	-3.9%	0.3	+/- 100 vph	Yes	Yes
18	3	10744	4278	4280	100.0%	-2	0.0%	0.0	+/- 400 vph	Yes	Yes
19	1	50	119	109	91.9%	10	-8.1%	0.9	+/- 100 vph	Yes	Yes
20	1	57	202	201	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
21	2	4066	2289	2263	98.9%	26	-1.1%	0.5	+/- 15%	Yes	Yes
22	3	444	2289	2266	99.0%	23	-1.0%	0.5	+/- 15%	Yes	Yes
23	2	5906	1577	1560	98.9%	17	-1.1%	0.4	+/- 15%	Yes	Yes
24	3	575	1287	1306	101.5%	-19	1.5%	0.5	+/- 15%	Yes	Yes
25	2	112	531	537	101.1%	-6	1.1%	0.2	+/- 100 vph	Yes	Yes
26	2	1612	755	762	101.0%	-7	1.0%	0.3	+/- 15%	Yes	Yes
27	2	6586	747	746	99.9%	1	-0.1%	0.0	+/- 15%	Yes	Yes
28	2	486	803	803	100.1%	0	0.1%	0.0	+/- 15%	Yes	Yes
29	2	430	1070	948	88.6%	122	-11.4%	3.8	+/- 15%	Yes	Yes
30	1	334	531	538	101.3%	-7	1.3%	0.3	+/- 100 vph	Yes	Yes
31	2	480	824	829	100.6%	-5	0.6%	0.2	+/- 15%	Yes	Yes
32	1	187	218	217	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
33	2	320	432	442	102.4%	-10	2.4%	0.5	+/- 100 vph	Yes	Yes
35	2	1622	1054	1065	101.0%	-11	1.0%	0.3	+/- 15%	Yes	Yes
36	2	3765	1516	1497	98.8%	19	-1.2%	0.5	+/- 15%	Yes	Yes
37	2	7363	1089	1097	100.8%	-8	0.8%	0.3	+/- 15%	Yes	Yes
38	1	3822	757	713	94.2%	44	-5.8%	1.6	+/- 15%	Yes	Yes
39	1	1838	494	510	103.2%	-16	3.2%	0.7	+/- 100 vph	Yes	Yes
40	1	542	155	158	101.6%	-3	1.6%	0.2	+/- 100 vph	Yes	Yes
41	1	541	123	126	102.0%	-3	2.0%	0.2	+/- 100 vph	Yes	Yes
42	1	1153	946	468	98.9%	5	-1.1%	0.2	+/- 100 vph	Yes	Yes
43	1	171	295	295	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
44	1	177	178	178	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
45	1	1301	28	28	99.1%	0	-0.9%	0.0	+/- 100 vph	Yes	Yes
46	1	456	23	24	105.5%	-1	5.5%	0.3	+/- 100 vph	Yes	Yes
47	1	205	38	37	97.0%	1	-3.0%	0.2	+/- 100 vph	Yes	Yes
48	1	195	42	41	98.2%	1	-1.8%	0.1	+/- 100 vph	Yes	Yes
49	1	195	32	29	91.3%	3	-8.8%	0.5	+/- 100 vph	Yes	Yes
50	1	199	96	97	100.7%	-1	0.7%	0.1	+/- 100 vph	Yes	Yes
51	1	7574	601	598	99.4%	3	-0.6%	0.1	+/- 100 vph	Yes	Yes
52	1	729	809	803	99.2%	6	-0.8%	0.2	+/- 15%	Yes	Yes
53	1	189	190	188	99.1%	2	-0.9%	0.1	+/- 100 vph	Yes	Yes
54	1	726	925	441	95.3%	22	-4.7%	1.0	+/- 100 vph	Yes	Yes
55	1	247	40	44	108.8%	-4	8.8%	0.5	+/- 100 vph	Yes	Yes
56	1	47	99	99	100.2%	0	0.2%	0.0	+/- 100 vph	Yes	Yes
57	3	412	2752	2711	98.5%	41	-1.5%	0.8	+/- 400 vph	Yes	Yes
58	2	7852	2752	2700	98.1%	52	-1.9%	1.0	+/- 400 vph	Yes	Yes
59	1	252	411	414	100.7%	-3	0.7%	0.1	+/- 100 vph	Yes	Yes
60	3	901	1594	1592	99.9%	2	-0.1%	0.0	+/- 15%	Yes	Yes
61	2	590	1594	1590	99.7%	4	-0.3%	0.1	+/- 15%	Yes	Yes
62	1	211	281	287	102.0%	-6	2.0%	0.3	+/- 100 vph	Yes	Yes
63	1	211	194	190	97.8%	4	-2.2%	0.3	+/- 100 vph	Yes	Yes
64	1	169	203	203	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
65	2	238	187	187	99.7%	0	-0.3%	0.0	+/- 100 vph	Yes	Yes
66	2	3546	1911	1884	98.6%	27	-1.4%	0.6	+/- 15%	Yes	Yes
67	2	2663	2303	2252	97.8%	51	-2.2%	1.1	+/- 15%	Yes	Yes
69	1	935	898	443	98.7%	6	-1.3%	0.3	+/- 100 vph	Yes	Yes
70	2	215	268	263	98.2%	5	-1.8%	0.3	+/- 100 vph	Yes	Yes
72	3	332	2384	2344	98.3%	40	-1.7%	0.8	+/- 15%	Yes	Yes
73	2	9218	2384	2351	98.6%	33	-1.4%	0.7	+/- 15%	Yes	Yes
74	1	898	390	193	99.2%	2	-0.8%	0.1	+/- 100 vph	Yes	Yes
75	1	210	34	33	96.7%	1	-3.3%	0.2	+/- 100 vph	Yes	Yes
76	3	9046	901	897	99.5%	4	-0.5%	0.1	+/- 15%	Yes	Yes
77	3	122	1288	1281	99.4%	7	-0.6%	0.2	+/- 15%	Yes	Yes
78	1	960	808	405	100.3%	-1	0.3%	0.1	+/- 100 vph	Yes	Yes
79	2	518	884	879	99.4%	5	-0.6%	0.2	+/- 15%	Yes	Yes
80	1	4492	245	242	99.0%	3	-1.0%	0.2	+/- 100 vph	Yes	Yes
81	1	738	162	155	95.9%	7	-4.1%	0.5	+/- 100 vph	Yes	Yes
82	2	207	209	204	97.6%	5	-2.4%	0.3	+/- 100 vph	Yes	Yes
83	2	198	105	105	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
84	2	187	354	349	98.7%	5	-1.3%	0.3	+/- 100 vph	Yes	Yes
85	1	217	183	182	99.6%	1	-0.4%	0.0	+/- 100 vph	Yes	Yes
86	2	2145	2189	2151	98.3%	38	-1.7%	0.8	+/- 15%	Yes	Yes
87	3	921	2926	2896	99.0%	30	-1.0%	0.5	+/- 400 vph	Yes	Yes
88	1	791	1474	745	101.1%	-8	1.1%	0.3	+/- 15%	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
90	3	1081	1574	1393	101.2%	-17	1.2%	0.5	+/- 15%	Yes	Yes
91	2	1086	1379	1381	100.2%	-2	0.2%	0.1	+/- 15%	Yes	Yes
92	2	576	974	963	98.9%	11	-1.1%	0.4	+/- 15%	Yes	Yes
93	2	6513	981	978	99.7%	3	-0.3%	0.1	+/- 15%	Yes	Yes
94	2	1573	1106	1100	99.5%	6	-0.5%	0.2	+/- 15%	Yes	Yes
95	2	9040	1069	1060	99.2%	9	-0.8%	0.3	+/- 15%	Yes	Yes
96	1	5667	199	196	98.4%	3	-1.6%	0.2	+/- 100 vph	Yes	Yes
97	1	1124	261	266	102.1%	-5	2.1%	0.3	+/- 100 vph	Yes	Yes
98	1	450	313	311	99.3%	2	-0.7%	0.1	+/- 100 vph	Yes	Yes
99	1	458	221	219	99.2%	2	-0.8%	0.1	+/- 100 vph	Yes	Yes
100	3	833	1305	1296	99.3%	9	-0.7%	0.2	+/- 15%	Yes	Yes
101	2	1348	995	987	99.2%	8	-0.8%	0.3	+/- 15%	Yes	Yes
102	1	4396	303	297	98.0%	6	-2.0%	0.4	+/- 100 vph	Yes	Yes
103	1	981	294	283	96.1%	11	-3.9%	0.7	+/- 100 vph	Yes	Yes
106	1	447	466	480	102.9%	-14	2.9%	0.6	+/- 100 vph	Yes	Yes
107	1	4793	303	301	99.4%	2	-0.6%	0.1	+/- 100 vph	Yes	Yes
108	2	2288	2707	2645	97.7%	62	-2.3%	1.2	+/- 400 vph	Yes	Yes
109	3	603	2707	2653	98.0%	54	-2.0%	1.0	+/- 400 vph	Yes	Yes
110	1	219	171	166	97.3%	5	-2.7%	0.4	+/- 100 vph	Yes	Yes
111	1	207	104	99	95.6%	5	-4.4%	0.4	+/- 100 vph	Yes	Yes
112	1	161	52	52	99.1%	0	-0.9%	0.1	+/- 100 vph	Yes	Yes
113	1	173	15	12	81.1%	3	-18.9%	0.8	+/- 100 vph	Yes	Yes
114	1	131	35	36	101.6%	-1	1.6%	0.1	+/- 100 vph	Yes	Yes
115	1	194	65	63	97.2%	2	-2.8%	0.2	+/- 100 vph	Yes	Yes
116	1	226	106	103	97.6%	3	-2.4%	0.2	+/- 100 vph	Yes	Yes
117	1	143	113	112	99.2%	1	-0.8%	0.1	+/- 100 vph	Yes	Yes
118	1	135	52	47	90.0%	5	-10.0%	0.7	+/- 100 vph	Yes	Yes
119	1	94	40	41	101.6%	-1	1.6%	0.1	+/- 100 vph	Yes	Yes
120	1	475	1537	787	102.4%	-19	2.4%	0.7	+/- 15%	Yes	Yes
121	2	252	768	786	102.3%	-18	2.3%	0.6	+/- 15%	Yes	Yes
122	2	1798	2926	2899	99.1%	27	-0.9%	0.5	+/- 400 vph	Yes	Yes
123	1	678	515	251	97.4%	7	-2.6%	0.4	+/- 100 vph	Yes	Yes
124	2	7252	886	886	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
125	1	100	48	48	100.6%	0	0.6%	0.0	+/- 100 vph	Yes	Yes
126	2	7504	715	706	98.8%	9	-1.2%	0.3	+/- 15%	Yes	Yes
127	1	107	126	121	96.0%	5	-4.0%	0.5	+/- 100 vph	Yes	Yes
128	3	1059	3695	3674	99.4%	21	-0.6%	0.3	+/- 400 vph	Yes	Yes
129	3	3050	831	831	100.1%	0	0.1%	0.0	+/- 15%	Yes	Yes
130	3	149	670	677	101.0%	-7	1.0%	0.3	+/- 100 vph	Yes	Yes
131	4	730	2104	2086	99.2%	18	-0.8%	0.4	+/- 15%	Yes	Yes
132	2	285	406	401	98.8%	5	-1.2%	0.2	+/- 100 vph	Yes	Yes
133	1	288	264	268	101.5%	-4	1.5%	0.2	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
134	3	5800	1107	1111	100.3%	-4	0.3%	0.1	+/- 15%	Yes	Yes
135	1	797	264	131	99.1%	1	-0.9%	0.1	+/- 100 vph	Yes	Yes
136	3	354	3563	3539	99.3%	24	-0.7%	0.4	+/- 400 vph	Yes	Yes
137	2	207	3563	3530	99.1%	33	-0.9%	0.6	+/- 400 vph	Yes	Yes
138	1	453	529	258	97.6%	6	-2.4%	0.4	+/- 100 vph	Yes	Yes
139	3	1202	2964	2893	97.6%	71	-2.4%	1.3	+/- 400 vph	Yes	Yes
140	2	2108	2078	2038	98.1%	40	-1.9%	0.9	+/- 15%	Yes	Yes
141	2	338	886	866	97.8%	20	-2.2%	0.7	+/- 15%	Yes	Yes
142	1	504	1339	650	97.1%	19	-2.9%	0.7	+/- 100 vph	Yes	Yes
143	3	419	2964	2898	97.8%	66	-2.2%	1.2	+/- 400 vph	Yes	Yes
144	1	313	432	216	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
145	2	1541	189	184	97.5%	5	-2.5%	0.3	+/- 100 vph	Yes	Yes
146	4	190	1771	1736	98.0%	35	-2.0%	0.8	+/- 15%	Yes	Yes
147	4	280	1408	1392	98.9%	16	-1.1%	0.4	+/- 15%	Yes	Yes
148	2	168	1336	1340	100.3%	-4	0.3%	0.1	+/- 15%	Yes	Yes
149	1	2507	156	152	97.6%	4	-2.4%	0.3	+/- 100 vph	Yes	Yes
150	4	494	2368	2112	100.4%	-8	0.4%	0.2	+/- 15%	Yes	Yes
151	3	330	1717	1705	99.3%	12	-0.7%	0.3	+/- 15%	Yes	Yes
152	4	4576	1500	1498	99.9%	2	-0.1%	0.1	+/- 15%	Yes	Yes
153	3	151	739	735	99.5%	4	-0.5%	0.1	+/- 15%	Yes	Yes
154	3	494	643	607	94.3%	36	-5.7%	1.5	+/- 100 vph	Yes	Yes
155	1	344	45	45	99.6%	0	-0.4%	0.0	+/- 100 vph	Yes	Yes
156	1	113	8	6	76.7%	2	-23.3%	0.7	+/- 100 vph	Yes	Yes
157	1	113	48	49	101.6%	-1	1.6%	0.1	+/- 100 vph	Yes	Yes
158	2	540	201	197	98.2%	4	-1.8%	0.3	+/- 100 vph	Yes	Yes
159	3	323	759	750	98.8%	9	-1.2%	0.3	+/- 15%	Yes	Yes
160	1	203	373	187	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
162	2	446	463	230	99.3%	2	-0.7%	0.1	+/- 100 vph	Yes	Yes
163	3	71	1504	1492	99.2%	12	-0.8%	0.3	+/- 15%	Yes	Yes
164	2	4625	315	313	99.3%	2	-0.7%	0.1	+/- 100 vph	Yes	Yes
165	2	1099	544	533	98.0%	11	-2.0%	0.5	+/- 100 vph	Yes	Yes
166	2	1079	637	637	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
169	4	255	1873	1892	101.0%	-19	1.0%	0.4	+/- 15%	Yes	Yes
170	2	553	525	518	98.6%	7	-1.4%	0.3	+/- 100 vph	Yes	Yes
171	2	700	3299	3280	99.4%	19	-0.6%	0.3	+/- 400 vph	Yes	Yes
172	1	902	402	186	92.6%	15	-7.4%	1.1	+/- 100 vph	Yes	Yes
173	1	1455	1964	967	98.5%	15	-1.5%	0.5	+/- 15%	Yes	Yes
174	2	497	751	751	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
175	2	485	885	885	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
176	1	355	62	62	100.2%	0	0.2%	0.0	+/- 100 vph	Yes	Yes
177	1	54	171	176	102.7%	-5	2.7%	0.3	+/- 100 vph	Yes	Yes
178	2	4534	1709	1708	99.9%	1	-0.1%	0.0	+/- 15%	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
180	3	207	799	783	98.0%	16	-2.0%	0.6	+/- 15%	Yes	Yes
181	1	358	302	310	102.6%	-8	2.6%	0.4	+/- 100 vph	Yes	Yes
182	2	466	307	309	100.7%	-2	0.7%	0.1	+/- 100 vph	Yes	Yes
183	1	600	123	116	94.2%	7	-5.8%	0.7	+/- 100 vph	Yes	Yes
184	1	2493	121	117	96.6%	4	-3.4%	0.4	+/- 100 vph	Yes	Yes
185	1	104	37	38	102.3%	-1	2.3%	0.1	+/- 100 vph	Yes	Yes
186	2	164	549	552	100.5%	-3	0.5%	0.1	+/- 100 vph	Yes	Yes
187	4	109	802	807	100.7%	-5	0.7%	0.2	+/- 15%	Yes	Yes
188	2	999	246	243	98.6%	3	-1.4%	0.2	+/- 100 vph	Yes	Yes
189	2	2496	56	56	100.2%	0	0.2%	0.0	+/- 100 vph	Yes	Yes
190	1	55	402	407	101.1%	-5	1.1%	0.2	+/- 100 vph	Yes	Yes
191	2	3138	222	221	99.7%	1	-0.3%	0.1	+/- 100 vph	Yes	Yes
192	2	649	427	271	106.0%	-15	6.0%	0.9	+/- 100 vph	Yes	Yes
193	2	2829	183	181	99.1%	2	-0.9%	0.1	+/- 100 vph	Yes	Yes
194	1	379	153	151	99.0%	2	-1.0%	0.1	+/- 100 vph	Yes	Yes
195	1	178	30	29	96.1%	1	-3.9%	0.2	+/- 100 vph	Yes	Yes
196	3	233	1657	1640	98.9%	17	-1.1%	0.4	+/- 15%	Yes	Yes
197	4	233	1657	1641	99.1%	16	-0.9%	0.4	+/- 15%	Yes	Yes
200	3	3590	2279	2245	98.5%	34	-1.5%	0.7	+/- 15%	Yes	Yes
201	3	1480	3299	3282	99.5%	17	-0.5%	0.3	+/- 400 vph	Yes	Yes
202	2	3279	750	749	99.8%	1	-0.2%	0.0	+/- 15%	Yes	Yes
203	3	1239	4278	4273	99.9%	5	-0.1%	0.1	+/- 400 vph	Yes	Yes
204	1	115	15	16	109.1%	-1	9.1%	0.3	+/- 100 vph	Yes	Yes
205	1	355	50	52	103.0%	-2	3.0%	0.2	+/- 100 vph	Yes	Yes
207	1	95	26	25	95.8%	1	-4.2%	0.2	+/- 100 vph	Yes	Yes
208	1	917	5	7	139.1%	-2	39.1%	0.8	+/- 100 vph	Yes	Yes
209	1	318	25	25	101.2%	0	1.2%	0.1	+/- 100 vph	Yes	Yes
210	1	79	154	152	99.0%	2	-1.0%	0.1	+/- 100 vph	Yes	Yes
211	1	335	60	59	98.4%	1	-1.6%	0.1	+/- 100 vph	Yes	Yes
212	1	335	63	65	103.0%	-2	3.0%	0.2	+/- 100 vph	Yes	Yes
214	2	82	475	476	100.2%	-1	0.2%	0.0	+/- 100 vph	Yes	Yes
215	1	242	110	108	98.3%	2	-1.7%	0.2	+/- 100 vph	Yes	Yes
216	1	243	171	175	102.3%	-4	2.3%	0.3	+/- 100 vph	Yes	Yes
217	1	247	78	80	102.5%	-2	2.5%	0.2	+/- 100 vph	Yes	Yes
218	1	248	44	42	95.6%	2	-4.4%	0.3	+/- 100 vph	Yes	Yes
219	1	270	7	7	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
220	1	270	1	1	120.0%	0	20.0%	0.2	+/- 100 vph	Yes	Yes
221	2	573	932	910	97.7%	22	-2.3%	0.7	+/- 15%	Yes	Yes
222	1	149	35	34	97.4%	1	-2.6%	0.2	+/- 100 vph	Yes	Yes
223	1	149	14	16	115.7%	-2	15.7%	0.6	+/- 100 vph	Yes	Yes
224	1	147	16	15	93.1%	1	-6.9%	0.3	+/- 100 vph	Yes	Yes
225	1	147	43	42	97.7%	1	-2.3%	0.1	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
227	1	1003	77	74	96.3%	3	-3.7%	0.3	+/- 100 vph	Yes	Yes
228	1	154	10	11	105.3%	-1	5.3%	0.2	+/- 100 vph	Yes	Yes
229	1	155	10	10	97.0%	0	-3.0%	0.1	+/- 100 vph	Yes	Yes
230	1	1007	82	81	98.9%	1	-1.1%	0.1	+/- 100 vph	Yes	Yes
231	1	454	12	10	82.8%	2	-17.2%	0.6	+/- 100 vph	Yes	Yes
232	1	454	46	46	100.9%	0	0.9%	0.1	+/- 100 vph	Yes	Yes
233	1	1267	68	67	98.4%	1	-1.6%	0.1	+/- 100 vph	Yes	Yes
234	1	453	281	289	102.9%	-8	2.9%	0.5	+/- 100 vph	Yes	Yes
235	1	1298	18	18	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
236	1	454	58	58	100.3%	0	0.3%	0.0	+/- 100 vph	Yes	Yes
237	4	195	1890	1857	98.3%	33	-1.7%	0.8	+/- 15%	Yes	Yes
238	1	610	226	227	100.5%	-1	0.5%	0.1	+/- 100 vph	Yes	Yes
239	1	164	23	25	106.8%	-2	6.8%	0.3	+/- 100 vph	Yes	Yes
240	1	402	384	375	97.5%	9	-2.5%	0.5	+/- 100 vph	Yes	Yes
241	2	1509	550	547	99.5%	3	-0.5%	0.1	+/- 100 vph	Yes	Yes
242	1	173	203	205	101.1%	-2	1.1%	0.2	+/- 100 vph	Yes	Yes
243	1	172	347	341	98.4%	6	-1.6%	0.3	+/- 100 vph	Yes	Yes
244	1	101	40	40	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10000	1	52	8	8	102.5%	0	2.5%	0.1	+/- 100 vph	Yes	Yes
10001	1	32	202	201	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
10002	1	46	119	110	92.2%	9	-7.8%	0.9	+/- 100 vph	Yes	Yes
10003	1	73	74	75	100.7%	-1	0.7%	0.1	+/- 100 vph	Yes	Yes
10004	1	85	495	491	99.1%	4	-0.9%	0.2	+/- 100 vph	Yes	Yes
10005	1	65	216	215	99.7%	1	-0.3%	0.0	+/- 100 vph	Yes	Yes
10006	1	29	21	22	103.8%	-1	3.8%	0.2	+/- 100 vph	Yes	Yes
10007	1	43	29	28	96.2%	1	-3.8%	0.2	+/- 100 vph	Yes	Yes
10008	1	50	40	39	98.5%	1	-1.5%	0.1	+/- 100 vph	Yes	Yes
10009	1	60	14	13	91.7%	1	-8.3%	0.3	+/- 100 vph	Yes	Yes
10010	1	45	135	132	98.1%	3	-1.9%	0.2	+/- 100 vph	Yes	Yes
10011	1	60	49	47	96.1%	2	-3.9%	0.3	+/- 100 vph	Yes	Yes
10012	1	47	159	160	100.8%	-1	0.8%	0.1	+/- 100 vph	Yes	Yes
10013	1	48	44	44	100.8%	0	0.8%	0.1	+/- 100 vph	Yes	Yes
10014	1	52	28	30	106.9%	-2	6.9%	0.4	+/- 100 vph	Yes	Yes
10015	1	51	58	56	96.9%	2	-3.1%	0.2	+/- 100 vph	Yes	Yes
10016	1	69	8	8	102.5%	0	2.5%	0.1	+/- 100 vph	Yes	Yes
10017	1	70	135	133	98.1%	3	-1.9%	0.2	+/- 100 vph	Yes	Yes
10018	1	74	74	75	101.4%	-1	1.4%	0.1	+/- 100 vph	Yes	Yes
10019	1	72	49	47	96.1%	2	-3.9%	0.3	+/- 100 vph	Yes	Yes
10020	1	70	300	298	99.5%	2	-0.5%	0.1	+/- 100 vph	Yes	Yes
10021	1	86	198	197	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
10022	1	82	409	406	99.3%	3	-0.7%	0.1	+/- 100 vph	Yes	Yes
10023	1	81	555	550	99.0%	5	-1.0%	0.2	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10024	1	57	119	110	92.1%	9	-7.9%	0.9	+/- 100 vph	Yes	Yes
10025	1	44	202	201	99.5%	1	-0.5%	0.1	+/- 100 vph	Yes	Yes
10026	2	12	2289	2265	99.0%	24	-1.0%	0.5	+/- 15%	Yes	Yes
10027	2	7	1560	1545	99.0%	15	-1.0%	0.4	+/- 15%	Yes	Yes
10028	1	7	729	722	99.0%	7	-1.0%	0.3	+/- 15%	Yes	Yes
10029	2	21	1577	1559	98.8%	18	-1.2%	0.5	+/- 15%	Yes	Yes
10030	1	23	334	322	96.5%	12	-3.5%	0.6	+/- 100 vph	Yes	Yes
10031	2	23	1911	1886	98.7%	25	-1.3%	0.6	+/- 15%	Yes	Yes
10032	1	55	9	9	97.8%	0	-2.2%	0.1	+/- 100 vph	Yes	Yes
10033	1	27	178	178	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
10034	1	29	295	293	99.4%	2	-0.6%	0.1	+/- 100 vph	Yes	Yes
10035	1	44	12	11	94.2%	1	-5.8%	0.2	+/- 100 vph	Yes	Yes
10036	2	99	876	876	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
10037	1	88	16	16	101.3%	0	1.3%	0.0	+/- 100 vph	Yes	Yes
10038	1	47	23	22	96.5%	1	-3.5%	0.2	+/- 100 vph	Yes	Yes
10039	1	50	14	14	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10040	1	50	10	9	88.0%	1	-12.0%	0.4	+/- 100 vph	Yes	Yes
10041	1	46	50	52	103.6%	-2	3.6%	0.3	+/- 100 vph	Yes	Yes
10042	1	73	30	32	105.4%	-2	5.4%	0.3	+/- 100 vph	Yes	Yes
10043	1	68	3	2	80.0%	1	-20.0%	0.4	+/- 100 vph	Yes	Yes
10044	1	66	19	17	91.0%	2	-9.0%	0.4	+/- 100 vph	Yes	Yes
10045	1	63	17	16	92.4%	1	-7.6%	0.3	+/- 100 vph	Yes	Yes
10046	2	71	711	716	100.7%	-5	0.7%	0.2	+/- 15%	Yes	Yes
10047	2	72	734	734	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
10048	1	81	16	16	102.7%	0	2.7%	0.1	+/- 100 vph	Yes	Yes
10049	1	76	5	5	94.0%	0	-6.0%	0.1	+/- 100 vph	Yes	Yes
10050	1	68	9	10	105.6%	-1	5.6%	0.2	+/- 100 vph	Yes	Yes
10051	1	25	178	178	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10052	1	57	290	290	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10053	2	83	522	529	101.3%	-7	1.3%	0.3	+/- 100 vph	Yes	Yes
10054	1	3	531	538	101.3%	-7	1.3%	0.3	+/- 100 vph	Yes	Yes
10055	1	89	190	189	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
10056	1	52	218	215	98.8%	3	-1.2%	0.2	+/- 100 vph	Yes	Yes
10057	1	84	479	468	97.8%	11	-2.2%	0.5	+/- 100 vph	Yes	Yes
10058	1	42	123	125	101.9%	-2	1.9%	0.2	+/- 100 vph	Yes	Yes
10059	1	70	120	122	101.8%	-2	1.8%	0.2	+/- 100 vph	Yes	Yes
10060	2	116	732	737	100.6%	-5	0.6%	0.2	+/- 15%	Yes	Yes
10061	1	89	155	156	100.4%	-1	0.4%	0.1	+/- 100 vph	Yes	Yes
10062	1	7	40	44	108.8%	-4	8.8%	0.5	+/- 100 vph	Yes	Yes
10063	1	89	40	44	110.0%	-4	10.0%	0.6	+/- 100 vph	Yes	Yes
10064	1	56	112	115	102.5%	-3	2.5%	0.3	+/- 100 vph	Yes	Yes
10065	1	111	299	306	102.4%	-7	2.4%	0.4	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10066	1	80	190	187	98.4%	3	-1.6%	0.2	+/- 100 vph	Yes	Yes
10067	1	67	77	76	99.0%	1	-1.0%	0.1	+/- 100 vph	Yes	Yes
10068	1	90	334	340	101.8%	-6	1.8%	0.3	+/- 100 vph	Yes	Yes
10069	1	91	218	218	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10070	1	49	99	99	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10071	1	40	99	99	100.2%	0	0.2%	0.0	+/- 100 vph	Yes	Yes
10072	2	2	2289	2261	98.8%	28	-1.2%	0.6	+/- 15%	Yes	Yes
10073	2	5	2752	2710	98.5%	42	-1.5%	0.8	+/- 400 vph	Yes	Yes
10074	1	2	463	450	97.3%	13	-2.7%	0.6	+/- 100 vph	Yes	Yes
10075	1	92	363	352	97.1%	11	-2.9%	0.6	+/- 100 vph	Yes	Yes
10076	1	5	411	415	100.9%	-4	0.9%	0.2	+/- 100 vph	Yes	Yes
10077	2	104	860	864	100.4%	-4	0.4%	0.1	+/- 15%	Yes	Yes
10078	2	81	1313	1306	99.5%	7	-0.5%	0.2	+/- 15%	Yes	Yes
10079	2	4	1594	1591	99.8%	3	-0.2%	0.1	+/- 15%	Yes	Yes
10080	1	143	281	287	102.2%	-6	2.2%	0.4	+/- 100 vph	Yes	Yes
10081	1	72	229	238	104.1%	-9	4.1%	0.6	+/- 100 vph	Yes	Yes
10082	1	50	194	189	97.6%	5	-2.4%	0.3	+/- 100 vph	Yes	Yes
10083	1	115	203	203	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10084	1	109	203	204	100.3%	-1	0.3%	0.0	+/- 100 vph	Yes	Yes
10085	1	30	281	286	101.7%	-5	1.7%	0.3	+/- 100 vph	Yes	Yes
10086	1	30	194	190	97.9%	4	-2.1%	0.3	+/- 100 vph	Yes	Yes
10087	1	43	123	125	101.8%	-2	1.8%	0.2	+/- 100 vph	Yes	Yes
10088	1	43	155	158	101.7%	-3	1.7%	0.2	+/- 100 vph	Yes	Yes
10089	1	26	473	467	98.8%	6	-1.2%	0.3	+/- 100 vph	Yes	Yes
10090	1	22	449	443	98.7%	6	-1.3%	0.3	+/- 100 vph	Yes	Yes
10091	3	23	3299	3283	99.5%	16	-0.5%	0.3	+/- 400 vph	Yes	Yes
10092	2	18	2303	2253	97.8%	50	-2.2%	1.0	+/- 15%	Yes	Yes
10093	1	25	979	988	100.9%	-9	0.9%	0.3	+/- 15%	Yes	Yes
10094	1	88	268	262	97.6%	6	-2.4%	0.4	+/- 100 vph	Yes	Yes
10095	1	4	449	443	98.6%	6	-1.4%	0.3	+/- 100 vph	Yes	Yes
10096	2	6	2189	2151	98.3%	38	-1.7%	0.8	+/- 15%	Yes	Yes
10097	2	3	2384	2344	98.3%	40	-1.7%	0.8	+/- 15%	Yes	Yes
10098	2	4	884	879	99.4%	6	-0.6%	0.2	+/- 15%	Yes	Yes
10099	2	9	2189	2151	98.3%	38	-1.7%	0.8	+/- 15%	Yes	Yes
10100	2	17	2926	2897	99.0%	29	-1.0%	0.5	+/- 400 vph	Yes	Yes
10101	2	9	2707	2650	97.9%	57	-2.1%	1.1	+/- 400 vph	Yes	Yes
10102	2	14	2303	2250	97.7%	53	-2.3%	1.1	+/- 15%	Yes	Yes
10103	1	14	404	405	100.2%	-1	0.2%	0.0	+/- 100 vph	Yes	Yes
10104	1	9	737	746	101.2%	-9	1.2%	0.3	+/- 15%	Yes	Yes
10105	1	3	404	405	100.3%	-1	0.3%	0.1	+/- 100 vph	Yes	Yes
10106	2	133	578	577	99.8%	1	-0.2%	0.1	+/- 100 vph	Yes	Yes
10107	1	6	104	99	95.6%	5	-4.4%	0.5	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10108	2	117	232	230	99.3%	2	-0.7%	0.1	+/- 100 vph	Yes	Yes
10109	1	90	36	35	96.9%	1	-3.1%	0.2	+/- 100 vph	Yes	Yes
10110	1	79	39	38	96.7%	1	-3.3%	0.2	+/- 100 vph	Yes	Yes
10111	1	131	104	100	95.8%	4	-4.2%	0.4	+/- 100 vph	Yes	Yes
10112	1	89	149	147	99.0%	2	-1.0%	0.1	+/- 100 vph	Yes	Yes
10113	1	55	35	34	96.4%	1	-3.6%	0.2	+/- 100 vph	Yes	Yes
10114	1	9	105	105	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10115	1	6	216	216	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10116	1	5	195	193	98.9%	2	-1.1%	0.2	+/- 100 vph	Yes	Yes
10117	1	40	195	194	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
10118	3	85	1304	1312	100.6%	-8	0.6%	0.2	+/- 15%	Yes	Yes
10119	1	64	183	182	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
10120	1	48	35	33	94.1%	2	-5.9%	0.4	+/- 100 vph	Yes	Yes
10121	1	12	171	166	97.3%	5	-2.7%	0.4	+/- 100 vph	Yes	Yes
10122	1	9	183	183	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10123	1	94	171	167	97.5%	4	-2.5%	0.3	+/- 100 vph	Yes	Yes
10124	1	88	98	99	100.5%	-1	0.5%	0.1	+/- 100 vph	Yes	Yes
10125	1	63	142	145	102.1%	-3	2.1%	0.2	+/- 100 vph	Yes	Yes
10126	1	82	7	7	93.8%	0	-6.2%	0.2	+/- 100 vph	Yes	Yes
10127	2	24	1379	1383	100.3%	-4	0.3%	0.1	+/- 15%	Yes	Yes
10128	1	55	25	24	94.8%	1	-5.2%	0.3	+/- 100 vph	Yes	Yes
10129	1	55	103	105	101.9%	-2	1.9%	0.2	+/- 100 vph	Yes	Yes
10130	1	91	52	51	98.7%	1	-1.3%	0.1	+/- 100 vph	Yes	Yes
10131	1	64	15	12	80.6%	3	-19.4%	0.8	+/- 100 vph	Yes	Yes
10132	1	76	118	119	100.8%	-1	0.8%	0.1	+/- 100 vph	Yes	Yes
10133	1	107	103	103	100.2%	0	0.2%	0.0	+/- 100 vph	Yes	Yes
10134	1	56	61	61	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
10135	1	86	35	36	102.6%	-1	2.6%	0.2	+/- 100 vph	Yes	Yes
10136	1	82	39	45	114.9%	-6	14.9%	0.9	+/- 100 vph	Yes	Yes
10137	2	71	927	921	99.4%	6	-0.6%	0.2	+/- 15%	Yes	Yes
10138	2	72	914	902	98.7%	12	-1.3%	0.4	+/- 15%	Yes	Yes
10139	1	106	170	171	100.4%	-1	0.4%	0.0	+/- 100 vph	Yes	Yes
10140	1	63	52	52	99.2%	0	-0.8%	0.1	+/- 100 vph	Yes	Yes
10141	1	50	15	12	81.3%	3	-18.7%	0.8	+/- 100 vph	Yes	Yes
10142	1	43	35	36	101.4%	-1	1.4%	0.1	+/- 100 vph	Yes	Yes
10143	1	125	113	112	99.5%	1	-0.5%	0.1	+/- 100 vph	Yes	Yes
10144	1	50	104	101	97.0%	3	-3.0%	0.3	+/- 100 vph	Yes	Yes
10145	1	47	106	103	97.4%	3	-2.6%	0.3	+/- 100 vph	Yes	Yes
10146	1	45	113	112	98.9%	1	-1.1%	0.1	+/- 100 vph	Yes	Yes
10147	1	26	52	47	90.0%	5	-10.0%	0.7	+/- 100 vph	Yes	Yes
10148	1	40	52	47	90.0%	5	-10.0%	0.7	+/- 100 vph	Yes	Yes
10149	1	68	190	191	100.5%	-1	0.5%	0.1	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10150	1	74	242	232	95.7%	10	-4.3%	0.7	+/- 100 vph	Yes	Yes
10151	2	64	776	774	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
10152	1	38	106	104	98.2%	2	-1.8%	0.2	+/- 100 vph	Yes	Yes
10153	1	34	65	63	96.6%	2	-3.4%	0.3	+/- 100 vph	Yes	Yes
10154	1	51	65	64	98.3%	1	-1.7%	0.1	+/- 100 vph	Yes	Yes
10155	1	73	229	234	102.4%	-5	2.4%	0.4	+/- 100 vph	Yes	Yes
10156	1	76	263	264	100.3%	-1	0.3%	0.0	+/- 100 vph	Yes	Yes
10157	1	52	84	80	95.1%	4	-4.9%	0.5	+/- 100 vph	Yes	Yes
10158	1	54	237	246	103.9%	-9	3.9%	0.6	+/- 100 vph	Yes	Yes
10159	1	43	40	41	101.6%	-1	1.6%	0.1	+/- 100 vph	Yes	Yes
10160	1	66	40	41	101.8%	-1	1.8%	0.1	+/- 100 vph	Yes	Yes
10161	1	122	24	22	91.7%	2	-8.3%	0.4	+/- 100 vph	Yes	Yes
10162	1	139	181	180	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
10163	1	4	768	790	102.9%	-22	2.9%	0.8	+/- 15%	Yes	Yes
10164	2	4	2926	2901	99.2%	25	-0.8%	0.5	+/- 400 vph	Yes	Yes
10165	2	10	3563	3538	99.3%	25	-0.7%	0.4	+/- 400 vph	Yes	Yes
10166	1	4	769	783	101.8%	-14	1.8%	0.5	+/- 15%	Yes	Yes
10167	1	66	126	121	96.1%	5	-3.9%	0.4	+/- 100 vph	Yes	Yes
10168	2	9	3299	3281	99.4%	18	-0.6%	0.3	+/- 400 vph	Yes	Yes
10169	2	6	3563	3539	99.3%	24	-0.7%	0.4	+/- 400 vph	Yes	Yes
10170	1	8	132	131	99.3%	1	-0.7%	0.1	+/- 100 vph	Yes	Yes
10171	2	3	2707	2640	97.5%	67	-2.5%	1.3	+/- 400 vph	Yes	Yes
10172	2	37	886	866	97.8%	20	-2.2%	0.7	+/- 15%	Yes	Yes
10173	2	35	2078	2034	97.9%	44	-2.1%	1.0	+/- 15%	Yes	Yes
10174	1	72	26	25	95.8%	1	-4.2%	0.2	+/- 100 vph	Yes	Yes
10175	3	3	2964	2896	97.7%	68	-2.3%	1.2	+/- 400 vph	Yes	Yes
10176	1	66	734	739	100.7%	-5	0.7%	0.2	+/- 15%	Yes	Yes
10177	1	127	258	250	96.9%	8	-3.1%	0.5	+/- 100 vph	Yes	Yes
10178	1	57	50	50	99.4%	0	-0.6%	0.0	+/- 100 vph	Yes	Yes
10179	3	135	781	790	101.2%	-9	1.2%	0.3	+/- 15%	Yes	Yes
10180	2	3	3299	3279	99.4%	20	-0.6%	0.3	+/- 400 vph	Yes	Yes
10181	3	5	4278	4274	99.9%	4	-0.1%	0.1	+/- 400 vph	Yes	Yes
10182	3	68	926	952	102.8%	-26	2.8%	0.9	+/- 15%	Yes	Yes
10183	1	5	264	258	97.8%	6	-2.2%	0.4	+/- 100 vph	Yes	Yes
10184	1	129	22	21	95.0%	1	-5.0%	0.2	+/- 100 vph	Yes	Yes
10185	2	130	680	692	101.8%	-12	1.8%	0.5	+/- 100 vph	Yes	Yes
10186	1	34	25	25	101.2%	0	1.2%	0.1	+/- 100 vph	Yes	Yes
10187	1	35	48	48	100.6%	0	0.6%	0.0	+/- 100 vph	Yes	Yes
10188	1	40	94	91	97.2%	3	-2.8%	0.3	+/- 100 vph	Yes	Yes
10189	2	60	589	586	99.4%	3	-0.6%	0.1	+/- 100 vph	Yes	Yes
10190	1	28	48	48	100.8%	0	0.8%	0.1	+/- 100 vph	Yes	Yes
10191	2	74	619	609	98.4%	10	-1.6%	0.4	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10192	1	3	257	251	97.7%	6	-2.3%	0.4	+/- 100 vph	Yes	Yes
10193	2	122	387	380	98.3%	7	-1.7%	0.3	+/- 100 vph	Yes	Yes
10194	1	3	187	186	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
10195	3	5	670	677	101.0%	-7	1.0%	0.3	+/- 100 vph	Yes	Yes
10196	1	0	132	131	98.9%	1	-1.1%	0.1	+/- 100 vph	Yes	Yes
10197	2	57	328	332	101.3%	-4	1.3%	0.2	+/- 100 vph	Yes	Yes
10198	2	1	406	409	100.8%	-3	0.8%	0.2	+/- 100 vph	Yes	Yes
10199	1	1	264	267	101.3%	-3	1.3%	0.2	+/- 100 vph	Yes	Yes
10200	1	88	264	270	102.4%	-6	2.4%	0.4	+/- 100 vph	Yes	Yes
10201	4	95	1776	1747	98.4%	29	-1.6%	0.7	+/- 15%	Yes	Yes
10202	3	74	584	595	101.9%	-11	1.9%	0.4	+/- 100 vph	Yes	Yes
10203	1	44	37	38	103.0%	-1	3.0%	0.2	+/- 100 vph	Yes	Yes
10204	1	64	37	37	100.8%	0	0.8%	0.0	+/- 100 vph	Yes	Yes
10205	1	37	39	37	94.9%	2	-5.1%	0.3	+/- 100 vph	Yes	Yes
10206	1	57	55	51	92.7%	4	-7.3%	0.5	+/- 100 vph	Yes	Yes
10207	2	85	180	179	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
10208	1	74	84	79	93.8%	5	-6.2%	0.6	+/- 100 vph	Yes	Yes
10209	1	60	369	372	100.9%	-3	0.9%	0.2	+/- 100 vph	Yes	Yes
10210	1	5	670	650	97.1%	20	-2.9%	0.8	+/- 100 vph	Yes	Yes
10211	1	3	669	650	97.2%	19	-2.8%	0.7	+/- 100 vph	Yes	Yes
10212	3	3	739	736	99.6%	3	-0.4%	0.1	+/- 15%	Yes	Yes
10213	4	105	1675	1642	98.0%	33	-2.0%	0.8	+/- 15%	Yes	Yes
10214	1	55	405	402	99.3%	3	-0.7%	0.1	+/- 100 vph	Yes	Yes
10215	1	45	96	100	103.9%	-4	3.9%	0.4	+/- 100 vph	Yes	Yes
10216	3	103	1312	1303	99.3%	9	-0.7%	0.3	+/- 15%	Yes	Yes
10217	3	80	1272	1287	101.2%	-15	1.2%	0.4	+/- 15%	Yes	Yes
10218	2	61	584	584	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10219	1	25	34	33	96.5%	1	-3.5%	0.2	+/- 100 vph	Yes	Yes
10220	1	43	307	308	100.4%	-1	0.4%	0.1	+/- 100 vph	Yes	Yes
10221	3	91	609	606	99.5%	3	-0.5%	0.1	+/- 100 vph	Yes	Yes
10222	1	38	34	33	96.9%	1	-3.1%	0.2	+/- 100 vph	Yes	Yes
10223	2	91	155	151	97.3%	4	-2.7%	0.3	+/- 100 vph	Yes	Yes
10224	1	1	48	49	101.9%	-1	1.9%	0.1	+/- 100 vph	Yes	Yes
10225	1	1	8	7	88.8%	1	-11.3%	0.3	+/- 100 vph	Yes	Yes
10226	3	80	503	496	98.7%	7	-1.3%	0.3	+/- 100 vph	Yes	Yes
10227	1	104	157	160	101.6%	-3	1.6%	0.2	+/- 100 vph	Yes	Yes
10228	1	75	43	43	98.8%	1	-1.2%	0.1	+/- 100 vph	Yes	Yes
10229	1	76	95	96	101.3%	-1	1.3%	0.1	+/- 100 vph	Yes	Yes
10230	1	28	45	45	99.6%	0	-0.4%	0.0	+/- 100 vph	Yes	Yes
10231	1	41	8	7	88.8%	1	-11.3%	0.3	+/- 100 vph	Yes	Yes
10232	1	97	48	49	101.3%	-1	1.3%	0.1	+/- 100 vph	Yes	Yes
10233	2	100	140	138	98.7%	2	-1.3%	0.2	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10234	1	87	91	89	98.0%	2	-2.0%	0.2	+/- 100 vph	Yes	Yes
10235	1	51	265	258	97.4%	7	-2.6%	0.4	+/- 100 vph	Yes	Yes
10236	2	62	66	67	101.7%	-1	1.7%	0.1	+/- 100 vph	Yes	Yes
10237	1	76	219	216	98.7%	3	-1.3%	0.2	+/- 100 vph	Yes	Yes
10238	2	85	142	144	101.4%	-2	1.4%	0.2	+/- 100 vph	Yes	Yes
10239	1	73	45	45	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10240	1	53	77	74	96.5%	3	-3.5%	0.3	+/- 100 vph	Yes	Yes
10241	3	92	1580	1565	99.0%	15	-1.0%	0.4	+/- 15%	Yes	Yes
10242	1	94	583	575	98.6%	8	-1.4%	0.3	+/- 100 vph	Yes	Yes
10243	2	84	155	156	100.8%	-1	0.8%	0.1	+/- 100 vph	Yes	Yes
10244	1	61	132	128	97.3%	4	-2.7%	0.3	+/- 100 vph	Yes	Yes
10245	1	35	402	409	101.7%	-7	1.7%	0.3	+/- 100 vph	Yes	Yes
10246	1	23	402	409	101.7%	-7	1.7%	0.3	+/- 100 vph	Yes	Yes
10247	1	54	30	29	96.0%	1	-4.0%	0.2	+/- 100 vph	Yes	Yes
10248	1	52	171	176	102.7%	-5	2.7%	0.4	+/- 100 vph	Yes	Yes
10249	1	63	171	176	102.7%	-5	2.7%	0.3	+/- 100 vph	Yes	Yes
10250	3	7	1657	1640	98.9%	17	-1.1%	0.4	+/- 15%	Yes	Yes
10251	3	9	1504	1491	99.2%	13	-0.8%	0.3	+/- 15%	Yes	Yes
10252	1	32	19	18	93.2%	1	-6.8%	0.3	+/- 100 vph	Yes	Yes
10253	2	52	1485	1475	99.3%	10	-0.7%	0.3	+/- 15%	Yes	Yes
10254	1	61	224	229	102.1%	-5	2.1%	0.3	+/- 100 vph	Yes	Yes
10255	2	71	203	206	101.6%	-3	1.6%	0.2	+/- 100 vph	Yes	Yes
10256	1	60	32	29	90.2%	3	-9.8%	0.6	+/- 100 vph	Yes	Yes
10257	1	9	153	152	99.0%	2	-1.0%	0.1	+/- 100 vph	Yes	Yes
10258	1	0	153	152	99.1%	1	-0.9%	0.1	+/- 100 vph	Yes	Yes
10259	1	0	30	29	96.0%	1	-4.0%	0.2	+/- 100 vph	Yes	Yes
10260	1	133	277	278	100.5%	-1	0.5%	0.1	+/- 100 vph	Yes	Yes
10261	1	89	36	36	100.3%	0	0.3%	0.0	+/- 100 vph	Yes	Yes
10262	2	6	2078	2044	98.3%	34	-1.7%	0.8	+/- 15%	Yes	Yes
10263	2	53	731	733	100.2%	-2	0.2%	0.1	+/- 15%	Yes	Yes
10264	2	70	601	601	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
10265	1	46	77	74	95.6%	3	-4.4%	0.4	+/- 100 vph	Yes	Yes
10266	1	25	82	81	98.5%	1	-1.5%	0.1	+/- 100 vph	Yes	Yes
10267	1	86	28	27	95.4%	1	-4.6%	0.2	+/- 100 vph	Yes	Yes
10268	1	69	15	16	109.3%	-1	9.3%	0.4	+/- 100 vph	Yes	Yes
10269	1	5	201	205	102.0%	-4	2.0%	0.3	+/- 100 vph	Yes	Yes
10270	2	53	783	783	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
10271	1	27	52	53	101.0%	-1	1.0%	0.1	+/- 100 vph	Yes	Yes
10272	1	52	10	10	102.0%	0	2.0%	0.1	+/- 100 vph	Yes	Yes
10273	1	28	45	45	99.3%	0	-0.7%	0.0	+/- 100 vph	Yes	Yes
10274	2	86	412	408	98.9%	4	-1.1%	0.2	+/- 100 vph	Yes	Yes
10275	1	67	61	60	98.8%	1	-1.2%	0.1	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10276	2	39	799	781	97.8%	18	-2.2%	0.6	+/- 15%	Yes	Yes
10277	1	47	15	16	109.3%	-1	9.3%	0.4	+/- 100 vph	Yes	Yes
10278	2	101	735	738	100.4%	-3	0.4%	0.1	+/- 15%	Yes	Yes
10279	1	55	52	54	104.2%	-2	4.2%	0.3	+/- 100 vph	Yes	Yes
10280	1	26	3	4	143.3%	-1	43.3%	0.7	+/- 100 vph	Yes	Yes
10281	1	57	2	3	125.0%	-1	25.0%	0.3	+/- 100 vph	Yes	Yes
10282	1	69	11	12	112.7%	-1	12.7%	0.4	+/- 100 vph	Yes	Yes
10283	1	91	78	80	101.9%	-2	1.9%	0.2	+/- 100 vph	Yes	Yes
10284	1	27	38	39	103.8%	-1	3.8%	0.2	+/- 100 vph	Yes	Yes
10285	1	88	76	73	95.4%	3	-4.6%	0.4	+/- 100 vph	Yes	Yes
10286	1	91	16	15	91.9%	1	-8.1%	0.3	+/- 100 vph	Yes	Yes
10287	1	26	10	9	92.0%	1	-8.0%	0.3	+/- 100 vph	Yes	Yes
10288	1	50	50	49	98.6%	1	-1.4%	0.1	+/- 100 vph	Yes	Yes
10289	1	24	53	54	102.5%	-1	2.5%	0.2	+/- 100 vph	Yes	Yes
10290	1	53	40	42	104.5%	-2	4.5%	0.3	+/- 100 vph	Yes	Yes
10291	1	25	10	10	97.0%	0	-3.0%	0.1	+/- 100 vph	Yes	Yes
10292	1	52	10	11	106.0%	-1	6.0%	0.2	+/- 100 vph	Yes	Yes
10293	2	59	412	422	102.3%	-10	2.3%	0.5	+/- 100 vph	Yes	Yes
10294	2	60	455	457	100.5%	-2	0.5%	0.1	+/- 100 vph	Yes	Yes
10295	1	38	100	98	98.4%	2	-1.6%	0.2	+/- 100 vph	Yes	Yes
10296	1	38	10	9	92.0%	1	-8.0%	0.3	+/- 100 vph	Yes	Yes
10297	1	31	10	10	104.1%	0	4.1%	0.1	+/- 100 vph	Yes	Yes
10298	1	30	68	70	102.9%	-2	2.9%	0.2	+/- 100 vph	Yes	Yes
10299	1	62	34	33	96.5%	1	-3.5%	0.2	+/- 100 vph	Yes	Yes
10300	1	63	10	10	96.0%	0	-4.0%	0.1	+/- 100 vph	Yes	Yes
10301	1	66	10	10	102.0%	0	2.0%	0.1	+/- 100 vph	Yes	Yes
10302	1	67	161	165	102.3%	-4	2.3%	0.3	+/- 100 vph	Yes	Yes
10303	1	34	1	1	120.0%	0	20.0%	0.2	+/- 100 vph	Yes	Yes
10304	1	41	3	3	103.3%	0	3.3%	0.1	+/- 100 vph	Yes	Yes
10305	1	74	0	0	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10306	1	67	4	4	97.5%	0	-2.5%	0.1	+/- 100 vph	Yes	Yes
10307	2	43	854	847	99.2%	7	-0.8%	0.2	+/- 15%	Yes	Yes
10308	1	38	43	42	98.1%	1	-1.9%	0.1	+/- 100 vph	Yes	Yes
10309	1	41	16	15	93.1%	1	-6.9%	0.3	+/- 100 vph	Yes	Yes
10310	1	39	14	16	115.7%	-2	15.7%	0.6	+/- 100 vph	Yes	Yes
10311	1	33	35	34	97.7%	1	-2.3%	0.1	+/- 100 vph	Yes	Yes
10312	1	76	115	112	97.0%	3	-3.0%	0.3	+/- 100 vph	Yes	Yes
10313	1	51	10	11	106.0%	-1	6.0%	0.2	+/- 100 vph	Yes	Yes
10314	1	35	10	10	97.6%	0	-2.4%	0.1	+/- 100 vph	Yes	Yes
10315	1	93	68	63	92.8%	5	-7.2%	0.6	+/- 100 vph	Yes	Yes
10316	1	73	3	4	126.7%	-1	26.7%	0.4	+/- 100 vph	Yes	Yes
10317	3	9	1287	1308	101.7%	-21	1.7%	0.6	+/- 15%	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) AM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10318	1	46	58	58	100.5%	0	0.5%	0.0	+/- 100 vph	Yes	Yes
10319	1	48	18	18	99.3%	0	-0.7%	0.0	+/- 100 vph	Yes	Yes
10320	1	33	281	290	103.3%	-9	3.3%	0.5	+/- 100 vph	Yes	Yes
10321	1	35	68	67	98.7%	1	-1.3%	0.1	+/- 100 vph	Yes	Yes
10322	1	32	12	10	82.5%	2	-17.5%	0.6	+/- 100 vph	Yes	Yes
10323	1	28	46	47	101.6%	-1	1.6%	0.1	+/- 100 vph	Yes	Yes
10324	1	52	23	25	107.0%	-2	7.0%	0.3	+/- 100 vph	Yes	Yes
10325	1	77	347	343	98.8%	4	-1.2%	0.2	+/- 100 vph	Yes	Yes
10326	1	77	203	206	101.5%	-3	1.5%	0.2	+/- 100 vph	Yes	Yes
10327	4	98	1503	1472	98.0%	31	-2.0%	0.8	+/- 15%	Yes	Yes
10328	1	70	268	258	96.1%	10	-3.9%	0.6	+/- 100 vph	Yes	Yes
10329	1	70	40	40	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10330	1	52	40	40	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10331	1	82	116	115	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
10332	1	113	23	25	107.0%	-2	7.0%	0.3	+/- 100 vph	Yes	Yes
10333	1	5	347	341	98.3%	6	-1.7%	0.3	+/- 100 vph	Yes	Yes
10334	1	5	203	205	101.0%	-2	1.0%	0.1	+/- 100 vph	Yes	Yes
10335	1	69	5	6	118.0%	-1	18.0%	0.4	+/- 100 vph	Yes	Yes
10336	1	66	31	30	98.2%	1	-1.8%	0.1	+/- 100 vph	Yes	Yes
10337	1	86	88	89	100.7%	-1	0.7%	0.1	+/- 100 vph	Yes	Yes
10338	1	93	0	0	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes

99.2%	2527	-0.8%	4.5
--------------	-------------	--------------	------------

Min	76.7%	-26	-23.3%	0.0
Max	143.3%	122	43.3%	3.8
Average	99.5%	4	-0.5%	0.3

Links not meeting criteria	0	0
Total links	567	567
Percent of links passing criteria	100.0%	100.0%

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
1	2	9982	1657	1664	100.4%	-7	0.4%	0.2	+/- 15%	Yes	Yes
3	1	7240	799	794	99.4%	5	-0.6%	0.2	+/- 15%	Yes	Yes
4	1	116	34	34	99.2%	0	-0.8%	0.0	+/- 100 vph	Yes	Yes
5	1	1217	805	794	98.7%	11	-1.3%	0.4	+/- 15%	Yes	Yes
6	1	104	149	146	97.8%	3	-2.2%	0.3	+/- 100 vph	Yes	Yes
7	1	8944	1100	492	100.2%	-1	0.2%	0.0	+/- 100 vph	Yes	Yes
8	1	762	936	437	93.5%	31	-6.5%	1.4	+/- 100 vph	Yes	Yes
9	1	1450	1483	707	95.3%	35	-4.7%	1.3	+/- 15%	Yes	Yes
10	1	252	91	95	104.2%	-4	4.2%	0.4	+/- 100 vph	Yes	Yes
11	1	258	70	66	94.2%	4	-5.8%	0.5	+/- 100 vph	Yes	Yes
12	1	966	311	311	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
13	1	957	662	658	99.3%	4	-0.7%	0.2	+/- 100 vph	Yes	Yes
14	1	6133	389	388	99.7%	1	-0.3%	0.1	+/- 100 vph	Yes	Yes
15	1	2922	353	351	99.5%	2	-0.5%	0.1	+/- 100 vph	Yes	Yes
16	1	209	42	43	103.0%	-1	3.0%	0.2	+/- 100 vph	Yes	Yes
17	1	138	19	19	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
18	3	10744	2975	2959	99.5%	16	-0.5%	0.3	+/- 400 vph	Yes	Yes
19	1	50	172	164	95.2%	8	-4.8%	0.6	+/- 100 vph	Yes	Yes
20	1	57	151	148	98.0%	3	-2.0%	0.2	+/- 100 vph	Yes	Yes
21	2	4066	2126	2130	100.2%	-4	0.2%	0.1	+/- 15%	Yes	Yes
22	3	444	2126	2125	100.0%	1	0.0%	0.0	+/- 15%	Yes	Yes
23	2	5913	1437	1381	96.1%	56	-3.9%	1.5	+/- 15%	Yes	Yes
24	3	575	1604	1611	100.4%	-7	0.4%	0.2	+/- 15%	Yes	Yes
25	2	112	485	495	102.0%	-10	2.0%	0.4	+/- 100 vph	Yes	Yes
26	2	1612	957	958	100.1%	-1	0.1%	0.0	+/- 15%	Yes	Yes
27	2	6586	725	724	99.8%	1	-0.2%	0.0	+/- 15%	Yes	Yes
28	2	486	735	733	99.7%	2	-0.3%	0.1	+/- 15%	Yes	Yes
29	2	430	946	827	87.4%	119	-12.6%	4.0	+/- 15%	Yes	Yes
30	1	334	485	496	102.4%	-11	2.4%	0.5	+/- 100 vph	Yes	Yes
31	2	480	1026	1038	101.1%	-12	1.1%	0.4	+/- 15%	Yes	Yes
32	1	187	205	198	96.7%	7	-3.3%	0.5	+/- 100 vph	Yes	Yes
33	2	320	457	460	100.6%	-3	0.6%	0.1	+/- 100 vph	Yes	Yes
35	2	1622	1455	1467	100.8%	-12	0.8%	0.3	+/- 15%	Yes	Yes
36	2	3765	1334	1324	99.3%	10	-0.7%	0.3	+/- 15%	Yes	Yes
37	2	7363	1560	1558	99.9%	2	-0.1%	0.1	+/- 15%	Yes	Yes
38	1	3822	730	686	94.0%	44	-6.0%	1.6	+/- 15%	Yes	Yes
39	1	1838	760	755	99.3%	5	-0.7%	0.2	+/- 15%	Yes	Yes
40	1	542	118	121	102.3%	-3	2.3%	0.3	+/- 100 vph	Yes	Yes
41	1	541	161	160	99.1%	1	-0.9%	0.1	+/- 100 vph	Yes	Yes
42	1	1150	1380	689	99.8%	1	-0.2%	0.0	+/- 100 vph	Yes	Yes
43	1	171	487	492	100.9%	-5	0.9%	0.2	+/- 100 vph	Yes	Yes
44	1	177	203	201	99.0%	2	-1.0%	0.1	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
45	1	1301	118	116	98.4%	2	-1.6%	0.2	+/- 100 vph	Yes	Yes
46	1	456	45	44	98.7%	1	-1.3%	0.1	+/- 100 vph	Yes	Yes
47	1	205	35	34	98.2%	1	-1.8%	0.1	+/- 100 vph	Yes	Yes
48	1	195	20	17	87.0%	3	-13.0%	0.6	+/- 100 vph	Yes	Yes
49	1	195	70	70	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
50	1	199	31	30	97.7%	1	-2.3%	0.1	+/- 100 vph	Yes	Yes
51	1	7574	708	700	98.8%	8	-1.2%	0.3	+/- 15%	Yes	Yes
52	1	729	762	741	97.2%	21	-2.8%	0.8	+/- 15%	Yes	Yes
53	1	189	181	178	98.6%	3	-1.4%	0.2	+/- 100 vph	Yes	Yes
54	1	726	921	438	95.1%	22	-4.9%	1.1	+/- 100 vph	Yes	Yes
55	1	247	87	85	97.3%	2	-2.7%	0.3	+/- 100 vph	Yes	Yes
56	1	47	145	143	98.3%	2	-1.7%	0.2	+/- 100 vph	Yes	Yes
57	3	412	2587	2588	100.0%	-1	0.0%	0.0	+/- 15%	Yes	Yes
58	2	7852	2587	2590	100.1%	-3	0.1%	0.1	+/- 15%	Yes	Yes
59	1	252	414	419	101.3%	-5	1.3%	0.3	+/- 100 vph	Yes	Yes
60	3	901	1399	1407	100.5%	-8	0.5%	0.2	+/- 15%	Yes	Yes
61	2	590	1399	1405	100.4%	-6	0.4%	0.2	+/- 15%	Yes	Yes
62	1	211	241	246	101.9%	-5	1.9%	0.3	+/- 100 vph	Yes	Yes
63	1	211	176	182	103.5%	-6	3.5%	0.5	+/- 100 vph	Yes	Yes
64	1	169	176	177	100.6%	-1	0.6%	0.1	+/- 100 vph	Yes	Yes
65	2	238	141	139	98.6%	2	-1.4%	0.2	+/- 100 vph	Yes	Yes
66	2	3531	2178	2106	96.7%	72	-3.3%	1.6	+/- 15%	Yes	Yes
67	2	2660	2349	2366	100.7%	-17	0.7%	0.3	+/- 15%	Yes	Yes
69	1	934	477	235	98.7%	3	-1.3%	0.2	+/- 100 vph	Yes	Yes
70	2	215	142	138	97.2%	4	-2.8%	0.3	+/- 100 vph	Yes	Yes
72	3	332	2868	2808	97.9%	60	-2.1%	1.1	+/- 400 vph	Yes	Yes
73	2	9218	2868	2803	97.7%	65	-2.3%	1.2	+/- 400 vph	Yes	Yes
74	1	898	763	377	98.8%	5	-1.2%	0.2	+/- 100 vph	Yes	Yes
75	1	210	85	87	102.5%	-2	2.5%	0.2	+/- 100 vph	Yes	Yes
76	3	9046	1292	1285	99.5%	7	-0.5%	0.2	+/- 15%	Yes	Yes
77	3	122	1805	1788	99.1%	17	-0.9%	0.4	+/- 15%	Yes	Yes
78	1	960	1877	918	97.9%	20	-2.1%	0.7	+/- 15%	Yes	Yes
79	2	518	866	868	100.3%	-2	0.3%	0.1	+/- 15%	Yes	Yes
80	1	4492	237	237	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
81	1	738	202	197	97.7%	5	-2.3%	0.3	+/- 100 vph	Yes	Yes
82	2	207	477	485	101.7%	-8	1.7%	0.4	+/- 100 vph	Yes	Yes
83	2	198	343	350	102.0%	-7	2.0%	0.4	+/- 100 vph	Yes	Yes
84	2	187	238	237	99.7%	1	-0.3%	0.0	+/- 100 vph	Yes	Yes
85	1	217	102	106	103.8%	-4	3.8%	0.4	+/- 100 vph	Yes	Yes
86	2	2145	2487	2436	98.0%	51	-2.0%	1.0	+/- 15%	Yes	Yes
87	3	921	3048	2999	98.4%	49	-1.6%	0.9	+/- 400 vph	Yes	Yes
88	1	793	1123	553	98.4%	9	-1.6%	0.4	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
90	3	1081	2065	1674	103.5%	-56	3.5%	1.4	+/- 15%	Yes	Yes
91	2	1086	1683	1649	98.0%	34	-2.0%	0.8	+/- 15%	Yes	Yes
92	2	576	1047	1045	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
93	2	6513	1401	1397	99.7%	4	-0.3%	0.1	+/- 15%	Yes	Yes
94	2	1573	1543	1540	99.8%	3	-0.2%	0.1	+/- 15%	Yes	Yes
95	2	9040	1273	1266	99.5%	7	-0.5%	0.2	+/- 15%	Yes	Yes
96	1	5667	346	344	99.4%	2	-0.6%	0.1	+/- 100 vph	Yes	Yes
97	1	1124	220	216	98.4%	4	-1.6%	0.2	+/- 100 vph	Yes	Yes
98	1	450	282	281	99.8%	1	-0.2%	0.0	+/- 100 vph	Yes	Yes
99	1	458	492	497	101.0%	-5	1.0%	0.2	+/- 100 vph	Yes	Yes
100	3	833	1711	1624	94.9%	87	-5.1%	2.1	+/- 15%	Yes	Yes
101	2	1348	1020	1019	99.9%	1	-0.1%	0.0	+/- 15%	Yes	Yes
102	1	4396	453	443	97.9%	10	-2.1%	0.5	+/- 100 vph	Yes	Yes
103	1	981	399	390	97.8%	9	-2.2%	0.4	+/- 100 vph	Yes	Yes
106	1	447	527	524	99.4%	3	-0.6%	0.1	+/- 100 vph	Yes	Yes
107	1	4793	456	454	99.5%	2	-0.5%	0.1	+/- 100 vph	Yes	Yes
108	2	2288	3287	3280	99.8%	7	-0.2%	0.1	+/- 400 vph	Yes	Yes
109	3	603	3287	3282	99.9%	5	-0.1%	0.1	+/- 400 vph	Yes	Yes
110	1	219	136	133	97.7%	3	-2.3%	0.3	+/- 100 vph	Yes	Yes
111	1	207	134	134	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
112	1	161	42	42	99.1%	0	-0.9%	0.1	+/- 100 vph	Yes	Yes
113	1	173	10	10	101.2%	0	1.2%	0.0	+/- 100 vph	Yes	Yes
114	1	131	69	70	100.7%	-1	0.7%	0.1	+/- 100 vph	Yes	Yes
115	1	194	87	85	97.3%	2	-2.7%	0.3	+/- 100 vph	Yes	Yes
116	1	226	170	174	102.2%	-4	2.2%	0.3	+/- 100 vph	Yes	Yes
117	1	143	148	147	99.6%	1	-0.4%	0.0	+/- 100 vph	Yes	Yes
118	1	135	39	37	95.1%	2	-4.9%	0.3	+/- 100 vph	Yes	Yes
119	1	94	82	86	104.5%	-4	4.5%	0.4	+/- 100 vph	Yes	Yes
120	1	475	758	380	100.3%	-1	0.3%	0.1	+/- 100 vph	Yes	Yes
121	2	252	380	376	99.1%	4	-0.9%	0.2	+/- 100 vph	Yes	Yes
122	2	1798	3048	3001	98.4%	47	-1.6%	0.9	+/- 400 vph	Yes	Yes
123	1	678	1254	634	101.1%	-7	1.1%	0.3	+/- 100 vph	Yes	Yes
124	2	7252	1128	1134	100.5%	-6	0.5%	0.2	+/- 15%	Yes	Yes
125	1	100	92	95	103.5%	-3	3.5%	0.3	+/- 100 vph	Yes	Yes
126	2	7504	1006	998	99.2%	8	-0.8%	0.2	+/- 15%	Yes	Yes
127	1	107	392	396	100.9%	-4	0.9%	0.2	+/- 100 vph	Yes	Yes
128	3	1059	3426	3386	98.8%	40	-1.2%	0.7	+/- 400 vph	Yes	Yes
129	3	3050	1021	1019	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
130	3	149	905	900	99.5%	5	-0.5%	0.2	+/- 15%	Yes	Yes
131	4	730	2173	2131	98.1%	42	-1.9%	0.9	+/- 15%	Yes	Yes
132	2	285	574	559	97.3%	15	-2.7%	0.6	+/- 100 vph	Yes	Yes
133	1	288	331	327	98.9%	4	-1.1%	0.2	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
134	3	5800	1389	1385	99.7%	4	-0.3%	0.1	+/- 15%	Yes	Yes
135	1	797	817	409	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
136	3	345	3018	2981	98.8%	37	-1.2%	0.7	+/- 400 vph	Yes	Yes
137	2	207	3018	2972	98.5%	46	-1.5%	0.8	+/- 400 vph	Yes	Yes
138	1	453	705	355	100.6%	-2	0.6%	0.1	+/- 100 vph	Yes	Yes
139	3	1202	3914	3922	100.2%	-8	0.2%	0.1	+/- 400 vph	Yes	Yes
140	2	2108	3537	3554	100.5%	-17	0.5%	0.3	+/- 400 vph	Yes	Yes
141	2	338	377	377	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
142	1	504	548	279	101.8%	-5	1.8%	0.3	+/- 100 vph	Yes	Yes
143	3	426	3914	3929	100.4%	-15	0.4%	0.2	+/- 400 vph	Yes	Yes
144	1	313	205	99	96.6%	3	-3.4%	0.3	+/- 100 vph	Yes	Yes
145	2	1541	421	407	96.7%	14	-3.3%	0.7	+/- 100 vph	Yes	Yes
146	4	190	1357	1321	97.4%	36	-2.6%	1.0	+/- 15%	Yes	Yes
147	4	280	1301	1302	100.1%	-1	0.1%	0.0	+/- 15%	Yes	Yes
148	2	168	948	933	98.5%	15	-1.5%	0.5	+/- 15%	Yes	Yes
149	1	2507	269	254	94.3%	15	-5.7%	0.9	+/- 100 vph	Yes	Yes
150	4	494	1685	1373	103.0%	-40	3.0%	1.1	+/- 15%	Yes	Yes
151	3	330	1269	1285	101.2%	-16	1.2%	0.4	+/- 15%	Yes	Yes
152	4	4576	2101	2100	99.9%	1	-0.1%	0.0	+/- 15%	Yes	Yes
153	3	151	1027	1015	98.9%	12	-1.1%	0.4	+/- 15%	Yes	Yes
154	3	494	1364	1368	100.3%	-4	0.3%	0.1	+/- 15%	Yes	Yes
155	1	344	8	8	105.0%	0	5.0%	0.1	+/- 100 vph	Yes	Yes
156	1	113	31	27	86.5%	4	-13.5%	0.8	+/- 100 vph	Yes	Yes
157	1	113	93	90	97.2%	3	-2.8%	0.3	+/- 100 vph	Yes	Yes
158	2	540	31	31	99.0%	0	-1.0%	0.1	+/- 100 vph	Yes	Yes
159	3	323	1499	1498	99.9%	1	-0.1%	0.0	+/- 15%	Yes	Yes
160	1	203	282	139	98.7%	2	-1.3%	0.1	+/- 100 vph	Yes	Yes
162	2	446	162	84	103.5%	-3	3.5%	0.3	+/- 100 vph	Yes	Yes
163	3	71	832	827	99.4%	5	-0.6%	0.2	+/- 15%	Yes	Yes
164	2	4625	387	384	99.3%	3	-0.7%	0.1	+/- 100 vph	Yes	Yes
165	2	1099	120	114	95.3%	6	-4.7%	0.5	+/- 100 vph	Yes	Yes
166	2	1079	706	704	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
169	4	255	1922	1922	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
170	2	553	399	403	101.0%	-4	1.0%	0.2	+/- 100 vph	Yes	Yes
171	2	706	2666	2627	98.5%	39	-1.5%	0.8	+/- 15%	Yes	Yes
172	1	902	1343	623	92.8%	48	-7.2%	1.9	+/- 100 vph	Yes	Yes
173	1	1480	619	308	99.7%	1	-0.3%	0.1	+/- 100 vph	Yes	Yes
174	2	497	991	995	100.4%	-4	0.4%	0.1	+/- 15%	Yes	Yes
175	2	485	724	722	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
176	1	355	9	9	98.9%	0	-1.1%	0.0	+/- 100 vph	Yes	Yes
177	1	54	351	343	97.9%	8	-2.1%	0.4	+/- 100 vph	Yes	Yes
178	2	4534	892	888	99.5%	4	-0.5%	0.1	+/- 15%	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
180	3	207	920	930	101.1%	-10	1.1%	0.3	+/- 15%	Yes	Yes
181	1	358	348	345	99.1%	3	-0.9%	0.2	+/- 100 vph	Yes	Yes
182	2	466	131	130	98.9%	1	-1.1%	0.1	+/- 100 vph	Yes	Yes
183	1	600	160	157	98.1%	3	-1.9%	0.2	+/- 100 vph	Yes	Yes
184	1	2493	173	170	98.1%	3	-1.9%	0.2	+/- 100 vph	Yes	Yes
185	1	104	57	57	100.7%	0	0.7%	0.1	+/- 100 vph	Yes	Yes
186	2	164	277	278	100.5%	-1	0.5%	0.1	+/- 100 vph	Yes	Yes
187	4	109	1314	1309	99.7%	5	-0.3%	0.1	+/- 15%	Yes	Yes
188	2	999	189	190	100.4%	-1	0.4%	0.1	+/- 100 vph	Yes	Yes
189	2	2496	124	122	98.3%	2	-1.7%	0.2	+/- 100 vph	Yes	Yes
190	1	55	48	45	92.9%	3	-7.1%	0.5	+/- 100 vph	Yes	Yes
191	2	3138	500	500	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
192	2	649	560	238	110.9%	-23	10.9%	1.6	+/- 100 vph	Yes	Yes
193	2	2829	537	535	99.6%	2	-0.4%	0.1	+/- 100 vph	Yes	Yes
194	1	379	216	216	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
195	1	178	321	317	98.9%	4	-1.1%	0.2	+/- 100 vph	Yes	Yes
196	3	233	1048	1041	99.4%	7	-0.6%	0.2	+/- 15%	Yes	Yes
197	4	233	1048	1042	99.4%	6	-0.6%	0.2	+/- 15%	Yes	Yes
200	3	3590	4208	4220	100.3%	-12	0.3%	0.2	+/- 400 vph	Yes	Yes
201	3	1506	2666	2630	98.7%	36	-1.3%	0.7	+/- 15%	Yes	Yes
202	2	3279	630	620	98.5%	10	-1.5%	0.4	+/- 100 vph	Yes	Yes
203	3	1211	2975	2945	99.0%	30	-1.0%	0.6	+/- 400 vph	Yes	Yes
204	1	115	85	85	100.4%	0	0.4%	0.0	+/- 100 vph	Yes	Yes
205	1	355	24	25	105.8%	-1	5.8%	0.3	+/- 100 vph	Yes	Yes
207	1	95	6	8	126.2%	-2	26.2%	0.6	+/- 100 vph	Yes	Yes
208	1	917	33	33	99.1%	0	-0.9%	0.1	+/- 100 vph	Yes	Yes
209	1	318	44	46	104.1%	-2	4.1%	0.3	+/- 100 vph	Yes	Yes
210	1	79	20	23	114.0%	-3	14.0%	0.6	+/- 100 vph	Yes	Yes
211	1	335	9	8	89.9%	1	-10.1%	0.3	+/- 100 vph	Yes	Yes
212	1	335	40	40	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
214	2	82	417	428	102.6%	-11	2.6%	0.5	+/- 100 vph	Yes	Yes
215	1	242	170	168	98.8%	2	-1.2%	0.2	+/- 100 vph	Yes	Yes
216	1	243	40	40	98.9%	0	-1.1%	0.1	+/- 100 vph	Yes	Yes
217	1	247	126	121	95.8%	5	-4.2%	0.5	+/- 100 vph	Yes	Yes
218	1	248	40	39	97.9%	1	-2.1%	0.1	+/- 100 vph	Yes	Yes
219	1	270	2	2	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
220	1	270	3	4	123.3%	-1	23.3%	0.4	+/- 100 vph	Yes	Yes
221	2	573	815	801	98.3%	14	-1.7%	0.5	+/- 15%	Yes	Yes
222	1	149	5	4	80.0%	1	-20.0%	0.5	+/- 100 vph	Yes	Yes
223	1	149	26	28	106.9%	-2	6.9%	0.3	+/- 100 vph	Yes	Yes
224	1	147	35	36	104.0%	-1	4.0%	0.2	+/- 100 vph	Yes	Yes
225	1	147	5	4	80.0%	1	-20.0%	0.5	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
227	1	1003	50	48	96.5%	2	-3.5%	0.2	+/- 100 vph	Yes	Yes
228	1	154	15	15	100.6%	0	0.6%	0.0	+/- 100 vph	Yes	Yes
229	1	155	10	11	109.0%	-1	9.0%	0.3	+/- 100 vph	Yes	Yes
230	1	1007	111	110	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
231	1	454	26	25	96.2%	1	-3.8%	0.2	+/- 100 vph	Yes	Yes
232	1	454	10	10	101.0%	0	1.0%	0.0	+/- 100 vph	Yes	Yes
233	1	1267	66	64	97.0%	2	-3.0%	0.2	+/- 100 vph	Yes	Yes
234	1	453	20	21	104.0%	-1	4.0%	0.2	+/- 100 vph	Yes	Yes
235	1	1298	107	105	98.0%	2	-2.0%	0.2	+/- 100 vph	Yes	Yes
236	1	454	18	18	101.8%	0	1.8%	0.1	+/- 100 vph	Yes	Yes
237	4	195	1636	1590	97.2%	46	-2.8%	1.1	+/- 15%	Yes	Yes
238	1	610	88	93	105.9%	-5	5.9%	0.5	+/- 100 vph	Yes	Yes
239	1	164	7	7	98.7%	0	-1.3%	0.0	+/- 100 vph	Yes	Yes
240	1	402	252	246	97.5%	6	-2.5%	0.4	+/- 100 vph	Yes	Yes
241	2	1509	343	342	99.7%	1	-0.3%	0.1	+/- 100 vph	Yes	Yes
242	1	173	81	87	107.5%	-6	7.5%	0.7	+/- 100 vph	Yes	Yes
243	1	172	262	256	97.6%	6	-2.4%	0.4	+/- 100 vph	Yes	Yes
244	1	101	189	187	99.1%	2	-0.9%	0.1	+/- 100 vph	Yes	Yes
10000	1	52	34	34	99.1%	0	-0.9%	0.1	+/- 100 vph	Yes	Yes
10001	1	32	151	148	98.0%	3	-2.0%	0.2	+/- 100 vph	Yes	Yes
10002	1	46	172	164	95.4%	8	-4.6%	0.6	+/- 100 vph	Yes	Yes
10003	1	73	149	146	97.8%	3	-2.2%	0.3	+/- 100 vph	Yes	Yes
10004	1	85	302	296	97.9%	6	-2.1%	0.4	+/- 100 vph	Yes	Yes
10005	1	65	570	552	96.9%	18	-3.1%	0.7	+/- 100 vph	Yes	Yes
10006	1	29	17	18	105.6%	-1	5.6%	0.2	+/- 100 vph	Yes	Yes
10007	1	43	73	76	103.5%	-3	3.5%	0.3	+/- 100 vph	Yes	Yes
10008	1	50	39	36	92.5%	3	-7.5%	0.5	+/- 100 vph	Yes	Yes
10009	1	60	18	19	107.3%	-1	7.3%	0.3	+/- 100 vph	Yes	Yes
10010	1	45	42	43	103.1%	-1	3.1%	0.2	+/- 100 vph	Yes	Yes
10011	1	60	19	19	99.5%	0	-0.5%	0.0	+/- 100 vph	Yes	Yes
10012	1	47	102	100	97.7%	2	-2.3%	0.2	+/- 100 vph	Yes	Yes
10013	1	48	32	30	95.0%	2	-5.0%	0.3	+/- 100 vph	Yes	Yes
10014	1	52	13	13	99.5%	0	-0.5%	0.0	+/- 100 vph	Yes	Yes
10015	1	51	192	189	98.7%	3	-1.3%	0.2	+/- 100 vph	Yes	Yes
10016	1	69	34	34	99.4%	0	-0.6%	0.0	+/- 100 vph	Yes	Yes
10017	1	70	42	43	103.1%	-1	3.1%	0.2	+/- 100 vph	Yes	Yes
10018	1	74	149	146	97.9%	3	-2.1%	0.3	+/- 100 vph	Yes	Yes
10019	1	72	19	19	100.7%	0	0.7%	0.0	+/- 100 vph	Yes	Yes
10020	1	70	245	243	99.4%	2	-0.6%	0.1	+/- 100 vph	Yes	Yes
10021	1	86	321	319	99.3%	2	-0.7%	0.1	+/- 100 vph	Yes	Yes
10022	1	82	750	742	98.9%	8	-1.1%	0.3	+/- 15%	Yes	Yes
10023	1	81	573	571	99.6%	2	-0.4%	0.1	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10024	1	57	172	164	95.3%	8	-4.7%	0.6	+/- 100 vph	Yes	Yes
10025	1	44	151	148	98.0%	3	-2.0%	0.3	+/- 100 vph	Yes	Yes
10026	2	12	2126	2125	100.0%	1	0.0%	0.0	+/- 15%	Yes	Yes
10027	2	7	1657	1671	100.8%	-14	0.8%	0.3	+/- 15%	Yes	Yes
10028	1	7	469	454	96.9%	15	-3.1%	0.7	+/- 100 vph	Yes	Yes
10029	2	27	1437	1387	96.5%	50	-3.5%	1.3	+/- 15%	Yes	Yes
10030	1	36	741	717	96.8%	24	-3.2%	0.9	+/- 15%	Yes	Yes
10031	2	25	2178	2109	96.8%	69	-3.2%	1.5	+/- 15%	Yes	Yes
10032	1	55	16	17	105.1%	-1	5.1%	0.2	+/- 100 vph	Yes	Yes
10033	1	27	203	202	99.3%	2	-0.7%	0.1	+/- 100 vph	Yes	Yes
10034	1	29	487	490	100.7%	-3	0.7%	0.2	+/- 100 vph	Yes	Yes
10035	1	44	88	85	96.8%	3	-3.2%	0.3	+/- 100 vph	Yes	Yes
10036	2	99	713	711	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
10037	1	88	30	31	103.0%	-1	3.0%	0.2	+/- 100 vph	Yes	Yes
10038	1	47	9	7	75.6%	2	-24.4%	0.8	+/- 100 vph	Yes	Yes
10039	1	50	11	13	116.4%	-2	16.4%	0.5	+/- 100 vph	Yes	Yes
10040	1	50	14	12	83.6%	2	-16.4%	0.6	+/- 100 vph	Yes	Yes
10041	1	46	20	19	96.7%	1	-3.3%	0.1	+/- 100 vph	Yes	Yes
10042	1	73	7	8	118.6%	-1	18.6%	0.5	+/- 100 vph	Yes	Yes
10043	1	68	7	7	94.3%	0	-5.7%	0.2	+/- 100 vph	Yes	Yes
10044	1	66	11	10	92.7%	1	-7.3%	0.2	+/- 100 vph	Yes	Yes
10045	1	63	43	46	106.5%	-3	6.5%	0.4	+/- 100 vph	Yes	Yes
10046	2	71	939	939	100.1%	0	0.1%	0.0	+/- 15%	Yes	Yes
10047	2	72	704	704	99.9%	0	-0.1%	0.0	+/- 15%	Yes	Yes
10048	1	81	4	4	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10049	1	76	13	12	95.4%	1	-4.6%	0.2	+/- 100 vph	Yes	Yes
10050	1	68	11	11	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10051	1	25	203	200	98.3%	3	-1.7%	0.2	+/- 100 vph	Yes	Yes
10052	1	57	469	475	101.3%	-6	1.3%	0.3	+/- 100 vph	Yes	Yes
10053	2	83	469	479	102.2%	-10	2.2%	0.5	+/- 100 vph	Yes	Yes
10054	1	3	485	497	102.4%	-12	2.4%	0.5	+/- 100 vph	Yes	Yes
10055	1	89	181	178	98.6%	3	-1.4%	0.2	+/- 100 vph	Yes	Yes
10056	1	52	205	199	96.9%	6	-3.1%	0.4	+/- 100 vph	Yes	Yes
10057	1	84	451	442	97.9%	9	-2.1%	0.4	+/- 100 vph	Yes	Yes
10058	1	42	161	160	99.2%	1	-0.8%	0.1	+/- 100 vph	Yes	Yes
10059	1	70	205	208	101.2%	-3	1.2%	0.2	+/- 100 vph	Yes	Yes
10060	2	116	536	538	100.4%	-2	0.4%	0.1	+/- 100 vph	Yes	Yes
10061	1	89	118	120	101.7%	-2	1.7%	0.2	+/- 100 vph	Yes	Yes
10062	1	7	87	84	97.0%	3	-3.0%	0.3	+/- 100 vph	Yes	Yes
10063	1	89	87	86	98.6%	1	-1.4%	0.1	+/- 100 vph	Yes	Yes
10064	1	56	106	104	97.9%	2	-2.1%	0.2	+/- 100 vph	Yes	Yes
10065	1	111	308	322	104.6%	-14	4.6%	0.8	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10066	1	80	181	178	98.4%	3	-1.6%	0.2	+/- 100 vph	Yes	Yes
10067	1	67	59	54	92.3%	5	-7.7%	0.6	+/- 100 vph	Yes	Yes
10068	1	90	468	463	98.9%	5	-1.1%	0.2	+/- 100 vph	Yes	Yes
10069	1	91	205	198	96.7%	7	-3.3%	0.5	+/- 100 vph	Yes	Yes
10070	1	49	145	143	98.3%	2	-1.7%	0.2	+/- 100 vph	Yes	Yes
10071	1	40	145	143	98.3%	2	-1.7%	0.2	+/- 100 vph	Yes	Yes
10072	2	2	2126	2136	100.5%	-10	0.5%	0.2	+/- 15%	Yes	Yes
10073	2	5	2587	2587	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
10074	1	2	461	452	98.0%	9	-2.0%	0.4	+/- 100 vph	Yes	Yes
10075	1	92	315	310	98.3%	5	-1.7%	0.3	+/- 100 vph	Yes	Yes
10076	1	5	414	418	101.1%	-4	1.1%	0.2	+/- 100 vph	Yes	Yes
10077	2	104	1279	1278	99.9%	1	-0.1%	0.0	+/- 15%	Yes	Yes
10078	2	81	1158	1163	100.4%	-5	0.4%	0.1	+/- 15%	Yes	Yes
10079	2	4	1399	1404	100.4%	-5	0.4%	0.1	+/- 15%	Yes	Yes
10080	1	143	241	246	102.1%	-5	2.1%	0.3	+/- 100 vph	Yes	Yes
10081	1	72	281	284	101.1%	-3	1.1%	0.2	+/- 100 vph	Yes	Yes
10082	1	50	176	182	103.4%	-6	3.4%	0.4	+/- 100 vph	Yes	Yes
10083	1	115	176	179	101.7%	-3	1.7%	0.2	+/- 100 vph	Yes	Yes
10084	1	109	176	175	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
10085	1	30	241	246	101.9%	-5	1.9%	0.3	+/- 100 vph	Yes	Yes
10086	1	30	176	182	103.5%	-6	3.5%	0.5	+/- 100 vph	Yes	Yes
10087	1	43	161	159	99.0%	2	-1.0%	0.1	+/- 100 vph	Yes	Yes
10088	1	43	118	121	102.4%	-3	2.4%	0.3	+/- 100 vph	Yes	Yes
10089	1	27	690	688	99.7%	2	-0.3%	0.1	+/- 100 vph	Yes	Yes
10090	1	23	238	235	98.8%	3	-1.2%	0.2	+/- 100 vph	Yes	Yes
10091	3	24	2666	2633	98.8%	33	-1.2%	0.6	+/- 15%	Yes	Yes
10092	2	21	2349	2364	100.6%	-15	0.6%	0.3	+/- 15%	Yes	Yes
10093	1	27	309	311	100.7%	-2	0.7%	0.1	+/- 100 vph	Yes	Yes
10094	1	88	142	137	96.6%	5	-3.4%	0.4	+/- 100 vph	Yes	Yes
10095	1	4	239	235	98.5%	4	-1.5%	0.2	+/- 100 vph	Yes	Yes
10096	2	6	2487	2434	97.9%	53	-2.1%	1.1	+/- 15%	Yes	Yes
10097	2	3	2868	2807	97.9%	61	-2.1%	1.1	+/- 400 vph	Yes	Yes
10098	2	4	866	869	100.4%	-3	0.4%	0.1	+/- 15%	Yes	Yes
10099	2	9	2487	2440	98.1%	47	-1.9%	0.9	+/- 15%	Yes	Yes
10100	2	17	3048	2999	98.4%	49	-1.6%	0.9	+/- 400 vph	Yes	Yes
10101	2	9	3287	3282	99.8%	5	-0.2%	0.1	+/- 400 vph	Yes	Yes
10102	2	14	2349	2366	100.7%	-17	0.7%	0.4	+/- 15%	Yes	Yes
10103	1	14	938	916	97.6%	23	-2.4%	0.7	+/- 15%	Yes	Yes
10104	1	9	561	556	99.0%	5	-1.0%	0.2	+/- 100 vph	Yes	Yes
10105	1	3	939	923	98.3%	16	-1.7%	0.5	+/- 15%	Yes	Yes
10106	2	133	618	622	100.6%	-4	0.6%	0.2	+/- 100 vph	Yes	Yes
10107	1	6	134	134	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10108	2	117	118	118	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
10109	1	90	24	22	90.0%	2	-10.0%	0.5	+/- 100 vph	Yes	Yes
10110	1	79	86	85	98.7%	1	-1.3%	0.1	+/- 100 vph	Yes	Yes
10111	1	131	134	134	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10112	1	89	115	112	97.0%	3	-3.0%	0.3	+/- 100 vph	Yes	Yes
10113	1	55	44	45	102.3%	-1	2.3%	0.1	+/- 100 vph	Yes	Yes
10114	1	9	343	350	102.2%	-7	2.2%	0.4	+/- 100 vph	Yes	Yes
10115	1	6	103	99	95.6%	5	-4.4%	0.4	+/- 100 vph	Yes	Yes
10116	1	5	381	376	98.6%	6	-1.4%	0.3	+/- 100 vph	Yes	Yes
10117	1	40	382	378	99.0%	4	-1.0%	0.2	+/- 100 vph	Yes	Yes
10118	3	85	1842	1822	98.9%	20	-1.1%	0.5	+/- 15%	Yes	Yes
10119	1	64	102	108	106.0%	-6	6.0%	0.6	+/- 100 vph	Yes	Yes
10120	1	48	54	52	96.3%	2	-3.7%	0.3	+/- 100 vph	Yes	Yes
10121	1	12	136	132	97.3%	4	-2.7%	0.3	+/- 100 vph	Yes	Yes
10122	1	9	102	105	103.1%	-3	3.1%	0.3	+/- 100 vph	Yes	Yes
10123	1	94	136	134	98.5%	2	-1.5%	0.2	+/- 100 vph	Yes	Yes
10124	1	88	323	332	102.6%	-9	2.6%	0.5	+/- 100 vph	Yes	Yes
10125	1	63	146	148	101.4%	-2	1.4%	0.2	+/- 100 vph	Yes	Yes
10126	1	82	20	19	93.0%	1	-7.0%	0.3	+/- 100 vph	Yes	Yes
10127	2	24	1683	1653	98.2%	30	-1.8%	0.7	+/- 15%	Yes	Yes
10128	1	55	31	33	105.5%	-2	5.5%	0.3	+/- 100 vph	Yes	Yes
10129	1	55	284	287	100.9%	-3	0.9%	0.1	+/- 100 vph	Yes	Yes
10130	1	91	42	42	99.5%	0	-0.5%	0.0	+/- 100 vph	Yes	Yes
10131	1	64	10	10	102.9%	0	2.9%	0.1	+/- 100 vph	Yes	Yes
10132	1	76	107	109	101.7%	-2	1.7%	0.2	+/- 100 vph	Yes	Yes
10133	1	107	198	201	101.7%	-3	1.7%	0.2	+/- 100 vph	Yes	Yes
10134	1	56	79	83	105.3%	-4	5.3%	0.5	+/- 100 vph	Yes	Yes
10135	1	86	69	70	101.0%	-1	1.0%	0.1	+/- 100 vph	Yes	Yes
10136	1	82	34	32	94.7%	2	-5.3%	0.3	+/- 100 vph	Yes	Yes
10137	2	71	1357	1353	99.7%	4	-0.3%	0.1	+/- 15%	Yes	Yes
10138	2	72	947	943	99.6%	4	-0.4%	0.1	+/- 15%	Yes	Yes
10139	1	106	144	142	98.9%	2	-1.1%	0.1	+/- 100 vph	Yes	Yes
10140	1	63	42	41	98.6%	1	-1.4%	0.1	+/- 100 vph	Yes	Yes
10141	1	50	10	10	101.0%	0	1.0%	0.0	+/- 100 vph	Yes	Yes
10142	1	43	69	70	100.8%	-1	0.8%	0.1	+/- 100 vph	Yes	Yes
10143	1	125	148	147	99.5%	1	-0.5%	0.1	+/- 100 vph	Yes	Yes
10144	1	50	74	74	99.5%	0	-0.5%	0.0	+/- 100 vph	Yes	Yes
10145	1	47	170	175	103.2%	-5	3.2%	0.4	+/- 100 vph	Yes	Yes
10146	1	45	148	148	99.7%	0	-0.3%	0.0	+/- 100 vph	Yes	Yes
10147	1	26	39	37	95.1%	2	-4.9%	0.3	+/- 100 vph	Yes	Yes
10148	1	40	39	37	94.9%	2	-5.1%	0.3	+/- 100 vph	Yes	Yes
10149	1	68	305	311	101.9%	-6	1.9%	0.3	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10150	1	74	360	353	98.1%	7	-1.9%	0.4	+/- 100 vph	Yes	Yes
10151	2	64	702	701	99.8%	1	-0.2%	0.1	+/- 15%	Yes	Yes
10152	1	38	170	173	101.6%	-3	1.6%	0.2	+/- 100 vph	Yes	Yes
10153	1	34	87	85	97.7%	2	-2.3%	0.2	+/- 100 vph	Yes	Yes
10154	1	51	87	85	97.7%	2	-2.3%	0.2	+/- 100 vph	Yes	Yes
10155	1	73	292	291	99.6%	1	-0.4%	0.1	+/- 100 vph	Yes	Yes
10156	1	76	374	366	97.9%	8	-2.1%	0.4	+/- 100 vph	Yes	Yes
10157	1	52	157	152	97.0%	5	-3.0%	0.4	+/- 100 vph	Yes	Yes
10158	1	54	235	233	99.1%	2	-0.9%	0.1	+/- 100 vph	Yes	Yes
10159	1	43	82	86	104.8%	-4	4.8%	0.4	+/- 100 vph	Yes	Yes
10160	1	66	82	86	104.5%	-4	4.5%	0.4	+/- 100 vph	Yes	Yes
10161	1	122	26	26	100.8%	0	0.8%	0.0	+/- 100 vph	Yes	Yes
10162	1	139	97	99	102.4%	-2	2.4%	0.2	+/- 100 vph	Yes	Yes
10163	1	4	380	380	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10164	2	4	3048	3004	98.6%	44	-1.4%	0.8	+/- 400 vph	Yes	Yes
10165	2	10	3018	2979	98.7%	39	-1.3%	0.7	+/- 400 vph	Yes	Yes
10166	1	4	378	380	100.6%	-2	0.6%	0.1	+/- 100 vph	Yes	Yes
10167	1	66	392	396	101.0%	-4	1.0%	0.2	+/- 100 vph	Yes	Yes
10168	2	12	2666	2627	98.5%	39	-1.5%	0.8	+/- 15%	Yes	Yes
10169	2	6	3018	2980	98.7%	38	-1.3%	0.7	+/- 400 vph	Yes	Yes
10170	1	8	408	409	100.1%	-1	0.1%	0.0	+/- 100 vph	Yes	Yes
10171	2	3	3287	3285	99.9%	2	-0.1%	0.0	+/- 400 vph	Yes	Yes
10172	2	31	377	377	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10173	2	28	3537	3553	100.5%	-16	0.5%	0.3	+/- 400 vph	Yes	Yes
10174	1	72	6	8	126.7%	-2	26.7%	0.6	+/- 100 vph	Yes	Yes
10175	3	3	3914	3927	100.3%	-13	0.3%	0.2	+/- 400 vph	Yes	Yes
10176	1	54	562	544	96.9%	18	-3.1%	0.8	+/- 100 vph	Yes	Yes
10177	1	127	627	635	101.2%	-8	1.2%	0.3	+/- 100 vph	Yes	Yes
10178	1	57	33	33	100.6%	0	0.6%	0.0	+/- 100 vph	Yes	Yes
10179	3	135	988	984	99.6%	4	-0.4%	0.1	+/- 15%	Yes	Yes
10180	2	3	2666	2628	98.6%	39	-1.4%	0.7	+/- 15%	Yes	Yes
10181	3	5	2975	2945	99.0%	30	-1.0%	0.6	+/- 400 vph	Yes	Yes
10182	3	68	1301	1310	100.7%	-9	0.7%	0.2	+/- 15%	Yes	Yes
10183	1	14	352	354	100.7%	-2	0.7%	0.1	+/- 100 vph	Yes	Yes
10184	1	129	44	43	98.0%	1	-2.0%	0.1	+/- 100 vph	Yes	Yes
10185	2	130	366	353	96.5%	13	-3.5%	0.7	+/- 100 vph	Yes	Yes
10186	1	34	44	46	104.2%	-2	4.2%	0.3	+/- 100 vph	Yes	Yes
10187	1	35	92	95	103.6%	-3	3.6%	0.3	+/- 100 vph	Yes	Yes
10188	1	40	238	238	99.9%	0	-0.1%	0.0	+/- 100 vph	Yes	Yes
10189	2	60	614	608	99.0%	6	-1.0%	0.3	+/- 100 vph	Yes	Yes
10190	1	28	92	95	103.7%	-3	3.7%	0.3	+/- 100 vph	Yes	Yes
10191	2	74	622	637	102.4%	-15	2.4%	0.6	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10192	1	3	627	634	101.1%	-7	1.1%	0.3	+/- 100 vph	Yes	Yes
10193	2	122	352	355	100.8%	-3	0.8%	0.2	+/- 100 vph	Yes	Yes
10194	1	3	141	139	98.7%	2	-1.3%	0.2	+/- 100 vph	Yes	Yes
10195	3	5	905	900	99.5%	5	-0.5%	0.2	+/- 15%	Yes	Yes
10196	1	0	409	409	100.1%	0	0.1%	0.0	+/- 100 vph	Yes	Yes
10197	2	57	565	561	99.3%	4	-0.7%	0.2	+/- 100 vph	Yes	Yes
10198	2	1	574	573	99.9%	1	-0.1%	0.0	+/- 100 vph	Yes	Yes
10199	1	1	331	327	98.9%	4	-1.1%	0.2	+/- 100 vph	Yes	Yes
10200	1	88	331	329	99.4%	2	-0.6%	0.1	+/- 100 vph	Yes	Yes
10201	4	95	1608	1562	97.1%	46	-2.9%	1.2	+/- 15%	Yes	Yes
10202	3	74	836	836	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
10203	1	44	57	58	101.9%	-1	1.9%	0.1	+/- 100 vph	Yes	Yes
10204	1	64	57	57	99.2%	0	-0.8%	0.1	+/- 100 vph	Yes	Yes
10205	1	37	44	43	98.2%	1	-1.8%	0.1	+/- 100 vph	Yes	Yes
10206	1	57	30	28	93.0%	2	-7.0%	0.4	+/- 100 vph	Yes	Yes
10207	2	85	145	147	101.2%	-2	1.2%	0.1	+/- 100 vph	Yes	Yes
10208	1	74	116	112	96.9%	4	-3.1%	0.3	+/- 100 vph	Yes	Yes
10209	1	60	132	132	99.8%	0	-0.2%	0.0	+/- 100 vph	Yes	Yes
10210	1	5	274	279	101.6%	-5	1.6%	0.3	+/- 100 vph	Yes	Yes
10211	1	3	274	279	101.8%	-5	1.8%	0.3	+/- 100 vph	Yes	Yes
10212	3	3	1027	1016	98.9%	11	-1.1%	0.3	+/- 15%	Yes	Yes
10213	4	105	1180	1159	98.2%	21	-1.8%	0.6	+/- 15%	Yes	Yes
10214	1	55	145	144	99.4%	1	-0.6%	0.1	+/- 100 vph	Yes	Yes
10215	1	45	177	175	98.9%	2	-1.1%	0.1	+/- 100 vph	Yes	Yes
10216	3	103	1124	1141	101.5%	-17	1.5%	0.5	+/- 15%	Yes	Yes
10217	3	80	1519	1519	100.0%	0	0.0%	0.0	+/- 15%	Yes	Yes
10218	2	61	691	691	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10219	1	25	85	87	102.5%	-2	2.5%	0.2	+/- 100 vph	Yes	Yes
10220	1	43	131	130	98.9%	1	-1.1%	0.1	+/- 100 vph	Yes	Yes
10221	3	91	1279	1291	101.0%	-12	1.0%	0.3	+/- 15%	Yes	Yes
10222	1	38	85	87	102.2%	-2	2.2%	0.2	+/- 100 vph	Yes	Yes
10223	2	91	336	324	96.3%	12	-3.7%	0.7	+/- 100 vph	Yes	Yes
10224	1	1	93	90	97.1%	3	-2.9%	0.3	+/- 100 vph	Yes	Yes
10225	1	1	31	31	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10226	3	80	1315	1317	100.1%	-2	0.1%	0.0	+/- 15%	Yes	Yes
10227	1	104	94	93	99.3%	1	-0.7%	0.1	+/- 100 vph	Yes	Yes
10228	1	75	7	7	94.3%	0	-5.7%	0.2	+/- 100 vph	Yes	Yes
10229	1	76	41	42	102.9%	-1	2.9%	0.2	+/- 100 vph	Yes	Yes
10230	1	28	8	8	104.8%	0	4.8%	0.1	+/- 100 vph	Yes	Yes
10231	1	41	31	31	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10232	1	97	93	91	97.4%	2	-2.6%	0.3	+/- 100 vph	Yes	Yes
10233	2	100	22	22	97.7%	1	-2.3%	0.1	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10234	1	87	59	63	106.4%	-4	6.4%	0.5	+/- 100 vph	Yes	Yes
10235	1	51	353	355	100.5%	-2	0.5%	0.1	+/- 100 vph	Yes	Yes
10236	2	62	257	265	103.1%	-8	3.1%	0.5	+/- 100 vph	Yes	Yes
10237	1	76	414	421	101.7%	-7	1.7%	0.3	+/- 100 vph	Yes	Yes
10238	2	85	72	72	99.7%	0	-0.3%	0.0	+/- 100 vph	Yes	Yes
10239	1	73	69	68	98.6%	1	-1.4%	0.1	+/- 100 vph	Yes	Yes
10240	1	53	26	28	108.5%	-2	8.5%	0.4	+/- 100 vph	Yes	Yes
10241	3	92	1022	1013	99.1%	9	-0.9%	0.3	+/- 15%	Yes	Yes
10242	1	94	262	264	100.8%	-2	0.8%	0.1	+/- 100 vph	Yes	Yes
10243	2	84	55	56	101.1%	-1	1.1%	0.1	+/- 100 vph	Yes	Yes
10244	1	61	244	239	98.1%	5	-1.9%	0.3	+/- 100 vph	Yes	Yes
10245	1	35	48	45	93.5%	3	-6.5%	0.5	+/- 100 vph	Yes	Yes
10246	1	23	48	45	93.3%	3	-6.7%	0.5	+/- 100 vph	Yes	Yes
10247	1	54	321	318	99.0%	3	-1.0%	0.2	+/- 100 vph	Yes	Yes
10248	1	52	351	344	98.0%	7	-2.0%	0.4	+/- 100 vph	Yes	Yes
10249	1	63	351	343	97.8%	8	-2.2%	0.4	+/- 100 vph	Yes	Yes
10250	3	7	1048	1041	99.4%	7	-0.6%	0.2	+/- 15%	Yes	Yes
10251	3	9	832	827	99.4%	5	-0.6%	0.2	+/- 15%	Yes	Yes
10252	1	32	27	27	100.7%	0	0.7%	0.0	+/- 100 vph	Yes	Yes
10253	2	52	805	801	99.5%	4	-0.5%	0.2	+/- 15%	Yes	Yes
10254	1	61	87	80	92.2%	7	-7.8%	0.7	+/- 100 vph	Yes	Yes
10255	2	71	473	480	101.5%	-7	1.5%	0.3	+/- 100 vph	Yes	Yes
10256	1	60	154	158	102.4%	-4	2.4%	0.3	+/- 100 vph	Yes	Yes
10257	1	9	216	216	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10258	1	0	216	216	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10259	1	0	321	318	98.9%	4	-1.1%	0.2	+/- 100 vph	Yes	Yes
10260	1	133	604	583	96.5%	21	-3.5%	0.9	+/- 100 vph	Yes	Yes
10261	1	89	48	48	100.3%	0	0.3%	0.0	+/- 100 vph	Yes	Yes
10262	2	6	3537	3560	100.7%	-23	0.7%	0.4	+/- 400 vph	Yes	Yes
10263	2	53	981	990	101.0%	-9	1.0%	0.3	+/- 15%	Yes	Yes
10264	2	70	403	406	100.7%	-3	0.7%	0.1	+/- 100 vph	Yes	Yes
10265	1	46	50	48	96.8%	2	-3.2%	0.2	+/- 100 vph	Yes	Yes
10266	1	25	111	110	99.3%	1	-0.7%	0.1	+/- 100 vph	Yes	Yes
10267	1	86	88	93	105.5%	-5	5.5%	0.5	+/- 100 vph	Yes	Yes
10268	1	69	85	85	100.4%	0	0.4%	0.0	+/- 100 vph	Yes	Yes
10269	1	5	671	658	98.1%	13	-1.9%	0.5	+/- 100 vph	Yes	Yes
10270	2	53	716	713	99.6%	3	-0.4%	0.1	+/- 15%	Yes	Yes
10271	1	27	4	5	115.0%	-1	15.0%	0.3	+/- 100 vph	Yes	Yes
10272	1	52	5	4	86.0%	1	-14.0%	0.3	+/- 100 vph	Yes	Yes
10273	1	28	8	8	105.0%	0	5.0%	0.1	+/- 100 vph	Yes	Yes
10274	2	86	568	578	101.8%	-10	1.8%	0.4	+/- 100 vph	Yes	Yes
10275	1	67	78	77	98.1%	1	-1.9%	0.2	+/- 100 vph	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/ Demand Volume	Demand- Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10276	2	39	920	930	101.1%	-10	1.1%	0.3	+/- 15%	Yes	Yes
10277	1	47	85	86	100.7%	-1	0.7%	0.1	+/- 100 vph	Yes	Yes
10278	2	101	545	530	97.2%	15	-2.8%	0.7	+/- 100 vph	Yes	Yes
10279	1	55	67	67	99.4%	0	-0.6%	0.1	+/- 100 vph	Yes	Yes
10280	1	26	22	22	97.8%	0	-2.2%	0.1	+/- 100 vph	Yes	Yes
10281	1	57	11	10	94.5%	1	-5.5%	0.2	+/- 100 vph	Yes	Yes
10282	1	69	14	13	89.8%	1	-10.2%	0.4	+/- 100 vph	Yes	Yes
10283	1	91	9	12	130.0%	-3	30.0%	0.8	+/- 100 vph	Yes	Yes
10284	1	27	17	16	91.8%	1	-8.2%	0.3	+/- 100 vph	Yes	Yes
10285	1	88	11	11	100.9%	0	0.9%	0.0	+/- 100 vph	Yes	Yes
10286	1	91	1	1	90.0%	0	-10.0%	0.1	+/- 100 vph	Yes	Yes
10287	1	26	5	4	86.0%	1	-14.0%	0.3	+/- 100 vph	Yes	Yes
10288	1	50	4	4	95.0%	0	-5.0%	0.1	+/- 100 vph	Yes	Yes
10289	1	24	31	30	96.5%	1	-3.5%	0.2	+/- 100 vph	Yes	Yes
10290	1	53	14	15	106.4%	-1	6.4%	0.2	+/- 100 vph	Yes	Yes
10291	1	25	10	11	105.0%	-1	5.0%	0.2	+/- 100 vph	Yes	Yes
10292	1	52	9	10	111.6%	-1	11.6%	0.3	+/- 100 vph	Yes	Yes
10293	2	59	447	448	100.3%	-1	0.3%	0.1	+/- 100 vph	Yes	Yes
10294	2	60	407	417	102.6%	-10	2.6%	0.5	+/- 100 vph	Yes	Yes
10295	1	38	165	162	98.1%	3	-1.9%	0.2	+/- 100 vph	Yes	Yes
10296	1	38	5	5	90.0%	1	-10.0%	0.2	+/- 100 vph	Yes	Yes
10297	1	31	5	6	118.0%	-1	18.0%	0.4	+/- 100 vph	Yes	Yes
10298	1	30	121	115	94.8%	6	-5.2%	0.6	+/- 100 vph	Yes	Yes
10299	1	62	35	35	98.9%	0	-1.1%	0.1	+/- 100 vph	Yes	Yes
10300	1	63	5	6	118.0%	-1	18.0%	0.4	+/- 100 vph	Yes	Yes
10301	1	66	5	6	118.0%	-1	18.0%	0.4	+/- 100 vph	Yes	Yes
10302	1	67	35	34	96.0%	1	-4.0%	0.2	+/- 100 vph	Yes	Yes
10303	1	34	1	1	120.0%	0	20.0%	0.2	+/- 100 vph	Yes	Yes
10304	1	41	1	1	70.0%	0	-30.0%	0.3	+/- 100 vph	Yes	Yes
10305	1	74	2	3	125.0%	-1	25.0%	0.3	+/- 100 vph	Yes	Yes
10306	1	67	1	1	130.0%	0	30.0%	0.3	+/- 100 vph	Yes	Yes
10307	2	43	805	804	99.8%	2	-0.2%	0.1	+/- 15%	Yes	Yes
10308	1	38	5	4	80.0%	1	-20.0%	0.5	+/- 100 vph	Yes	Yes
10309	1	41	35	36	104.0%	-1	4.0%	0.2	+/- 100 vph	Yes	Yes
10310	1	39	26	28	106.9%	-2	6.9%	0.3	+/- 100 vph	Yes	Yes
10311	1	33	5	4	80.0%	1	-20.0%	0.5	+/- 100 vph	Yes	Yes
10312	1	76	377	376	99.8%	1	-0.2%	0.0	+/- 100 vph	Yes	Yes
10313	1	51	15	15	100.7%	0	0.7%	0.0	+/- 100 vph	Yes	Yes
10314	1	35	10	11	109.0%	-1	9.0%	0.3	+/- 100 vph	Yes	Yes
10315	1	93	86	86	100.4%	0	0.4%	0.0	+/- 100 vph	Yes	Yes
10316	1	66	0	0	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10317	3	9	1604	1611	100.4%	-7	0.4%	0.2	+/- 15%	Yes	Yes

VISSIM Link Volume Calibration Results - Existing Year (2019) PM Peak Hour

Link Number	Number of Lanes	Link Length	Demand Volume	Simulated Volume	Simulated/Demand Volume	Demand-Simulated Volume	Percent Difference	GEH	Volume Criteria	Meets Volume Criteria?	Meets GEH?
10318	1	46	18	18	102.2%	0	2.2%	0.1	+/- 100 vph	Yes	Yes
10319	1	48	107	105	97.9%	2	-2.1%	0.2	+/- 100 vph	Yes	Yes
10320	1	33	20	21	104.0%	-1	4.0%	0.2	+/- 100 vph	Yes	Yes
10321	1	35	66	64	97.4%	2	-2.6%	0.2	+/- 100 vph	Yes	Yes
10322	1	32	26	25	96.2%	1	-3.8%	0.2	+/- 100 vph	Yes	Yes
10323	1	28	10	10	101.0%	0	1.0%	0.0	+/- 100 vph	Yes	Yes
10324	1	52	7	7	98.6%	0	-1.4%	0.0	+/- 100 vph	Yes	Yes
10325	1	77	262	257	98.1%	5	-1.9%	0.3	+/- 100 vph	Yes	Yes
10326	1	77	81	87	107.8%	-6	7.8%	0.7	+/- 100 vph	Yes	Yes
10327	4	98	1185	1145	96.7%	40	-3.3%	1.2	+/- 15%	Yes	Yes
10328	1	70	172	166	96.4%	6	-3.6%	0.5	+/- 100 vph	Yes	Yes
10329	1	70	189	187	99.1%	2	-0.9%	0.1	+/- 100 vph	Yes	Yes
10330	1	52	189	187	99.1%	2	-0.9%	0.1	+/- 100 vph	Yes	Yes
10331	1	82	80	79	98.6%	1	-1.4%	0.1	+/- 100 vph	Yes	Yes
10332	1	113	7	7	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes
10333	1	5	262	255	97.4%	7	-2.6%	0.4	+/- 100 vph	Yes	Yes
10334	1	5	81	87	107.4%	-6	7.4%	0.7	+/- 100 vph	Yes	Yes
10335	1	69	18	17	95.0%	1	-5.0%	0.2	+/- 100 vph	Yes	Yes
10336	1	66	14	12	84.0%	2	-16.0%	0.6	+/- 100 vph	Yes	Yes
10337	1	86	14	17	118.9%	-3	18.9%	0.7	+/- 100 vph	Yes	Yes
10338	1	93	0	0	100.0%	0	0.0%	0.0	+/- 100 vph	Yes	Yes

99.4%	2067	-0.6%	3.6
-------	------	-------	-----

Min	70.0%	-56	-30.0%	0.0
Max	130.0%	119	30.0%	4.0
Average	99.7%	4	-0.3%	0.3

Links not meeting criteria	0	0
Total links	567	567
Percent of links passing criteria	100.0%	100.0%

VISSIM Intersection Volume Calibration Results - Existing Year (2019) AM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
1	Euclid Avenue/Himes Avenue	EBL	8	8	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	EBT	555	550	0.2	99.1%	5	-0.9%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	EBR	58	56	0.3	96.6%	2	-3.4%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	WBL	73	75	0.2	102.7%	-2	2.7%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	WBT	409	406	0.1	99.3%	3	-0.7%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	WBR	44	44	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	NBL	135	133	0.2	98.5%	2	-1.5%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	NBT	300	298	0.1	99.3%	2	-0.7%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	NBR	160	160	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	SBL	50	47	0.4	94.0%	3	-6.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	SBT	198	197	0.1	99.5%	1	-0.5%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	SBR	28	30	0.4	107.1%	-2	7.1%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	EBT	765	758	0.3	99.1%	7	-0.9%	+/- 15%	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	WBT	311	310	0.1	99.7%	1	-0.3%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	SBL	119	110	0.8	92.4%	9	-7.6%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	SBR	215	216	0.1	100.5%	-1	0.5%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	EBL	497	491	0.3	98.8%	6	-1.2%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	EBT	358	348	0.5	97.2%	10	-2.8%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	EBR	29	28	0.2	96.6%	1	-3.4%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	WBL	14	13	0.3	92.9%	1	-7.1%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	WBT	271	270	0.1	99.6%	1	-0.4%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	WBR	201	201	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	NBL	40	39	0.2	97.5%	1	-2.5%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	NBT	31	31	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	NBR	21	22	0.2	104.8%	-1	4.8%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	EBL	3	2	0.6	66.7%	1	-33.3%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	EBT	735	734	0.0	99.9%	1	-0.1%	+/- 15%	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	EBR	10	9	0.3	90.0%	1	-10.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	WBL	17	16	0.2	94.1%	1	-5.9%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	WBT	712	716	0.1	100.6%	-4	0.6%	+/- 15%	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	WBR	23	22	0.2	95.7%	1	-4.3%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	NBL	30	32	0.4	106.7%	-2	6.7%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	NBT	16	17	0.2	106.3%	-1	6.3%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	NBR	50	52	0.3	104.0%	-2	4.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	SBL	19	17	0.5	89.5%	2	-10.5%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	SBT	5	5	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	SBR	14	14	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	EBL	9	10	0.3	111.1%	-1	11.1%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	EBT	878	876	0.1	99.8%	2	-0.2%	+/- 15%	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	WBT	522	528	0.3	101.1%	-6	1.1%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	WBR	9	9	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	NBL	290	290	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	NBT	5	6	0.4	120.0%	-1	20.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	NBR	178	178	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	SBL	16	16	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	SBR	12	11	0.3	91.7%	1	-8.3%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	EBL	218	218	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	EBT	735	737	0.1	100.3%	-2	0.3%	+/- 15%	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	EBR	119	122	0.3	102.5%	-3	2.5%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	WBL	39	44	0.8	112.8%	-5	12.8%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	WBT	300	306	0.3	102.0%	-6	2.0%	+/- 100 vph	Yes	Yes

VISSIM Intersection Volume Calibration Results - Existing Year (2019) AM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
6	Bay to Bay Boulevard/MacDill Avenue	WBR	111	115	0.4	103.6%	-4	3.6%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	NBL	154	156	0.2	101.3%	-2	1.3%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	NBT	480	469	0.5	97.7%	11	-2.3%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	NBR	123	125	0.2	101.6%	-2	1.6%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	SBL	190	187	0.2	98.4%	3	-1.6%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	SBT	335	340	0.3	101.5%	-5	1.5%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	SBR	77	77	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	EBL	364	352	0.6	96.7%	12	-3.3%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	EBT	682	690	0.3	101.2%	-8	1.2%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	EBR	2	1	0.8	50.0%	1	-50.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	WBL	0	0	0.0	-	0	0.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	WBT	446	454	0.4	101.8%	-8	1.8%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	WBR	99	99	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	NBL	4	4	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	NBR	3	3	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	EBL	282	287	0.3	101.8%	-5	1.8%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	EBR	195	189	0.4	96.9%	6	-3.1%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	NBL	202	203	0.1	100.5%	-1	0.5%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	NBT	1313	1306	0.2	99.5%	7	-0.5%	+/- 15%	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	SBT	860	864	0.1	100.5%	-4	0.5%	+/- 15%	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	SBR	230	239	0.6	103.9%	-9	3.9%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	EBL	23	22	0.2	95.7%	1	-4.3%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	EBT	856	855	0.0	99.9%	1	-0.1%	+/- 15%	Yes	Yes
9	Willow Avenue/Platt Street	EBR	22	21	0.2	95.5%	1	-4.5%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NBT	149	147	0.2	98.7%	2	-1.3%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NBR	95	94	0.1	98.9%	1	-1.1%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	SBL	107	105	0.2	98.1%	2	-1.9%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	SBT	106	100	0.6	94.3%	6	-5.7%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NEL	181	180	0.1	99.4%	1	-0.6%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NET	232	230	0.1	99.1%	2	-0.9%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NER	36	35	0.2	97.2%	1	-2.8%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	WBL	77	70	0.8	90.9%	7	-9.1%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	WBT	1303	1312	0.2	100.7%	-9	0.7%	+/- 15%	Yes	Yes
10	Willow Avenue/Cleveland Street	WBR	143	145	0.2	101.4%	-2	1.4%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	NBL	183	182	0.1	99.5%	1	-0.5%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	NBT	170	167	0.2	98.2%	3	-1.8%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	SBT	136	135	0.1	99.3%	1	-0.7%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	SBR	85	87	0.2	102.4%	-2	2.4%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	EBL	54	51	0.4	94.4%	3	-5.6%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	EBT	913	903	0.3	98.9%	10	-1.1%	+/- 15%	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	EBR	104	105	0.1	101.0%	-1	1.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	WBL	14	12	0.6	85.7%	2	-14.3%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	WBT	926	922	0.1	99.6%	4	-0.4%	+/- 15%	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	WBR	40	45	0.8	112.5%	-5	12.5%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	NBL	119	119	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	NBT	170	171	0.1	100.6%	-1	0.6%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	NBR	24	24	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	SBL	35	36	0.2	102.9%	-1	2.9%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	SBT	103	103	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	SBR	61	61	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	EBL	104	101	0.3	97.1%	3	-2.9%	+/- 100 vph	Yes	Yes

VISSIM Intersection Volume Calibration Results - Existing Year (2019) AM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
12	S Boulevard/Platt Street	EBT	775	774	0.0	99.9%	1	-0.1%	+/- 15%	Yes	Yes
12	S Boulevard/Platt Street	EBR	53	47	0.8	88.7%	6	-11.3%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	NBT	190	192	0.1	101.1%	-2	1.1%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	NBR	113	112	0.1	99.1%	1	-0.9%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	SBL	105	103	0.2	98.1%	2	-1.9%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	SBT	243	232	0.7	95.5%	11	-4.5%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	WBL	84	80	0.4	95.2%	4	-4.8%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	WBT	931	952	0.7	102.3%	-21	2.3%	+/- 15%	Yes	Yes
13	S Boulevard/Cleveland Street	WBR	237	246	0.6	103.8%	-9	3.8%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	NBL	64	64	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	NBT	230	234	0.3	101.7%	-4	1.7%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	SBT	264	264	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	SBR	39	41	0.3	105.1%	-2	5.1%	+/- 100 vph	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	WBL	598	602	0.2	100.7%	-4	0.7%	+/- 100 vph	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	WBT	1277	1288	0.3	100.9%	-11	0.9%	+/- 15%	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	SBT	738	738	0.0	100.0%	0	0.0%	+/- 15%	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	SBR	15	16	0.3	106.7%	-1	6.7%	+/- 100 vph	Yes	Yes
15	Plant Avenue/Platt Street	EBL	121	120	0.1	99.2%	1	-0.8%	+/- 100 vph	Yes	Yes
15	Plant Avenue/Platt Street	EBT	593	586	0.3	98.8%	7	-1.2%	+/- 100 vph	Yes	Yes
15	Plant Avenue/Platt Street	NBT	843	825	0.6	97.9%	18	-2.1%	+/- 15%	Yes	Yes
15	Plant Avenue/Platt Street	NBR	46	48	0.3	104.3%	-2	4.3%	+/- 100 vph	Yes	Yes
16	Plant Avenue/Walgreens Driveway/Cardy Street	EBL	7	7	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
16	Plant Avenue/Walgreens Driveway/Cardy Street	NBL	24	25	0.2	104.2%	-1	4.2%	+/- 100 vph	Yes	Yes
16	Plant Avenue/Walgreens Driveway/Cardy Street	NBT	1078	1050	0.9	97.4%	28	-2.6%	+/- 15%	Yes	Yes
17	Plant Avenue/Brerein Street	WBT	781	790	0.3	101.2%	-9	1.2%	+/- 15%	Yes	Yes
17	Plant Avenue/Brerein Street	WBR	50	50	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brerein Street	NBL	414	408	0.3	98.6%	6	-1.4%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brerein Street	NBT	388	380	0.4	97.9%	8	-2.1%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brerein Street	NWT	680	693	0.5	101.9%	-13	1.9%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brerein Street	NWR	88	89	0.1	101.1%	-1	1.1%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brerein Street	WBL	114	113	0.1	99.1%	1	-0.9%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brerein Street	WBT	1777	1747	0.7	98.3%	30	-1.7%	+/- 15%	Yes	Yes
18	Tampa Street/Brerein Street	SBT (driveway)	78	80	0.2	102.6%	-2	2.6%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brerein Street	SBR	327	333	0.3	101.8%	-6	1.8%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brerein Street	SBT	264	270	0.4	102.3%	-6	2.3%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	EBT	180	179	0.1	99.4%	1	-0.6%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	EBR	66	63	0.4	95.5%	3	-4.5%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	WBL	36	37	0.2	102.8%	-1	2.8%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	WBT	84	79	0.6	94.0%	5	-6.0%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	SBL	369	373	0.2	101.1%	-4	1.1%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	SBT	699	707	0.3	101.1%	-8	1.1%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	SBR	39	37	0.3	94.9%	2	-5.1%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brerein Street	WBL	268	258	0.6	96.3%	10	-3.7%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brerein Street	WBT	1505	1473	0.8	97.9%	32	-2.1%	+/- 15%	Yes	Yes
20	Franklin Street/Brerein Street	WBR	23	25	0.4	108.7%	-2	8.7%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brerein Street	NBL	346	342	0.2	98.8%	4	-1.2%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brerein Street	NBT	203	206	0.2	101.5%	-3	1.5%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brerein Street	SBT	116	115	0.1	99.1%	1	-0.9%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brerein Street	SBR	40	40	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	EBL	584	584	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	EBT	610	607	0.1	99.5%	3	-0.5%	+/- 100 vph	Yes	Yes

VISSIM Intersection Volume Calibration Results - Existing Year (2019) AM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
21	Florida Street/Channelside Avenue	EBR	307	309	0.1	100.7%	-2	0.7%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	NBT	156	151	0.4	96.8%	5	-3.2%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	NBR	34	33	0.2	97.1%	1	-2.9%	+/- 100 vph	Yes	Yes
22	Florida Street/Brorein Street	WBT	1700	1667	0.8	98.1%	33	-1.9%	+/- 15%	Yes	Yes
22	Florida Street/Brorein Street	WBR	404	402	0.1	99.5%	2	-0.5%	+/- 100 vph	Yes	Yes
22	Florida Street/Brorein Street	NBL	96	100	0.4	104.2%	-4	4.2%	+/- 100 vph	Yes	Yes
22	Florida Street/Brorein Street	NBT	1314	1303	0.3	99.2%	11	-0.8%	+/- 15%	Yes	Yes
23	Morgan Street/Channelside Avenue	EBL	96	96	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	EBT	503	496	0.3	98.6%	7	-1.4%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	EBR	45	45	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	NBT	48	49	0.1	102.1%	-1	2.1%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	NBR	8	7	0.4	87.5%	1	-12.5%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SBL	91	89	0.2	97.8%	2	-2.2%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SBT	140	138	0.2	98.6%	2	-1.4%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SEL	43	43	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SET	157	160	0.2	101.9%	-3	1.9%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SER	16	15	0.3	93.8%	1	-6.3%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	WBL	75	74	0.1	98.7%	1	-1.3%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	WBT	1582	1565	0.4	98.9%	17	-1.1%	+/- 15%	Yes	Yes
24	Morgan Street/Brorein Street	WBR	402	409	0.3	101.7%	-7	1.7%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	NBL	45	45	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	NBT	142	144	0.2	101.4%	-2	1.4%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	SBT	156	156	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	SBR	159	155	0.3	97.5%	4	-2.5%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	WBT (ramp)	583	575	0.3	98.6%	8	-1.4%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	WBT	1485	1474	0.3	99.3%	11	-0.7%	+/- 15%	Yes	Yes
25	Jefferson Street/Brorein Street	WBR	224	229	0.3	102.2%	-5	2.2%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	NBL	20	18	0.5	90.0%	2	-10.0%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	NBT	203	206	0.2	101.5%	-3	1.5%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	SBL	30	29	0.2	96.7%	1	-3.3%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	SBR	152	151	0.1	99.3%	1	-0.7%	+/- 100 vph	Yes	Yes

51790	51585	0.9	99.6%	205	-0.4%
--------------	--------------	------------	--------------	------------	--------------

Min	0.0	50.0%	-21	-50.0%
Max	0.9	120.0%	33	20.0%
Average	0.2	99.2%	1	-0.8%

Total not meeting criteria	0	0
Total	184	184
% Passing	100%	100%

VISSIM Intersection Volume Calibration Results - Existing Year (2019) PM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
1	Euclid Avenue/Himes Avenue	EBL	34	34	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	EBT	574	571	0.1	99.5%	3	-0.5%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	EBR	192	190	0.1	99.0%	2	-1.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	WBL	149	146	0.2	98.0%	3	-2.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	WBT	749	741	0.3	98.9%	8	-1.1%	+/- 15%	Yes	Yes
1	Euclid Avenue/Himes Avenue	WBR	31	30	0.2	96.8%	1	-3.2%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	NBL	42	44	0.3	104.8%	-2	4.8%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	NBT	245	244	0.1	99.6%	1	-0.4%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	NBR	102	100	0.2	98.0%	2	-2.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	SBL	19	19	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	SBT	321	319	0.1	99.4%	2	-0.6%	+/- 100 vph	Yes	Yes
1	Euclid Avenue/Himes Avenue	SBR	13	13	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	EBT	695	690	0.2	99.3%	5	-0.7%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	WBT	360	363	0.2	100.8%	-3	0.8%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	SBL	172	164	0.6	95.3%	8	-4.7%	+/- 100 vph	Yes	Yes
2	Euclid Avenue/Selmon Expressway SB Off Ramp	SBR	569	552	0.7	97.0%	17	-3.0%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	EBL	303	296	0.4	97.7%	7	-2.3%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	EBT	491	482	0.4	98.2%	9	-1.8%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	EBR	73	76	0.3	104.1%	-3	4.1%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	WBL	18	19	0.2	105.6%	-1	5.6%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	WBT	322	328	0.3	101.9%	-6	1.9%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	WBR	151	148	0.2	98.0%	3	-2.0%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	NBL	38	36	0.3	94.7%	2	-5.3%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	NBT	14	12	0.6	85.7%	2	-14.3%	+/- 100 vph	Yes	Yes
3	Euclid Avenue/Selmon Expressway NB On Ramp	NBR	17	18	0.2	105.9%	-1	5.9%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	EBL	7	7	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	EBT	703	703	0.0	100.0%	0	0.0%	+/- 15%	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	EBR	14	12	0.6	85.7%	2	-14.3%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	WBL	43	46	0.4	107.0%	-3	7.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	WBT	939	939	0.0	100.0%	0	0.0%	+/- 15%	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	WBR	9	7	0.7	77.8%	2	-22.2%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	NBL	7	8	0.4	114.3%	-1	14.3%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	NBT	4	4	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	NBR	20	19	0.2	95.0%	1	-5.0%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	SBL	11	10	0.3	90.9%	1	-9.1%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	SBT	13	12	0.3	92.3%	1	-7.7%	+/- 100 vph	Yes	Yes
4	Bay to Bay Boulevard/Concordia Avenue	SBR	11	13	0.6	118.2%	-2	18.2%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	EBL	11	11	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	EBT	714	711	0.1	99.6%	3	-0.4%	+/- 15%	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	WBT	470	479	0.4	101.9%	-9	1.9%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	WBR	16	17	0.2	106.3%	-1	6.3%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	NBL	468	475	0.3	101.5%	-7	1.5%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	NBT	18	17	0.2	94.4%	1	-5.6%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	NBR	203	199	0.3	98.0%	4	-2.0%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	SBL	29	31	0.4	106.9%	-2	6.9%	+/- 100 vph	Yes	Yes
5	Bay to Bay Boulevard/Selmon Expressway SB Off Ramp	SBR	88	85	0.3	96.6%	3	-3.4%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	EBL	204	198	0.4	97.1%	6	-2.9%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	EBT	538	538	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	EBR	204	208	0.3	102.0%	-4	2.0%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	WBL	87	86	0.1	98.9%	1	-1.1%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	WBT	309	322	0.7	104.2%	-13	4.2%	+/- 100 vph	Yes	Yes

VISSIM Intersection Volume Calibration Results - Existing Year (2019) PM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
6	Bay to Bay Boulevard/MacDill Avenue	WBR	105	104	0.1	99.0%	1	-1.0%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	NBL	118	120	0.2	101.7%	-2	1.7%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	NBT	452	441	0.5	97.6%	11	-2.4%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	NBR	160	160	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	SBL	180	178	0.1	98.9%	2	-1.1%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	SBT	469	463	0.3	98.7%	6	-1.3%	+/- 100 vph	Yes	Yes
6	Bay to Bay Boulevard/MacDill Avenue	SBR	59	54	0.7	91.5%	5	-8.5%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	EBL	316	310	0.3	98.1%	6	-1.9%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	EBT	561	565	0.2	100.7%	-4	0.7%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	EBR	1	1	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	WBL	2	3	0.6	150.0%	-1	50.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	WBT	500	501	0.0	100.2%	-1	0.2%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	WBR	145	143	0.2	98.6%	2	-1.4%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	NBL	1	1	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
7	Bay to Bay Boulevard/Selmon Expressway NB On Ramp	NBR	1	1	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	EBL	241	246	0.3	102.1%	-5	2.1%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	EBR	175	182	0.5	104.0%	-7	4.0%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	NBL	175	175	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	NBT	1157	1163	0.2	100.5%	-6	0.5%	+/- 15%	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	SBT	1278	1279	0.0	100.1%	-1	0.1%	+/- 15%	Yes	Yes
8	Bay to Bay Boulevard/Bayshore Boulevard	SBR	282	285	0.2	101.1%	-3	1.1%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	EBL	26	26	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	EBT	1223	1205	0.5	98.5%	18	-1.5%	+/- 15%	Yes	Yes
9	Willow Avenue/Platt Street	EBR	44	43	0.2	97.7%	1	-2.3%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NBT	115	112	0.3	97.4%	3	-2.6%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NBR	121	122	0.1	100.8%	-1	0.8%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	SBL	341	349	0.4	102.3%	-8	2.3%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	SBT	134	134	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NEL	96	99	0.3	103.1%	-3	3.1%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NET	118	118	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
9	Willow Avenue/Platt Street	NER	24	22	0.4	91.7%	2	-8.3%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	WBL	104	105	0.1	101.0%	-1	1.0%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	WBT	1841	1821	0.5	98.9%	20	-1.1%	+/- 15%	Yes	Yes
10	Willow Avenue/Cleveland Street	WBR	142	148	0.5	104.2%	-6	4.2%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	NBL	101	108	0.7	106.9%	-7	6.9%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	NBT	136	134	0.2	98.5%	2	-1.5%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	SBT	371	380	0.5	102.4%	-9	2.4%	+/- 100 vph	Yes	Yes
10	Willow Avenue/Cleveland Street	SBR	120	119	0.1	99.2%	1	-0.8%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	EBL	43	42	0.2	97.7%	1	-2.3%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	EBT	946	943	0.1	99.7%	3	-0.3%	+/- 15%	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	EBR	284	287	0.2	101.1%	-3	1.1%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	WBL	10	10	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	WBT	1357	1353	0.1	99.7%	4	-0.3%	+/- 15%	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	WBR	34	32	0.3	94.1%	2	-5.9%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	NBL	106	109	0.3	102.8%	-3	2.8%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	NBT	142	143	0.1	100.7%	-1	0.7%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	NBR	30	33	0.5	110.0%	-3	10.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	SBL	69	70	0.1	101.4%	-1	1.4%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	SBT	197	201	0.3	102.0%	-4	2.0%	+/- 100 vph	Yes	Yes
11	Willow Avenue/Kennedy Boulevard	SBR	79	83	0.4	105.1%	-4	5.1%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	EBL	73	73	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes

VISSIM Intersection Volume Calibration Results - Existing Year (2019) PM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
12	S Boulevard/Platt Street	EBT	702	701	0.0	99.9%	1	-0.1%	+/- 15%	Yes	Yes
12	S Boulevard/Platt Street	EBR	39	37	0.3	94.9%	2	-5.1%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	NBT	305	311	0.3	102.0%	-6	2.0%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	NBR	149	148	0.1	99.3%	1	-0.7%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	SBL	169	176	0.5	104.1%	-7	4.1%	+/- 100 vph	Yes	Yes
12	S Boulevard/Platt Street	SBT	361	353	0.4	97.8%	8	-2.2%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	WBL	155	152	0.2	98.1%	3	-1.9%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	WBT	1300	1310	0.3	100.8%	-10	0.8%	+/- 15%	Yes	Yes
13	S Boulevard/Cleveland Street	WBR	234	233	0.1	99.6%	1	-0.4%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	NBL	85	85	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	NBT	293	291	0.1	99.3%	2	-0.7%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	SBT	375	367	0.4	97.9%	8	-2.1%	+/- 100 vph	Yes	Yes
13	S Boulevard/Cleveland Street	SBR	80	86	0.7	107.5%	-6	7.5%	+/- 100 vph	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	WBL	397	406	0.4	102.3%	-9	2.3%	+/- 100 vph	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	WBT	1521	1520	0.0	99.9%	1	-0.1%	+/- 15%	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	SBT	550	529	0.9	96.2%	21	-3.8%	+/- 100 vph	Yes	Yes
14	Hyde Park Avenue/Cleveland Street	SBR	80	86	0.7	107.5%	-6	7.5%	+/- 100 vph	Yes	Yes
15	Plant Avenue/Platt Street	EBL	381	396	0.8	103.9%	-15	3.9%	+/- 100 vph	Yes	Yes
15	Plant Avenue/Platt Street	EBT	623	608	0.6	97.6%	15	-2.4%	+/- 100 vph	Yes	Yes
15	Plant Avenue/Platt Street	NBT	1043	1058	0.5	101.4%	-15	1.4%	+/- 15%	Yes	Yes
15	Plant Avenue/Platt Street	NBR	88	95	0.7	108.0%	-7	8.0%	+/- 100 vph	Yes	Yes
16	Plant Avenue/Walgreens Driveway/Cardy Street	EBL	33	32	0.2	97.0%	1	-3.0%	+/- 100 vph	Yes	Yes
16	Plant Avenue/Walgreens Driveway/Cardy Street	NBL	44	46	0.3	104.5%	-2	4.5%	+/- 100 vph	Yes	Yes
16	Plant Avenue/Walgreens Driveway/Cardy Street	NBT	1517	1540	0.6	101.5%	-23	1.5%	+/- 15%	Yes	Yes
17	Plant Avenue/Brorein Street	WBT	989	985	0.1	99.6%	4	-0.4%	+/- 15%	Yes	Yes
17	Plant Avenue/Brorein Street	WBR	33	33	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brorein Street	NBL	564	578	0.6	102.5%	-14	2.5%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brorein Street	NBT	353	355	0.1	100.6%	-2	0.6%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brorein Street	NWT	365	355	0.5	97.3%	10	-2.7%	+/- 100 vph	Yes	Yes
17	Plant Avenue/Brorein Street	NWR	14	17	0.8	121.4%	-3	21.4%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brorein Street	WBL	28	27	0.2	96.4%	1	-3.6%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brorein Street	WBT	1609	1562	1.2	97.1%	47	-2.9%	+/- 15%	Yes	Yes
18	Tampa Street/Brorein Street	SBT (driveway)	10	12	0.6	120.0%	-2	20.0%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brorein Street	SBR	565	562	0.1	99.5%	3	-0.5%	+/- 100 vph	Yes	Yes
18	Tampa Street/Brorein Street	SBT	332	329	0.2	99.1%	3	-0.9%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	EBT	145	147	0.2	101.4%	-2	1.4%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	EBR	45	41	0.6	91.1%	4	-8.9%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	WBL	57	57	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	WBT	116	112	0.4	96.6%	4	-3.4%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	SBL	132	132	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
19	Tampa Street/Whiting Street	SBT	1214	1212	0.1	99.8%	2	-0.2%	+/- 15%	Yes	Yes
19	Tampa Street/Whiting Street	SBR	44	43	0.2	97.7%	1	-2.3%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brorein Street	WBL	172	166	0.5	96.5%	6	-3.5%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brorein Street	WBT	1187	1146	1.2	96.5%	41	-3.5%	+/- 15%	Yes	Yes
20	Franklin Street/Brorein Street	WBR	8	7	0.4	87.5%	1	-12.5%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brorein Street	NBL	262	257	0.3	98.1%	5	-1.9%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brorein Street	NBT	81	87	0.7	107.4%	-6	7.4%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brorein Street	SBT	80	79	0.1	98.8%	1	-1.3%	+/- 100 vph	Yes	Yes
20	Franklin Street/Brorein Street	SBR	188	187	0.1	99.5%	1	-0.5%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	EBL	691	691	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	EBT	1280	1292	0.3	100.9%	-12	0.9%	+/- 15%	Yes	Yes

VISSIM Intersection Volume Calibration Results - Existing Year (2019) PM Peak Hour

VISSIM Node	Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	GEH	Ratio (vph) Simulated/Demand	Difference (vph) Demand-Simulated	Percent Difference	Volume Criteria	Meets Volume Criteria?	Meets GEH?
21	Florida Street/Channelside Avenue	EBR	131	130	0.1	99.2%	1	-0.8%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	NBT	337	324	0.7	96.1%	13	-3.9%	+/- 100 vph	Yes	Yes
21	Florida Street/Channelside Avenue	NBR	84	87	0.3	103.6%	-3	3.6%	+/- 100 vph	Yes	Yes
22	Florida Street/Brorein Street	WBT	1190	1163	0.8	97.7%	27	-2.3%	+/- 15%	Yes	Yes
22	Florida Street/Brorein Street	WBR	143	144	0.1	100.7%	-1	0.7%	+/- 100 vph	Yes	Yes
22	Florida Street/Brorein Street	NBL	177	175	0.2	98.9%	2	-1.1%	+/- 100 vph	Yes	Yes
22	Florida Street/Brorein Street	NBT	1125	1141	0.5	101.4%	-16	1.4%	+/- 15%	Yes	Yes
23	Morgan Street/Channelside Avenue	EBL	41	42	0.2	102.4%	-1	2.4%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	EBT	1315	1315	0.0	100.0%	0	0.0%	+/- 15%	Yes	Yes
23	Morgan Street/Channelside Avenue	EBR	8	8	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	NBT	93	91	0.2	97.8%	2	-2.2%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	NBR	31	31	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SBL	59	63	0.5	106.8%	-4	6.8%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SBT	22	22	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SEL	7	7	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SET	94	93	0.1	98.9%	1	-1.1%	+/- 100 vph	Yes	Yes
23	Morgan Street/Channelside Avenue	SER	1	1	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	WBL	25	28	0.6	112.0%	-3	12.0%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	WBT	1023	1013	0.3	99.0%	10	-1.0%	+/- 15%	Yes	Yes
24	Morgan Street/Brorein Street	WBR	48	45	0.4	93.8%	3	-6.3%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	NBL	69	68	0.1	98.6%	1	-1.4%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	NBT	72	72	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	SBT	56	56	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	SBR	331	332	0.1	100.3%	-1	0.3%	+/- 100 vph	Yes	Yes
24	Morgan Street/Brorein Street	WBT (ramp)	262	264	0.1	100.8%	-2	0.8%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	WBT	805	799	0.2	99.3%	6	-0.7%	+/- 15%	Yes	Yes
25	Jefferson Street/Brorein Street	WBR	87	81	0.7	93.1%	6	-6.9%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	NBL	27	27	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	NBT	473	478	0.2	101.1%	-5	1.1%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	SBL	321	318	0.2	99.1%	3	-0.9%	+/- 100 vph	Yes	Yes
25	Jefferson Street/Brorein Street	SBR	216	216	0.0	100.0%	0	0.0%	+/- 100 vph	Yes	Yes

55400	55262	0.6	99.8%	138	-0.2%
--------------	--------------	------------	--------------	------------	--------------

Min	0.0	77.8%	-23	-22.2%
Max	1.2	150.0%	47	50.0%
Average	0.3	100.3%	1	0.3%

Total not meeting criteria	0	0
Total	184	184
% Passing	100%	100%

VISSIM Speed Calibration Results - Existing Year (2019) AM Peak Hour

ID	VISSIM Time Interval (sec)	1800-5400	5400-9000	9000-12600
	AM Start Time	6:30 AM	7:30 AM	8:30 AM
ID	Location Description	Simulated Average Speed (mph)		
1	EB Selmon at Himes	60.9	59.4	59.9
2	EB Selmon at Himes	61.3	59.5	60.2
3	EB Selmon at S Howard	59.9	57.3	58.4
4	EB Selmon at S Howard	61.2	58.3	59.4
5	EB Selmon at Hyde Park	53.4	51.6	52.2
6	EB Selmon at Hyde Park	56.2	54.0	54.5
7	WB Selmon at Hyde Park	54.0	53.9	54.5
8	WB Selmon at Hyde Park	55.5	55.0	55.7
9	WB Selmon at S Howard	58.9	58.6	58.8
10	WB Selmon at S Howard	58.3	57.9	58.4
11	WB Selmon at Himes	57.1	56.4	56.9
12	WB Selmon at Himes	56.1	55.4	56.2
ID	Location Description	Field-Collected Average Speed (mph)		
1	EB Selmon at Himes	62.0	62.0	62.0
2	EB Selmon at Himes	62.0	62.0	62.0
3	EB Selmon at S Howard	63.4	63.4	63.4
4	EB Selmon at S Howard	63.4	63.4	63.4
5	EB Selmon at Hyde Park	58.3	58.3	58.3
6	EB Selmon at Hyde Park	58.3	58.3	58.3
7	WB Selmon at Hyde Park	60.7	60.7	60.7
8	WB Selmon at Hyde Park	60.7	60.7	60.7
9	WB Selmon at S Howard	62.8	62.8	62.8
10	WB Selmon at S Howard	62.8	62.8	62.8
11	WB Selmon at Himes	60.7	60.7	60.7
12	WB Selmon at Himes	60.7	60.7	60.7
ID	Location Description	Difference (Field-Collected - Simulated)		
1	EB Selmon at Himes	1.1	2.6	2.2
2	EB Selmon at Himes	0.7	2.5	1.8
3	EB Selmon at S Howard	3.5	6.1	4.9
4	EB Selmon at S Howard	2.2	5.0	4.0
5	EB Selmon at Hyde Park	4.9	6.7	6.1
6	EB Selmon at Hyde Park	2.1	4.3	3.7
7	WB Selmon at Hyde Park	6.8	6.8	6.2
8	WB Selmon at Hyde Park	5.3	5.7	5.0
9	WB Selmon at S Howard	3.9	4.2	3.9
10	WB Selmon at S Howard	4.5	4.8	4.3
11	WB Selmon at Himes	3.6	4.3	3.8
12	WB Selmon at Himes	4.6	5.3	4.5

Speed (mph)	Max Speed Threshold
<=30	30.0
>30-40	40.0
>40-50	50.0
>50-55	55.0
>55-60	60.0
>60	999.0

Speed Targets (mph)	Speed Thresholds
<-10	-10
>10	10

VISSIM Speed Calibration Results - Existing Year (2019) PM Peak Hour

ID	VISSIM Time Interval (sec)	1800-5400	5400-9000	9000-12600
	PM Start Time	3:45 PM	4:45 PM	5:45 PM
ID	Location Description	Simulated Average Speed (mph)		
1	EB Selmon at Himes	58.7	59.0	59.8
2	EB Selmon at Himes	58.8	59.0	60.0
3	EB Selmon at S Howard	58.7	58.8	59.8
4	EB Selmon at S Howard	59.3	59.4	60.7
5	EB Selmon at Hyde Park	47.2	47.3	48.3
6	EB Selmon at Hyde Park	49.4	49.5	50.7
7	WB Selmon at Hyde Park	59.4	58.6	59.1
8	WB Selmon at Hyde Park	61.0	59.8	60.6
9	WB Selmon at S Howard	64.4	63.4	63.8
10	WB Selmon at S Howard	64.5	63.4	64.1
11	WB Selmon at Himes	58.0	57.3	57.7
12	WB Selmon at Himes	56.8	55.8	56.5
ID	Location Description	Field-Collected Average Speed (mph)		
1	EB Selmon at Himes	62.0	62.0	62.0
2	EB Selmon at Himes	62.0	62.0	62.0
3	EB Selmon at S Howard	63.2	63.2	63.2
4	EB Selmon at S Howard	63.2	63.2	63.2
5	EB Selmon at Hyde Park	55.8	55.8	55.8
6	EB Selmon at Hyde Park	55.8	55.8	55.8
7	WB Selmon at Hyde Park	64.4	64.4	64.4
8	WB Selmon at Hyde Park	64.4	64.4	64.4
9	WB Selmon at S Howard	67.2	67.2	67.2
10	WB Selmon at S Howard	67.2	67.2	67.2
11	WB Selmon at Himes	60.7	60.7	60.7
12	WB Selmon at Himes	60.7	60.7	60.7
ID	Location Description	Difference (Field-Collected - Simulated)		
1	EB Selmon at Himes	3.3	3.1	2.2
2	EB Selmon at Himes	3.3	3.0	2.1
3	EB Selmon at S Howard	4.4	4.3	3.3
4	EB Selmon at S Howard	3.9	3.7	2.5
5	EB Selmon at Hyde Park	8.6	8.5	7.5
6	EB Selmon at Hyde Park	6.4	6.3	5.1
7	WB Selmon at Hyde Park	4.9	5.7	5.2
8	WB Selmon at Hyde Park	3.4	4.6	3.8
9	WB Selmon at S Howard	2.9	3.8	3.4
10	WB Selmon at S Howard	2.7	3.9	3.1
11	WB Selmon at Himes	2.7	3.4	3.0
12	WB Selmon at Himes	3.9	4.8	4.1

Speed (mph)	Max Speed Threshold
<=30	30.0
>30-40	40.0
>40-50	50.0
>50-55	55.0
>55-60	60.0
>60	999.0

Speed Targets (mph)	Speed Thresholds
<-10	-10
>10	10

VISSIM Travel Time Calibration Results - Existing Year (2019) AM Peak Period

Existing Calibration 2019 AM																						
1: EB Selmon - Himes to Willow																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	3.15	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.18	0.15	0.17	0.18	0.30	0.28	0.21	-6%	-5%	-5%	-6%	-9%	-8%	-6%
2700-3600	3.12	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.22	0.18	0.20	0.22	0.33	0.32	0.25	-7%	-6%	-6%	-7%	-10%	-9%	-7%
3600-4500	3.14	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.19	0.16	0.17	0.19	0.31	0.29	0.22	-6%	-5%	-5%	-6%	-9%	-8%	-6%
4500-5400	3.21	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.13	0.09	0.11	0.13	0.24	0.23	0.16	-4%	-3%	-3%	-4%	-7%	-7%	-5%
5400-6300	3.25	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.08	0.05	0.07	0.08	0.20	0.18	0.11	-3%	-2%	-2%	-3%	-6%	-5%	-3%
6300-7200	3.29	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.04	0.01	0.02	0.04	0.16	0.14	0.07	-1%	0%	-1%	-1%	-5%	-4%	-2%
7200-8100	3.31	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.03	-0.01	0.01	0.03	0.14	0.13	0.05	-1%	0%	0%	-1%	-4%	-4%	-2%
8100-9000	3.28	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.05	0.02	0.03	0.05	0.17	0.15	0.08	-1%	0%	-1%	-1%	-5%	-4%	-2%
9000-9900	3.27	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.06	0.03	0.05	0.06	0.18	0.16	0.09	-2%	-1%	-1%	-2%	-5%	-5%	-3%
9900-10800	3.25	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.08	0.05	0.07	0.08	0.20	0.18	0.11	-2%	-2%	-2%	-2%	-6%	-5%	-3%
10800-11700	3.22	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.12	0.08	0.10	0.12	0.23	0.22	0.14	-4%	-3%	-3%	-4%	-7%	-6%	-4%
11700-12600	3.19	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.15	0.11	0.13	0.15	0.26	0.25	0.17	-4%	-3%	-4%	-4%	-8%	-7%	-5%
Average	3.22	3.33	3.30	3.32	3.33	3.45	3.43	3.36	0.11	0.08	0.09	0.11	0.23	0.21	0.14	-3%	-2%	-3%	-3%	-7%	-6%	-4%

VISSIM Travel Time Calibration Results - Existing Year (2019) AM Peak Period

Existing Calibration 2019 AM																						
2: EB Selmon - Willow to N 12th St																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	2.21	2.23	2.20	2.15	2.22	2.22	2.25	2.21	0.03	-0.01	-0.06	0.01	0.01	0.04	0.00	-1%	0%	3%	0%	0%	-2%	0%
2700-3600	2.18	2.23	2.20	2.15	2.22	2.22	2.25	2.21	0.06	0.02	-0.03	0.04	0.04	0.07	0.03	-2%	-1%	1%	-2%	-2%	-3%	-2%
3600-4500	2.19	2.23	2.20	2.15	2.22	2.22	2.25	2.21	0.04	0.01	-0.04	0.03	0.03	0.06	0.02	-2%	0%	2%	-1%	-1%	-3%	-1%
4500-5400	2.22	2.23	2.20	2.15	2.22	2.22	2.25	2.21	0.02	-0.02	-0.07	0.00	0.00	0.03	0.00	-1%	1%	3%	0%	0%	-2%	0%
5400-6300	2.25	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.02	-0.05	-0.10	-0.03	-0.03	0.00	-0.04	1%	2%	5%	1%	1%	0%	2%
6300-7200	2.27	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.04	-0.07	-0.12	-0.05	-0.05	-0.02	-0.06	2%	3%	6%	2%	2%	1%	3%
7200-8100	2.28	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.05	-0.08	-0.13	-0.07	-0.07	-0.03	-0.07	2%	4%	6%	3%	3%	1%	3%
8100-9000	2.28	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.05	-0.08	-0.13	-0.06	-0.06	-0.03	-0.07	2%	4%	6%	3%	3%	1%	3%
9000-9900	2.27	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.03	-0.07	-0.12	-0.05	-0.05	-0.02	-0.06	2%	3%	5%	2%	2%	1%	3%
9900-10800	2.26	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.02	-0.06	-0.11	-0.04	-0.04	-0.01	-0.05	1%	3%	5%	2%	2%	0%	2%
10800-11700	2.23	2.23	2.20	2.15	2.22	2.22	2.25	2.21	0.00	-0.03	-0.08	-0.02	-0.02	0.02	-0.02	0%	2%	4%	1%	1%	-1%	1%
11700-12600	2.23	2.23	2.20	2.15	2.22	2.22	2.25	2.21	0.00	-0.03	-0.08	-0.02	-0.02	0.02	-0.02	0%	2%	4%	1%	1%	-1%	1%
Average	2.24	2.23	2.20	2.15	2.22	2.22	2.25	2.21	-0.01	-0.04	-0.09	-0.02	-0.02	0.01	-0.03	0%	2%	4%	1%	1%	-1%	1%

VISSIM Travel Time Calibration Results - Existing Year (2019) AM Peak Period

Existing Calibration 2019 AM 3: EB Selmon - Himes to N 12th St																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	5.36	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.20	0.14	0.10	0.19	0.30	0.32	0.21	-4%	-2%	-2%	-3%	-5%	-6%	-4%
2700-3600	5.29	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.28	0.21	0.18	0.26	0.38	0.39	0.28	-5%	-4%	-3%	-5%	-7%	-7%	-5%
3600-4500	5.34	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.22	0.16	0.12	0.21	0.32	0.34	0.23	-4%	-3%	-2%	-4%	-6%	-6%	-4%
4500-5400	5.42	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.15	0.08	0.05	0.13	0.25	0.27	0.16	-3%	-2%	-1%	-2%	-4%	-5%	-3%
5400-6300	5.49	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.07	0.01	-0.03	0.06	0.17	0.19	0.08	-1%	0%	0%	-1%	-3%	-3%	-1%
6300-7200	5.55	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.02	-0.05	-0.08	0.00	0.12	0.13	0.02	0%	1%	2%	0%	-2%	-2%	0%
7200-8100	5.59	5.57	5.50	5.47	5.55	5.67	5.68	5.57	-0.02	-0.09	-0.12	-0.04	0.08	0.10	-0.01	0%	2%	2%	1%	-1%	-2%	0%
8100-9000	5.57	5.57	5.50	5.47	5.55	5.67	5.68	5.57	-0.01	-0.07	-0.11	-0.02	0.09	0.11	0.00	0%	1%	2%	0%	-2%	-2%	0%
9000-9900	5.53	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.04	-0.03	-0.06	0.02	0.14	0.15	0.04	-1%	1%	1%	0%	-2%	-3%	-1%
9900-10800	5.52	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.05	-0.02	-0.05	0.03	0.15	0.17	0.06	-1%	0%	1%	-1%	-3%	-3%	-1%
10800-11700	5.45	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.12	0.05	0.02	0.10	0.22	0.24	0.12	-2%	-1%	0%	-2%	-4%	-4%	-2%
11700-12600	5.44	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.13	0.06	0.03	0.11	0.23	0.25	0.13	-2%	-1%	-1%	-2%	-4%	-4%	-2%
Average	5.46	5.57	5.50	5.47	5.55	5.67	5.68	5.57	0.10	0.04	0.00	0.09	0.20	0.22	0.11	-2%	-1%	0%	-2%	-4%	-4%	-2%

VISSIM Travel Time Calibration Results - Existing Year (2019) AM Peak Period

Existing Calibration 2019 AM 4: WB Selmon - N 12th St to Willow																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	2.24	2.37	2.17	2.20	2.37	2.40	2.22	2.29	0.13	-0.07	-0.04	0.13	0.16	-0.02	0.05	-6%	3%	2%	-6%	-7%	1%	-2%
2700-3600	2.25	2.37	2.17	2.20	2.37	2.40	2.22	2.29	0.12	-0.08	-0.05	0.12	0.15	-0.03	0.04	-5%	4%	2%	-5%	-6%	2%	-2%
3600-4500	2.32	2.37	2.17	2.20	2.37	2.40	2.22	2.29	0.04	-0.16	-0.12	0.04	0.08	-0.11	-0.04	-2%	7%	6%	-2%	-3%	5%	2%
4500-5400	2.34	2.37	2.17	2.20	2.37	2.40	2.22	2.29	0.02	-0.18	-0.14	0.02	0.06	-0.13	-0.06	-1%	8%	7%	-1%	-2%	6%	3%
5400-6300	2.48	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.11	-0.31	-0.28	-0.11	-0.08	-0.26	-0.19	5%	14%	13%	5%	3%	12%	8%
6300-7200	2.58	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.21	-0.41	-0.38	-0.21	-0.18	-0.36	-0.30	9%	19%	17%	9%	8%	16%	13%
7200-8100	2.60	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.24	-0.44	-0.40	-0.24	-0.20	-0.39	-0.32	10%	20%	18%	10%	9%	18%	14%
8100-9000	2.74	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.38	-0.58	-0.54	-0.38	-0.34	-0.53	-0.46	16%	27%	25%	16%	14%	24%	20%
9000-9900	2.57	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.21	-0.41	-0.37	-0.21	-0.17	-0.36	-0.29	9%	19%	17%	9%	7%	16%	13%
9900-10800	2.45	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.08	-0.28	-0.25	-0.08	-0.05	-0.23	-0.16	3%	13%	11%	3%	2%	10%	7%
10800-11700	2.25	2.37	2.17	2.20	2.37	2.40	2.22	2.29	0.12	-0.08	-0.05	0.12	0.15	-0.03	0.04	-5%	4%	2%	-5%	-6%	1%	-2%
11700-12600	2.20	2.37	2.17	2.20	2.37	2.40	2.22	2.29	0.17	-0.03	0.00	0.17	0.20	0.02	0.08	-7%	2%	0%	-7%	-8%	-1%	-4%
Average	2.42	2.37	2.17	2.20	2.37	2.40	2.22	2.29	-0.05	-0.25	-0.22	-0.05	-0.02	-0.20	-0.13	2%	12%	10%	2%	1%	9%	6%

VISSIM Travel Time Calibration Results - Existing Year (2019) AM Peak Period

Existing Calibration 2019 AM 5: WB Selmon - Willow to Himes																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	3.30	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.13	0.10	0.20	0.23	0.23	0.20	0.18	-4%	-3%	-6%	-7%	-7%	-6%	-5%
2700-3600	3.32	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.12	0.08	0.18	0.22	0.22	0.18	0.17	-3%	-2%	-5%	-6%	-6%	-5%	-5%
3600-4500	3.35	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.09	0.05	0.15	0.19	0.19	0.15	0.14	-3%	-2%	-4%	-5%	-5%	-4%	-4%
4500-5400	3.37	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.06	0.03	0.13	0.16	0.16	0.13	0.11	-2%	-1%	-4%	-5%	-5%	-4%	-3%
5400-6300	3.36	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.07	0.04	0.14	0.17	0.17	0.14	0.12	-2%	-1%	-4%	-5%	-5%	-4%	-3%
6300-7200	3.38	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.06	0.02	0.12	0.16	0.16	0.12	0.11	-2%	-1%	-4%	-4%	-4%	-4%	-3%
7200-8100	3.36	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.07	0.04	0.14	0.17	0.17	0.14	0.12	-2%	-1%	-4%	-5%	-5%	-4%	-3%
8100-9000	3.38	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.06	0.02	0.12	0.16	0.16	0.12	0.11	-2%	-1%	-4%	-4%	-4%	-4%	-3%
9000-9900	3.35	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.08	0.05	0.15	0.18	0.18	0.15	0.13	-2%	-1%	-4%	-5%	-5%	-4%	-4%
9900-10800	3.35	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.08	0.05	0.15	0.18	0.18	0.15	0.13	-2%	-1%	-4%	-5%	-5%	-4%	-4%
10800-11700	3.34	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.09	0.06	0.16	0.19	0.19	0.16	0.14	-3%	-2%	-5%	-5%	-5%	-5%	-4%
11700-12600	3.31	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.13	0.09	0.19	0.23	0.23	0.19	0.18	-4%	-3%	-5%	-6%	-6%	-5%	-5%
Average	3.35	3.43	3.40	3.50	3.53	3.53	3.50	3.48	0.09	0.05	0.15	0.19	0.19	0.15	0.14	-3%	-2%	-4%	-5%	-5%	-4%	-4%

VISSIM Travel Time Calibration Results - Existing Year (2019) AM Peak Period

Existing Calibration 2019 AM 6: WB Selmon - N 12th St to Himes																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	5.53	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.27	0.04	0.17	0.37	0.41	0.19	0.24	-5%	-1%	-3%	-6%	-7%	-3%	-4%
2700-3600	5.56	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.24	0.01	0.14	0.34	0.37	0.16	0.21	-4%	0%	-2%	-6%	-6%	-3%	-4%
3600-4500	5.65	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.15	-0.09	0.05	0.25	0.28	0.06	0.12	-3%	2%	-1%	-4%	-5%	-1%	-2%
4500-5400	5.72	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.08	-0.15	-0.02	0.18	0.22	0.00	0.05	-1%	3%	0%	-3%	-4%	0%	-1%
5400-6300	5.81	5.80	5.57	5.70	5.90	5.93	5.72	5.77	-0.01	-0.24	-0.11	0.09	0.12	-0.09	-0.04	0%	4%	2%	-2%	-2%	2%	1%
6300-7200	5.94	5.80	5.57	5.70	5.90	5.93	5.72	5.77	-0.14	-0.37	-0.24	-0.04	-0.01	-0.22	-0.17	2%	7%	4%	1%	0%	4%	3%
7200-8100	5.96	5.80	5.57	5.70	5.90	5.93	5.72	5.77	-0.16	-0.40	-0.26	-0.06	-0.03	-0.25	-0.20	3%	7%	5%	1%	1%	4%	3%
8100-9000	6.20	5.80	5.57	5.70	5.90	5.93	5.72	5.77	-0.40	-0.63	-0.50	-0.30	-0.27	-0.48	-0.43	7%	11%	9%	5%	4%	8%	7%
9000-9900	5.89	5.80	5.57	5.70	5.90	5.93	5.72	5.77	-0.09	-0.32	-0.19	0.01	0.05	-0.17	-0.12	2%	6%	3%	0%	-1%	3%	2%
9900-10800	5.87	5.80	5.57	5.70	5.90	5.93	5.72	5.77	-0.07	-0.30	-0.17	0.03	0.07	-0.15	-0.10	1%	5%	3%	-1%	-1%	3%	2%
10800-11700	5.61	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.19	-0.05	0.09	0.29	0.32	0.10	0.16	-3%	1%	-2%	-5%	-5%	-2%	-3%
11700-12600	5.53	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.27	0.04	0.17	0.37	0.40	0.19	0.24	-5%	-1%	-3%	-6%	-7%	-3%	-4%
Average	5.77	5.80	5.57	5.70	5.90	5.93	5.72	5.77	0.03	-0.21	-0.07	0.13	0.16	-0.06	0.00	0%	4%	1%	-2%	-3%	1%	0%

VISSIM Travel Time Calibration Results - Existing Year (2019) PM Peak Period

Existing Calibration 2019 PM 1: EB Selmon - Himes to Willow																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	3.21	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.24	0.27	0.27	0.29	1.69	4.06	1.14	-7%	-8%	-8%	-8%	-34%	-56%	-26%
2700-3600	3.26	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.19	0.22	0.22	0.24	1.64	4.00	1.08	-5%	-6%	-6%	-7%	-33%	-55%	-25%
3600-4500	3.26	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.19	0.22	0.22	0.24	1.64	4.01	1.09	-6%	-6%	-6%	-7%	-33%	-55%	-25%
4500-5400	3.29	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.16	0.19	0.19	0.21	1.61	3.97	1.05	-5%	-5%	-5%	-6%	-33%	-55%	-24%
5400-6300	3.28	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.17	0.20	0.20	0.22	1.62	3.99	1.07	-5%	-6%	-6%	-6%	-33%	-55%	-25%
6300-7200	3.25	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.20	0.23	0.23	0.25	1.65	4.01	1.09	-6%	-7%	-7%	-7%	-34%	-55%	-25%
7200-8100	3.24	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.21	0.24	0.24	0.26	1.66	4.02	1.10	-6%	-7%	-7%	-7%	-34%	-55%	-25%
8100-9000	3.23	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.22	0.25	0.25	0.27	1.67	4.04	1.12	-6%	-7%	-7%	-8%	-34%	-56%	-26%
9000-9900	3.20	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.25	0.28	0.28	0.30	1.70	4.06	1.14	-7%	-8%	-8%	-8%	-35%	-56%	-26%
9900-10800	3.21	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.24	0.27	0.27	0.29	1.69	4.06	1.14	-7%	-8%	-8%	-8%	-35%	-56%	-26%
10800-11700	3.19	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.26	0.30	0.30	0.31	1.71	4.08	1.16	-8%	-9%	-9%	-9%	-35%	-56%	-27%
11700-12600	3.16	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.29	0.32	0.32	0.34	1.74	4.11	1.19	-8%	-9%	-9%	-10%	-36%	-57%	-27%
Average	3.23	3.45	3.48	3.48	3.50	4.90	7.27	4.35	0.22	0.25	0.25	0.27	1.67	4.03	1.11	-6%	-7%	-7%	-8%	-34%	-56%	-26%

VISSIM Travel Time Calibration Results - Existing Year (2019) PM Peak Period

Existing Calibration 2019 PM 2: EB Selmon - Willow to N 12th St																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	2.47	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.38	-0.25	-0.23	-0.42	0.72	1.55	0.29	-13%	11%	10%	20%	-23%	-39%	-11%
2700-3600	2.58	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.27	-0.36	-0.35	-0.53	0.60	1.44	0.18	-9%	16%	16%	26%	-19%	-36%	-6%
3600-4500	2.63	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.22	-0.42	-0.40	-0.58	0.55	1.38	0.12	-8%	19%	18%	29%	-17%	-34%	-4%
4500-5400	2.64	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.21	-0.43	-0.41	-0.59	0.54	1.37	0.12	-7%	19%	18%	29%	-17%	-34%	-4%
5400-6300	2.60	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.25	-0.38	-0.37	-0.55	0.58	1.42	0.16	-9%	17%	16%	27%	-18%	-35%	-6%
6300-7200	2.61	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.24	-0.39	-0.37	-0.56	0.58	1.41	0.15	-9%	18%	17%	27%	-18%	-35%	-6%
7200-8100	2.60	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.25	-0.38	-0.37	-0.55	0.58	1.42	0.16	-9%	17%	16%	27%	-18%	-35%	-6%
8100-9000	2.57	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.28	-0.35	-0.34	-0.52	0.61	1.45	0.19	-10%	16%	15%	25%	-19%	-36%	-7%
9000-9900	2.51	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.34	-0.29	-0.28	-0.46	0.67	1.51	0.25	-12%	13%	12%	22%	-21%	-38%	-9%
9900-10800	2.51	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.34	-0.30	-0.28	-0.46	0.67	1.50	0.25	-12%	13%	12%	23%	-21%	-37%	-9%
10800-11700	2.46	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.39	-0.25	-0.23	-0.41	0.72	1.55	0.30	-14%	11%	10%	20%	-23%	-39%	-11%
11700-12600	2.43	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.42	-0.22	-0.20	-0.38	0.75	1.58	0.33	-15%	10%	9%	19%	-24%	-39%	-12%
Average	2.55	2.85	2.22	2.23	2.05	3.18	4.02	2.76	0.30	-0.33	-0.32	-0.50	0.63	1.47	0.21	-10%	15%	14%	24%	-20%	-36%	-8%

VISSIM Travel Time Calibration Results - Existing Year (2019) PM Peak Period

Existing Calibration 2019 PM 3: EB Selmon - Himes to N 12th St																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	5.66	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.64	0.04	0.06	-0.11	2.43	5.63	1.45	-10%	-1%	-1%	2%	-30%	-50%	-20%
2700-3600	5.84	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.46	-0.14	-0.13	-0.29	2.24	5.44	1.26	-7%	3%	2%	5%	-28%	-48%	-18%
3600-4500	5.91	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.39	-0.21	-0.19	-0.36	2.18	5.38	1.20	-6%	4%	3%	6%	-27%	-48%	-17%
4500-5400	5.94	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.36	-0.24	-0.22	-0.39	2.14	5.34	1.16	-6%	4%	4%	7%	-27%	-47%	-16%
5400-6300	5.88	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.42	-0.18	-0.17	-0.33	2.20	5.40	1.22	-7%	3%	3%	6%	-27%	-48%	-17%
6300-7200	5.87	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.43	-0.17	-0.15	-0.32	2.21	5.41	1.24	-7%	3%	3%	6%	-27%	-48%	-17%
7200-8100	5.85	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.45	-0.15	-0.13	-0.30	2.23	5.43	1.26	-7%	3%	2%	5%	-28%	-48%	-18%
8100-9000	5.81	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.49	-0.11	-0.10	-0.26	2.27	5.47	1.29	-8%	2%	2%	5%	-28%	-48%	-18%
9000-9900	5.72	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.58	-0.02	0.00	-0.17	2.37	5.57	1.39	-9%	0%	0%	3%	-29%	-49%	-20%
9900-10800	5.74	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.56	-0.04	-0.02	-0.19	2.35	5.55	1.37	-9%	1%	0%	3%	-29%	-49%	-19%
10800-11700	5.65	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.65	0.05	0.07	-0.10	2.43	5.63	1.46	-10%	-1%	-1%	2%	-30%	-50%	-20%
11700-12600	5.60	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.70	0.10	0.11	-0.05	2.48	5.68	1.50	-11%	-2%	-2%	1%	-31%	-50%	-21%
Average	5.79	6.30	5.70	5.72	5.55	8.08	11.28	7.11	0.51	-0.09	-0.07	-0.24	2.29	5.49	1.32	-8%	2%	1%	4%	-28%	-49%	-19%

VISSIM Travel Time Calibration Results - Existing Year (2019) PM Peak Period

Existing Calibration 2019 PM 4: WB Selmon - N 12th St to Willow																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	2.01	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.24	0.29	0.22	0.19	0.15	0.19	0.21	-11%	-12%	-10%	-8%	-7%	-8%	-9%
2700-3600	2.02	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.23	0.28	0.22	0.18	0.15	0.18	0.21	-10%	-12%	-10%	-8%	-7%	-8%	-9%
3600-4500	2.04	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.21	0.26	0.19	0.16	0.13	0.16	0.18	-9%	-11%	-9%	-7%	-6%	-7%	-8%
4500-5400	2.04	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.21	0.26	0.19	0.16	0.12	0.16	0.18	-9%	-11%	-8%	-7%	-6%	-7%	-8%
5400-6300	2.04	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.21	0.26	0.19	0.16	0.12	0.16	0.18	-9%	-11%	-9%	-7%	-6%	-7%	-8%
6300-7200	2.05	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.20	0.25	0.18	0.15	0.12	0.15	0.18	-9%	-11%	-8%	-7%	-5%	-7%	-8%
7200-8100	2.07	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.18	0.23	0.16	0.13	0.10	0.13	0.16	-8%	-10%	-7%	-6%	-4%	-6%	-7%
8100-9000	2.09	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.16	0.21	0.14	0.11	0.08	0.11	0.13	-7%	-9%	-6%	-5%	-3%	-5%	-6%
9000-9900	2.08	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.17	0.22	0.16	0.12	0.09	0.12	0.15	-8%	-10%	-7%	-6%	-4%	-6%	-7%
9900-10800	2.04	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.21	0.26	0.19	0.16	0.13	0.16	0.18	-9%	-11%	-9%	-7%	-6%	-7%	-8%
10800-11700	2.02	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.23	0.28	0.22	0.18	0.15	0.18	0.21	-10%	-12%	-10%	-8%	-7%	-8%	-9%
11700-12600	2.00	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.25	0.30	0.23	0.20	0.17	0.20	0.22	-11%	-13%	-10%	-9%	-8%	-9%	-10%
Average	2.04	2.25	2.30	2.23	2.20	2.17	2.20	2.23	0.21	0.26	0.19	0.16	0.12	0.16	0.18	-9%	-11%	-9%	-7%	-6%	-7%	-8%

VISSIM Travel Time Calibration Results - Existing Year (2019) PM Peak Period

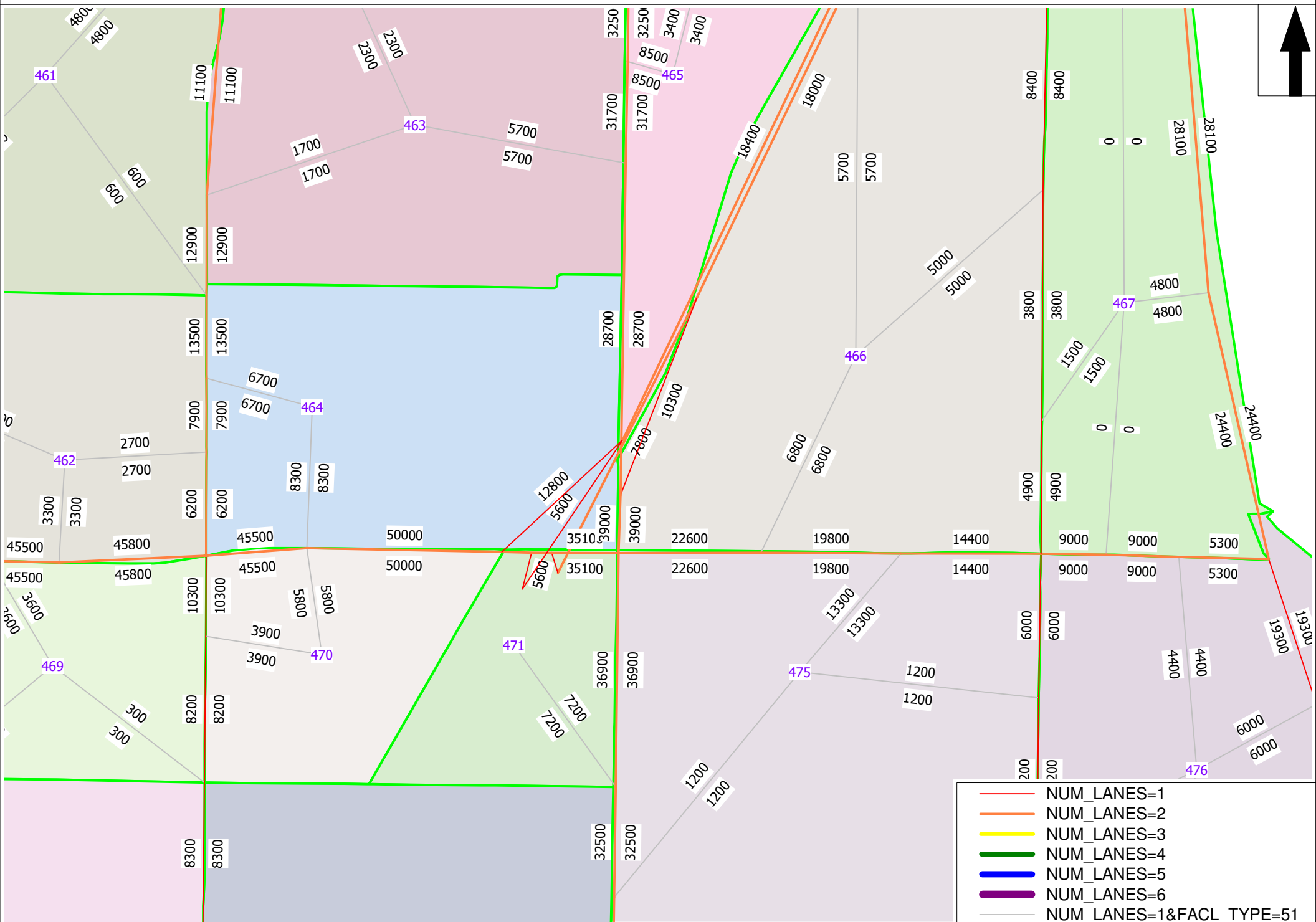
Existing Calibration 2019 PM 5: WB Selmon - Willow to Himes																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	3.12	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.33	0.41	0.38	0.48	0.33	0.23	0.36	-10%	-12%	-11%	-13%	-10%	-7%	-10%
2700-3600	3.14	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.31	0.40	0.36	0.46	0.31	0.21	0.34	-9%	-11%	-10%	-13%	-9%	-6%	-10%
3600-4500	3.15	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.30	0.38	0.35	0.45	0.30	0.20	0.33	-9%	-11%	-10%	-12%	-9%	-6%	-9%
4500-5400	3.18	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.27	0.35	0.32	0.42	0.27	0.17	0.30	-8%	-10%	-9%	-12%	-8%	-5%	-9%
5400-6300	3.19	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.26	0.34	0.31	0.41	0.26	0.16	0.29	-8%	-10%	-9%	-11%	-8%	-5%	-8%
6300-7200	3.18	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.27	0.35	0.32	0.42	0.27	0.17	0.30	-8%	-10%	-9%	-12%	-8%	-5%	-9%
7200-8100	3.21	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.24	0.32	0.29	0.39	0.24	0.14	0.27	-7%	-9%	-8%	-11%	-7%	-4%	-8%
8100-9000	3.24	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.21	0.29	0.26	0.36	0.21	0.11	0.24	-6%	-8%	-7%	-10%	-6%	-3%	-7%
9000-9900	3.22	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.23	0.31	0.28	0.38	0.23	0.13	0.26	-7%	-9%	-8%	-11%	-7%	-4%	-7%
9900-10800	3.19	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.26	0.34	0.31	0.41	0.26	0.16	0.29	-8%	-10%	-9%	-11%	-8%	-5%	-8%
10800-11700	3.14	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.31	0.40	0.36	0.46	0.31	0.21	0.34	-9%	-11%	-10%	-13%	-9%	-6%	-10%
11700-12600	3.12	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.33	0.42	0.38	0.48	0.33	0.23	0.36	-10%	-12%	-11%	-13%	-10%	-7%	-10%
Average	3.17	3.45	3.53	3.50	3.60	3.45	3.35	3.48	0.28	0.36	0.33	0.43	0.28	0.18	0.31	-8%	-10%	-9%	-12%	-8%	-5%	-9%

VISSIM Travel Time Calibration Results - Existing Year (2019) PM Peak Period

Existing Calibration 2019 PM 6: WB Selmon - N 12th St to Himes																						
Simulation Time Interval (sec)	Simulated TT (min)	Field TT Run 1 (min)	Field TT Run 2 (min)	Field TT Run 3 (min)	Field TT Run 4 (min)	Field TT Run 5 (min)	Field TT Run 6 (min)	Field TT Run Ave (min)	Field TT Run 1 - Simulated TT (min)	Field TT Run 2 - Simulated TT (min)	Field TT Run 3 - Simulated TT (min)	Field TT Run 4 - Simulated TT (min)	Field TT Run 5 - Simulated TT (min)	Field TT Run 6 - Simulated TT (min)	Field TT Run Ave - Simulated TT (min)	Field TT Run 1 vs. Simulated TT % Diff	Field TT Run 2 vs. Simulated TT % Diff	Field TT Run 3 vs. Simulated TT % Diff	Field TT Run 4 vs. Simulated TT % Diff	Field TT Run 5 vs. Simulated TT % Diff	Field TT Run 6 vs. Simulated TT % Diff	Field TT Run Ave vs. Simulated TT % Diff
1800-2700	5.14	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.56	0.70	0.60	0.66	0.48	0.41	0.57	-10%	-12%	-10%	-11%	-9%	-7%	-10%
2700-3600	5.16	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.54	0.67	0.57	0.64	0.46	0.39	0.55	-9%	-12%	-10%	-11%	-8%	-7%	-10%
3600-4500	5.19	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.51	0.64	0.54	0.61	0.42	0.36	0.51	-9%	-11%	-9%	-10%	-8%	-6%	-9%
4500-5400	5.22	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.48	0.62	0.52	0.58	0.40	0.33	0.49	-8%	-11%	-9%	-10%	-7%	-6%	-9%
5400-6300	5.23	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.47	0.60	0.50	0.57	0.39	0.32	0.47	-8%	-10%	-9%	-10%	-7%	-6%	-8%
6300-7200	5.23	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.47	0.61	0.51	0.57	0.39	0.32	0.48	-8%	-10%	-9%	-10%	-7%	-6%	-8%
7200-8100	5.28	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.42	0.55	0.45	0.52	0.33	0.27	0.42	-7%	-9%	-8%	-9%	-6%	-5%	-7%
8100-9000	5.34	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.36	0.50	0.40	0.46	0.28	0.21	0.37	-6%	-8%	-7%	-8%	-5%	-4%	-6%
9000-9900	5.30	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.40	0.54	0.44	0.50	0.32	0.25	0.41	-7%	-9%	-8%	-9%	-6%	-5%	-7%
9900-10800	5.25	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.45	0.58	0.48	0.55	0.36	0.30	0.45	-8%	-10%	-8%	-9%	-6%	-5%	-8%
10800-11700	5.15	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.55	0.68	0.58	0.65	0.46	0.40	0.55	-10%	-12%	-10%	-11%	-8%	-7%	-10%
11700-12600	5.13	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.57	0.71	0.61	0.67	0.49	0.42	0.58	-10%	-12%	-11%	-12%	-9%	-8%	-10%
Average	5.22	5.70	5.83	5.73	5.80	5.62	5.55	5.71	0.48	0.62	0.52	0.58	0.40	0.33	0.49	-8%	-11%	-9%	-10%	-7%	-6%	-9%

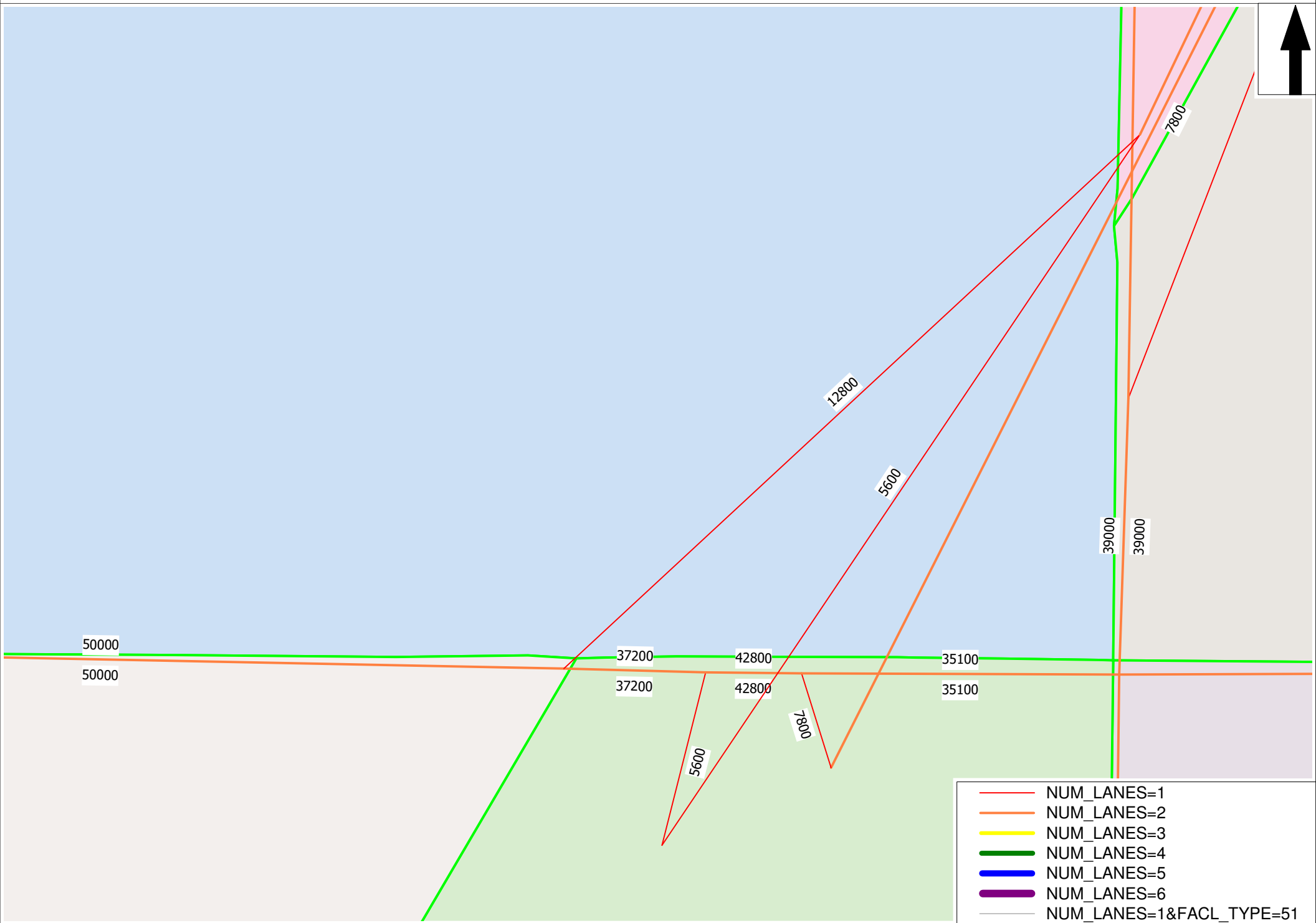
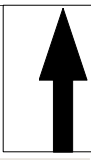
Appendix H
THEA TBRPM Base Year (2015) and Horizon
Year (2040) No Build Model Plots

THEA TBRPM



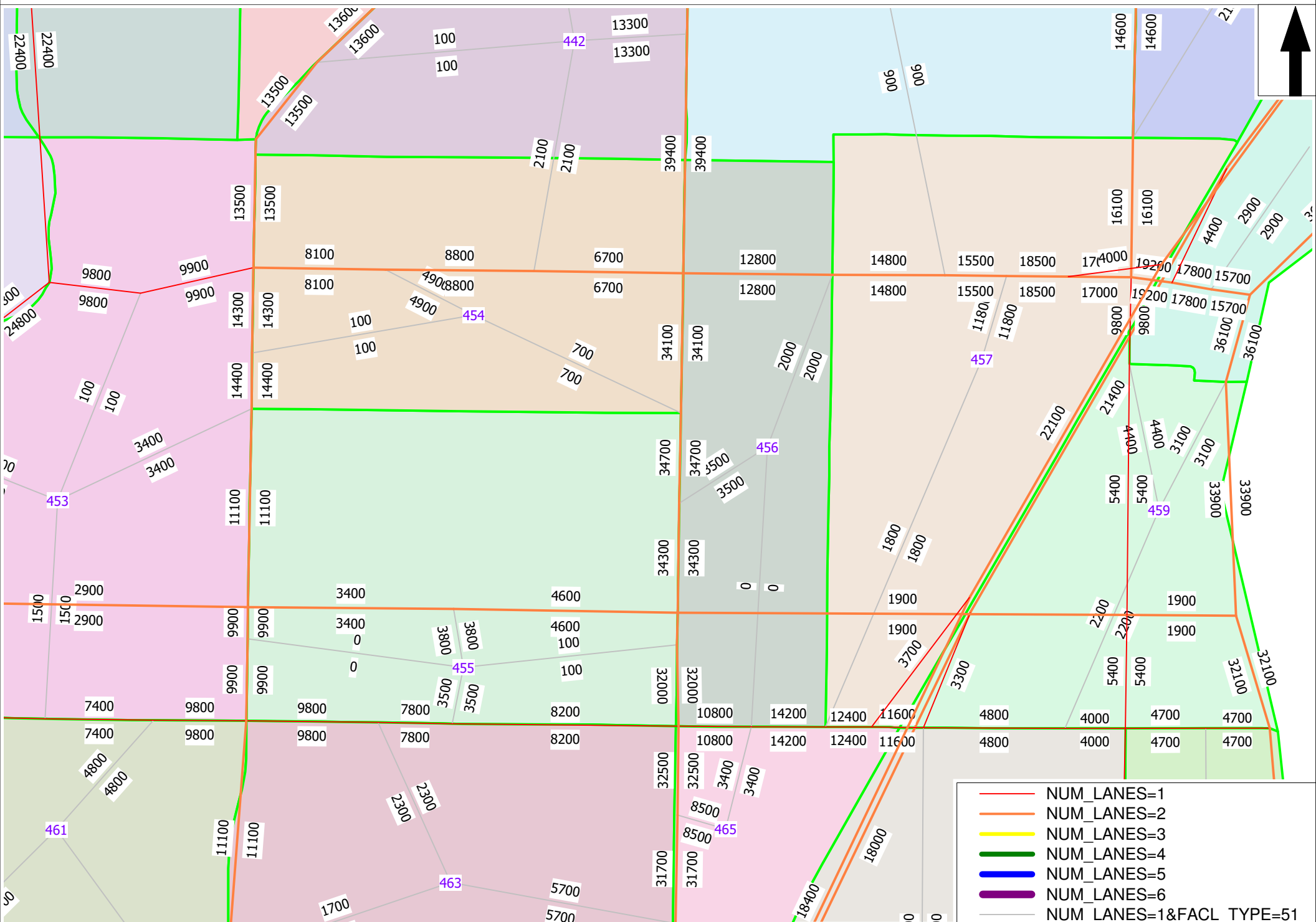
Validation Year 2015 AADT (duplicate posts)

THEA TBRPM



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

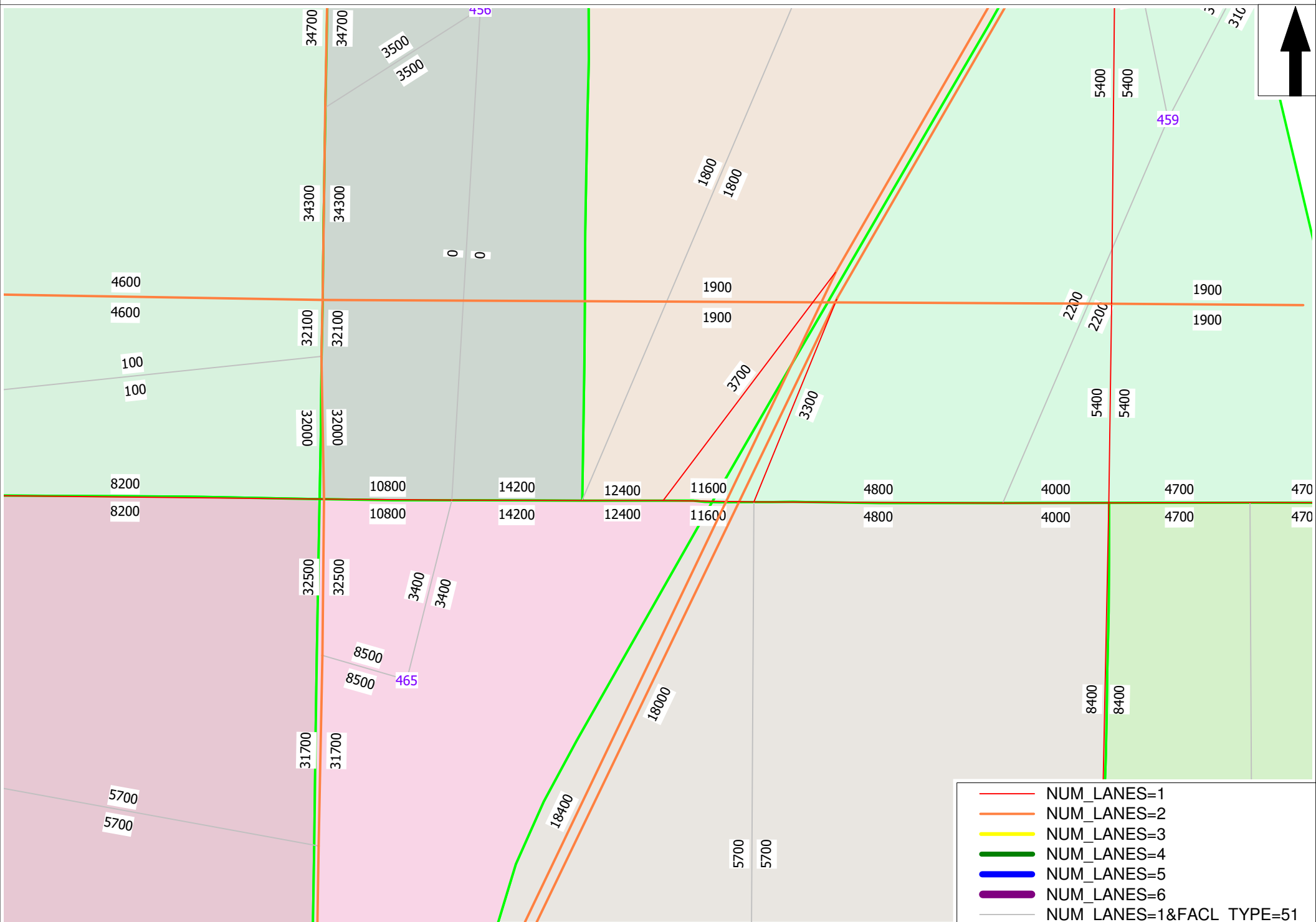
THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

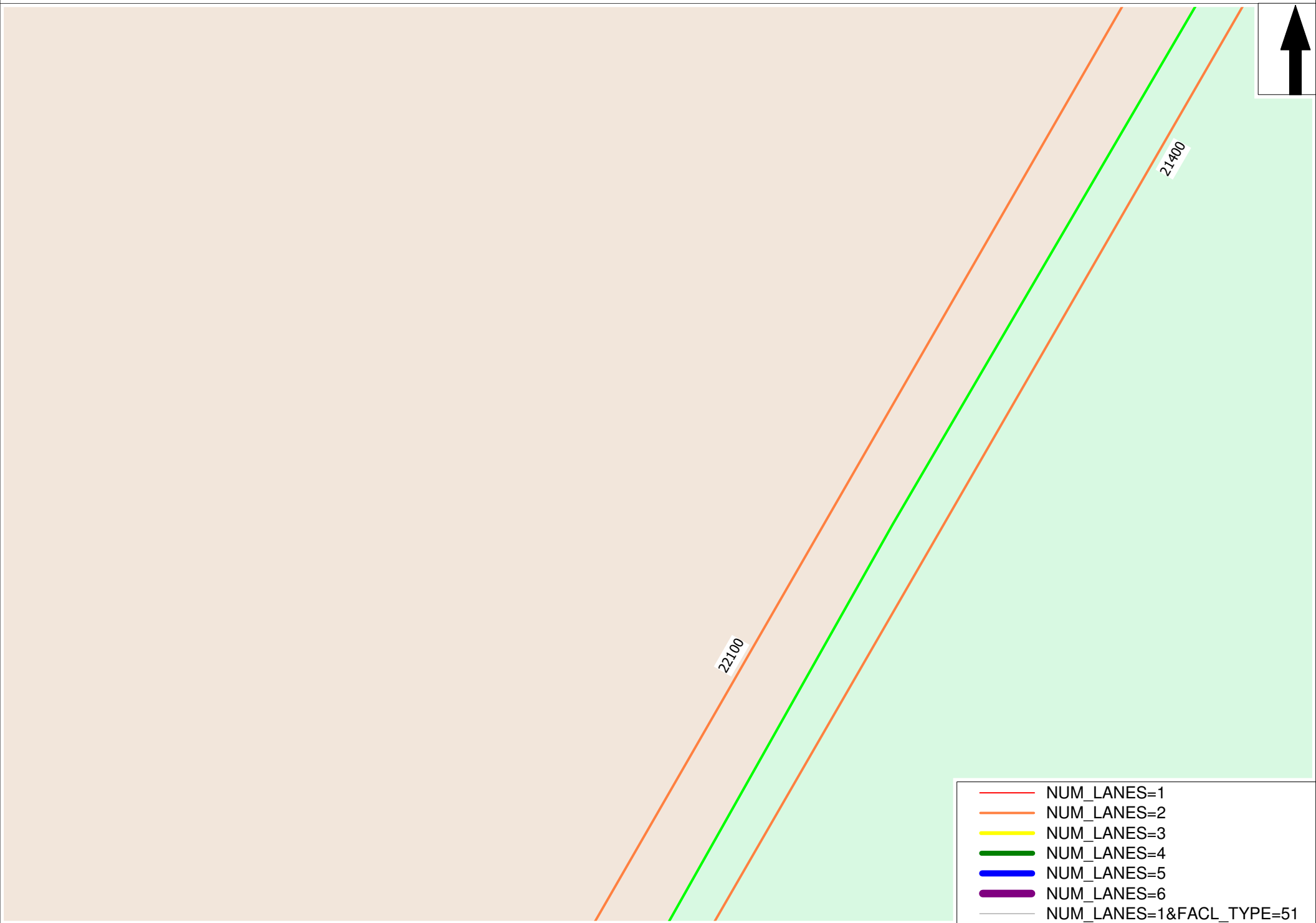
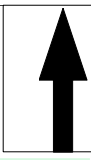
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

THEA TBRPM



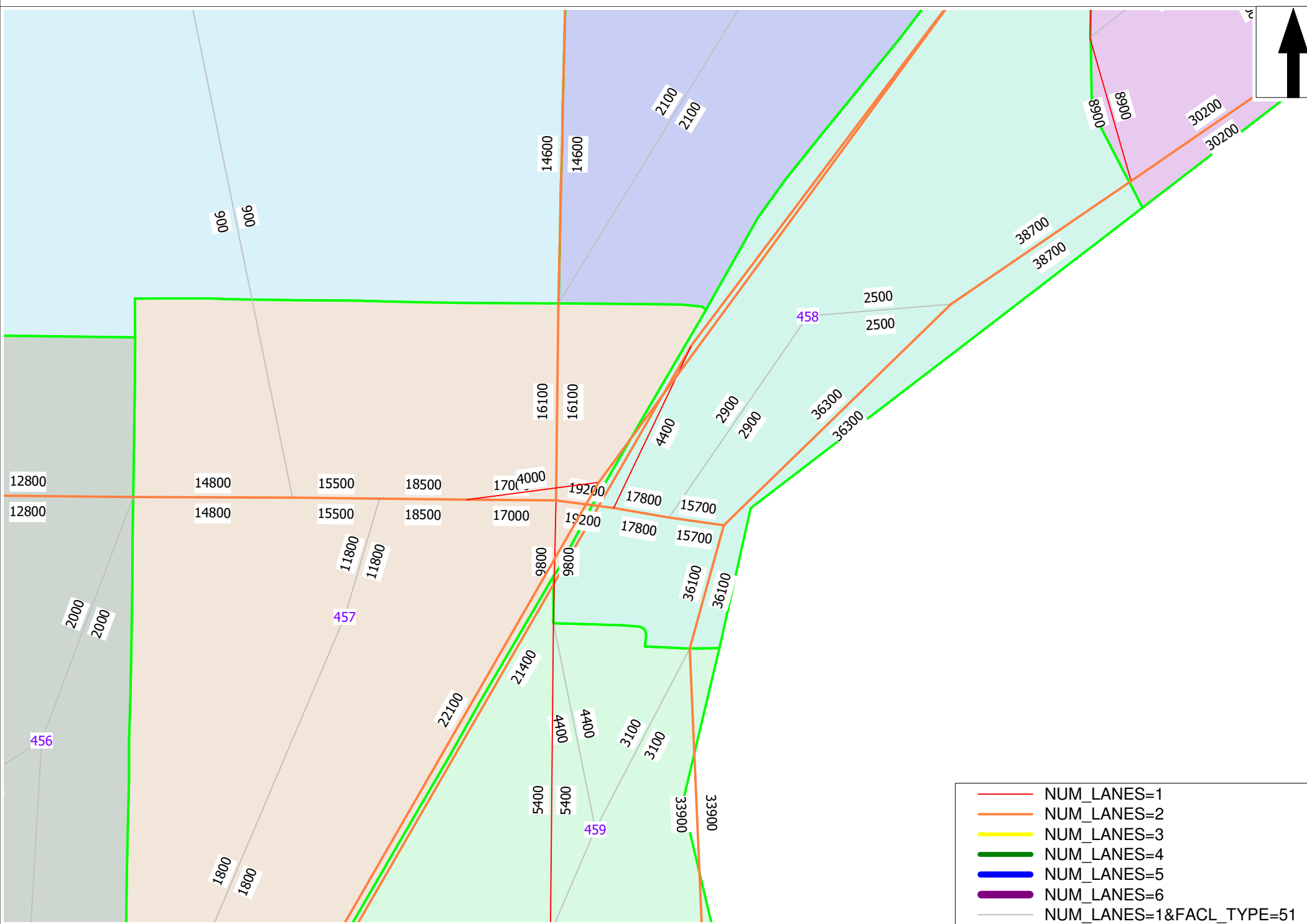
22100

21400

- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

Validation Year 2015 AADT (duplicate posts)

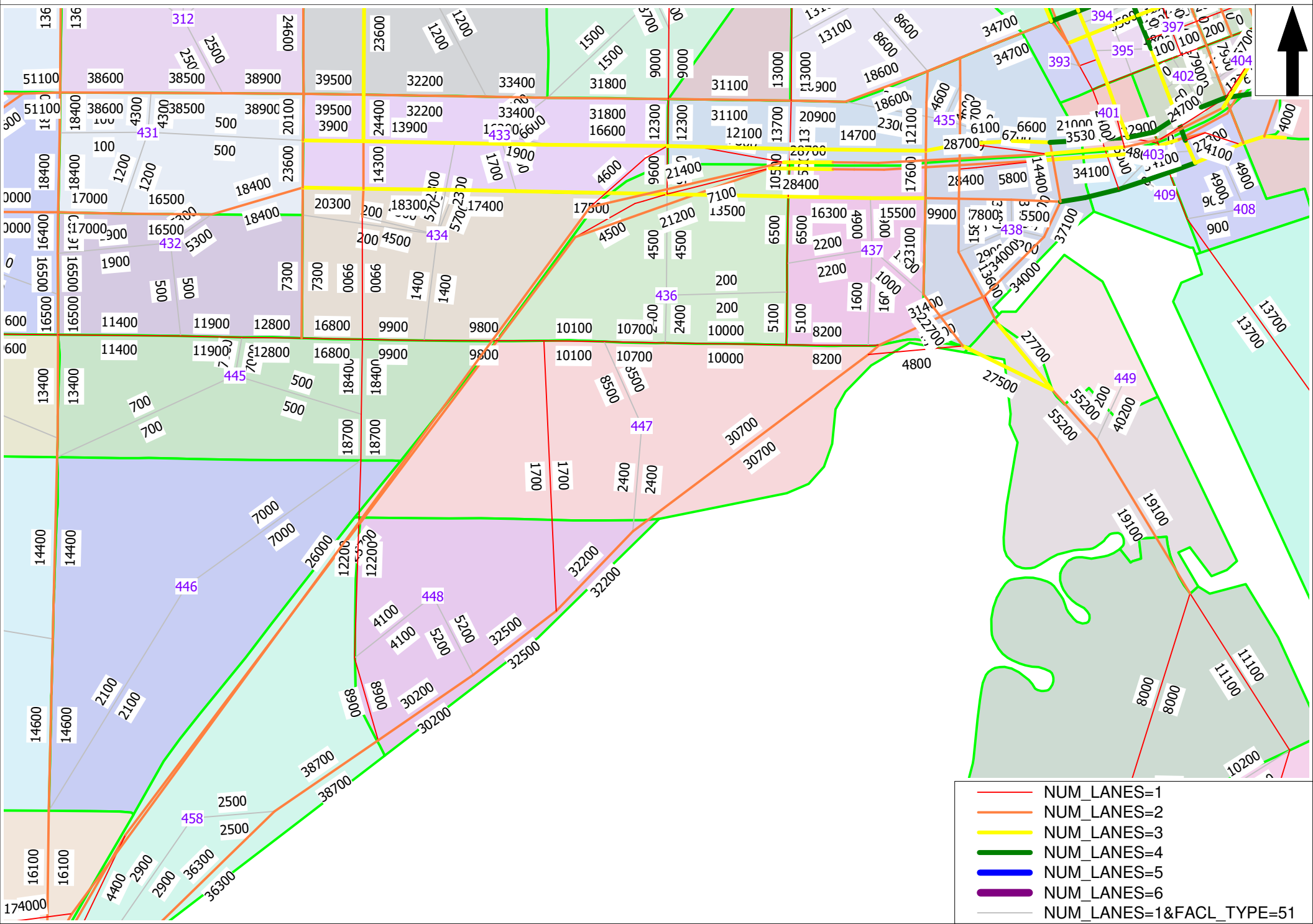
THEA TBRPM



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

Validation Year 2015 AADT (duplicate posts)

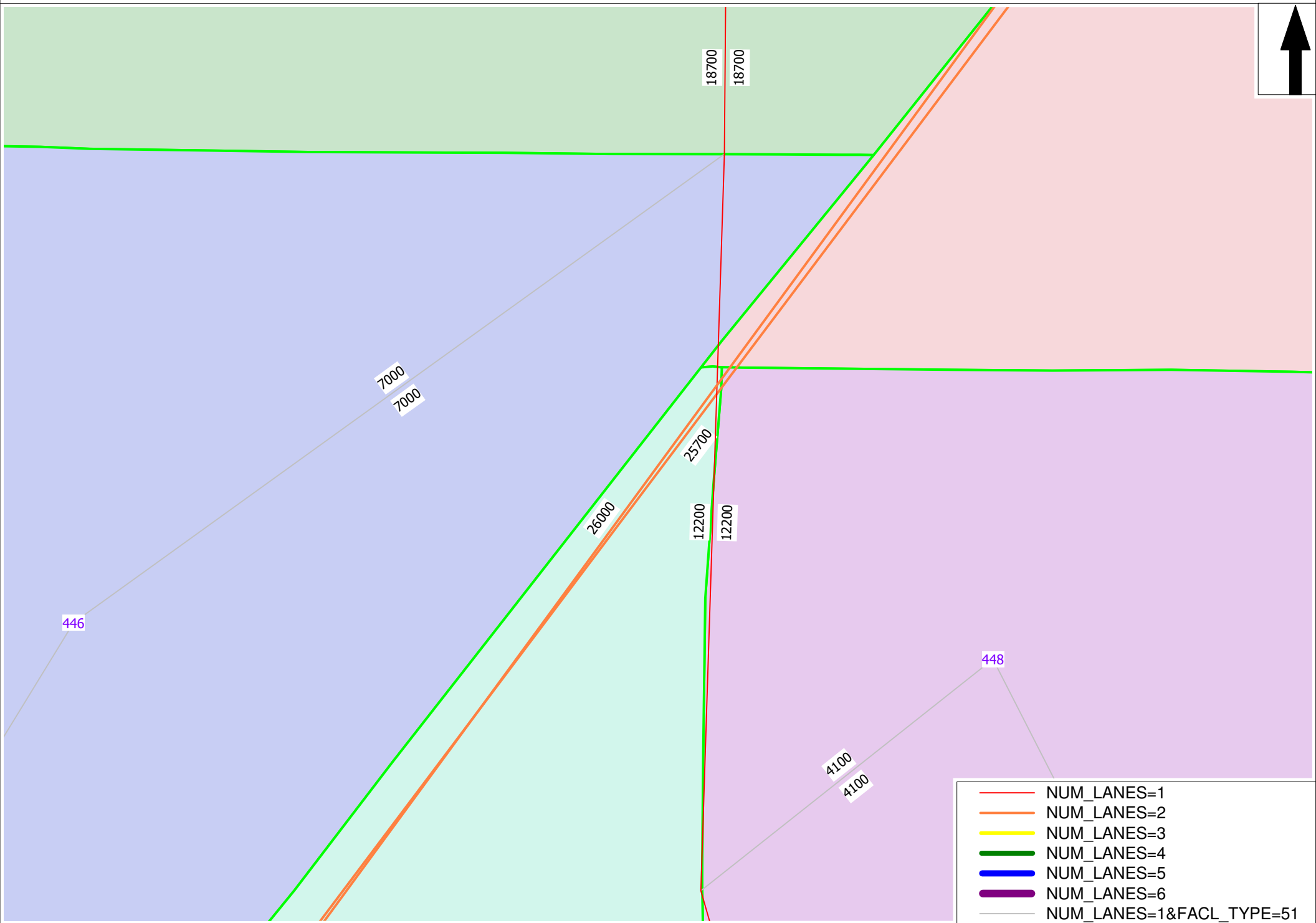
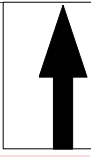
THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

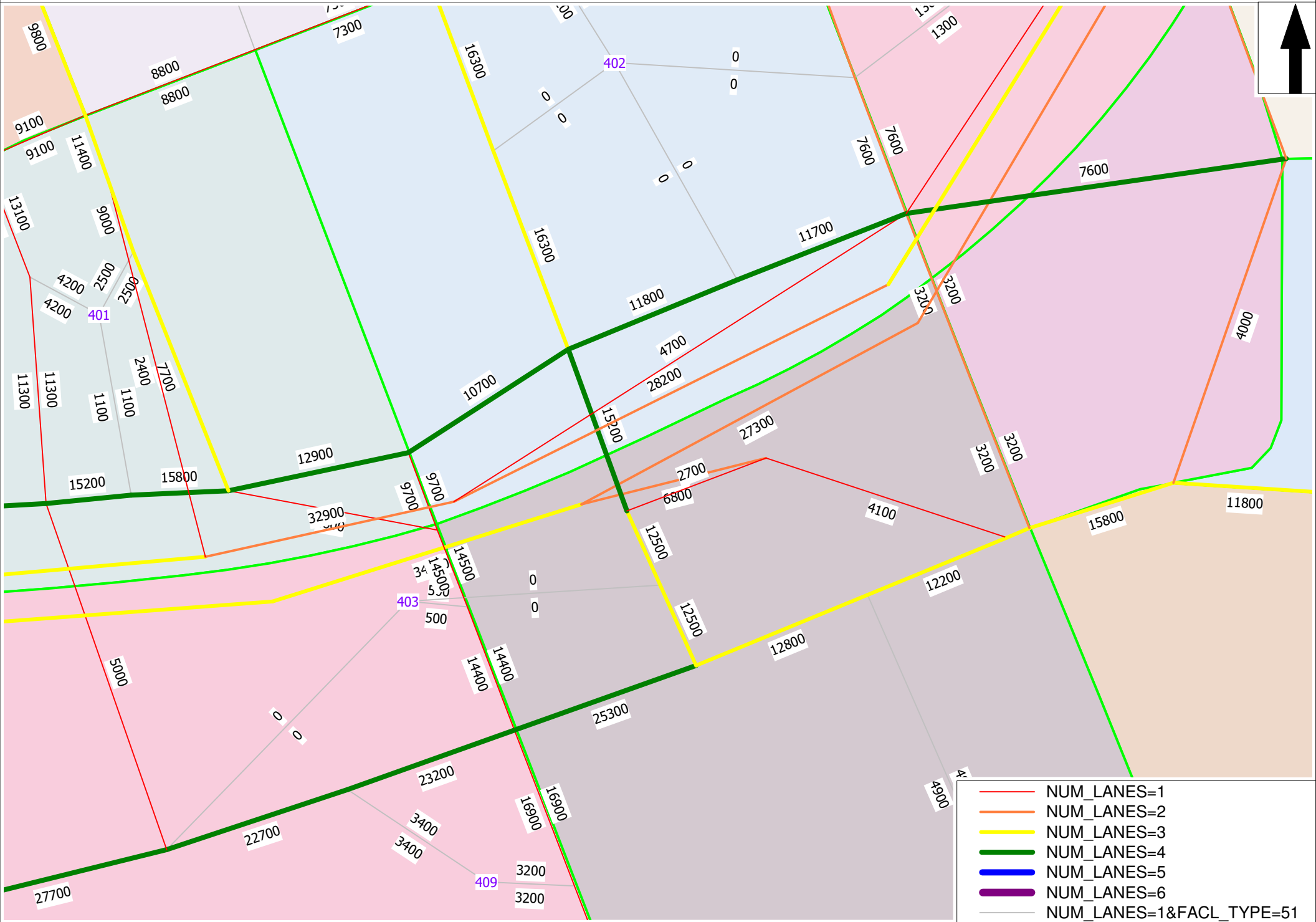
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



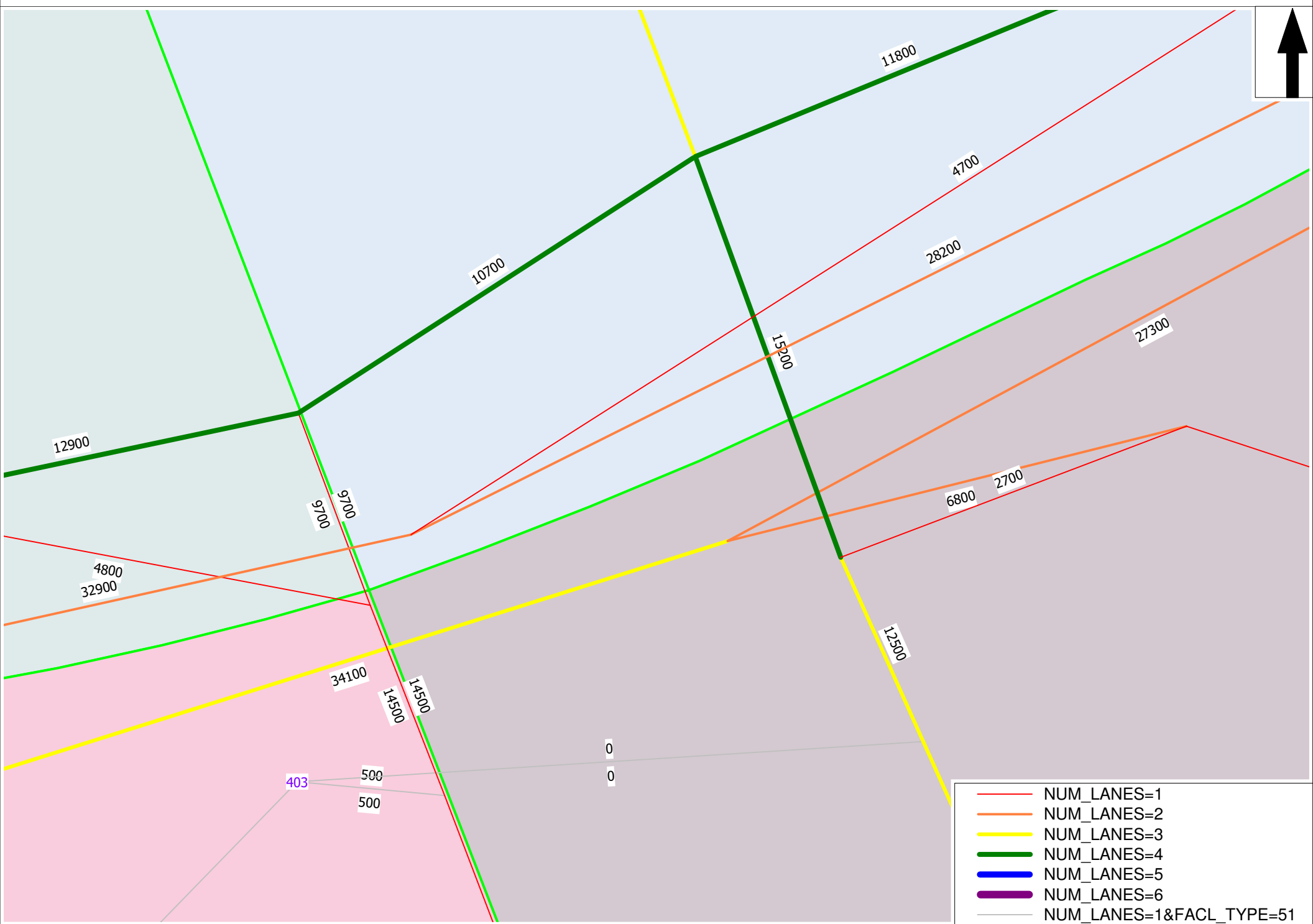
Validation Year 2015 AADT (duplicate posts)

THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

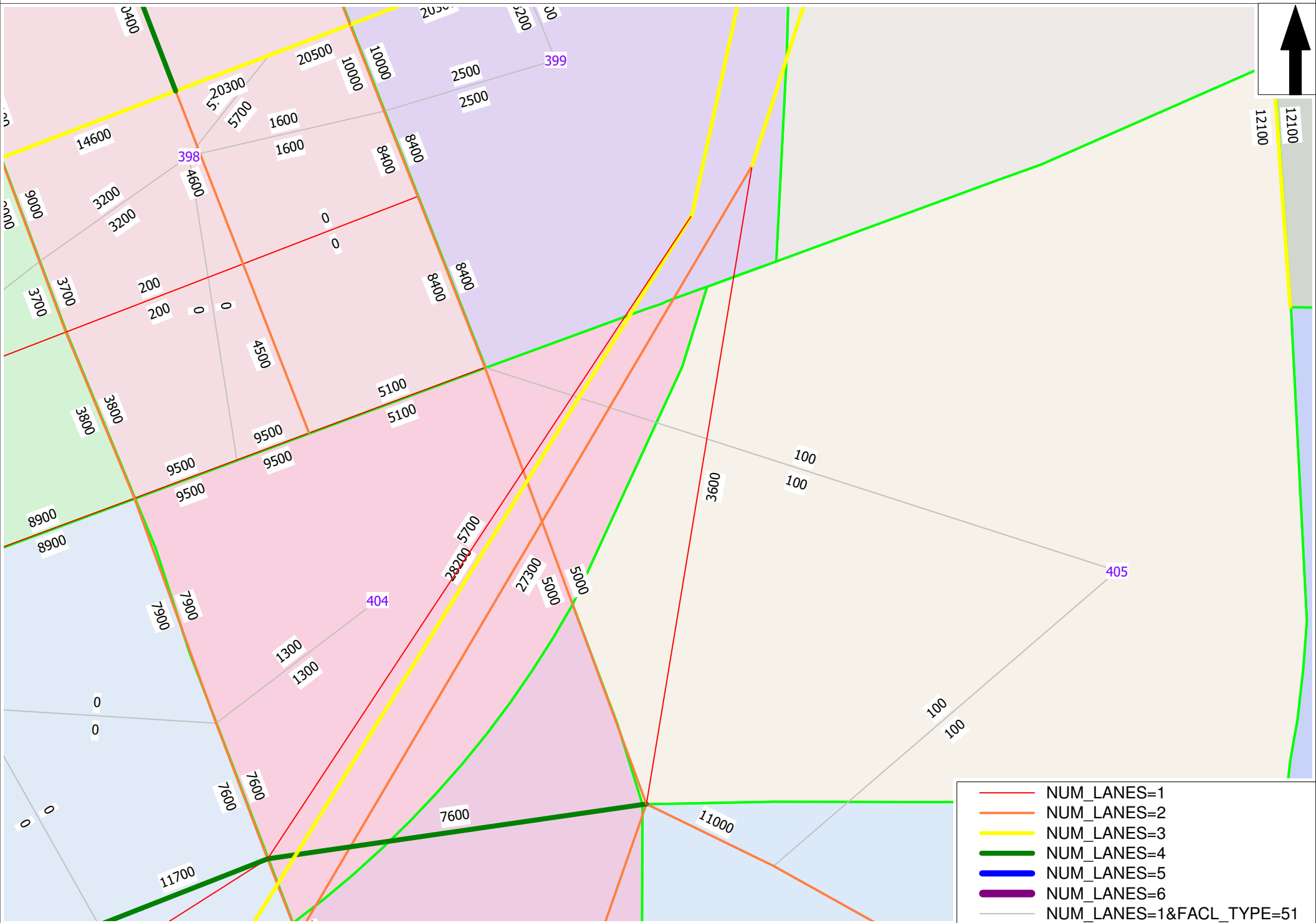
THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

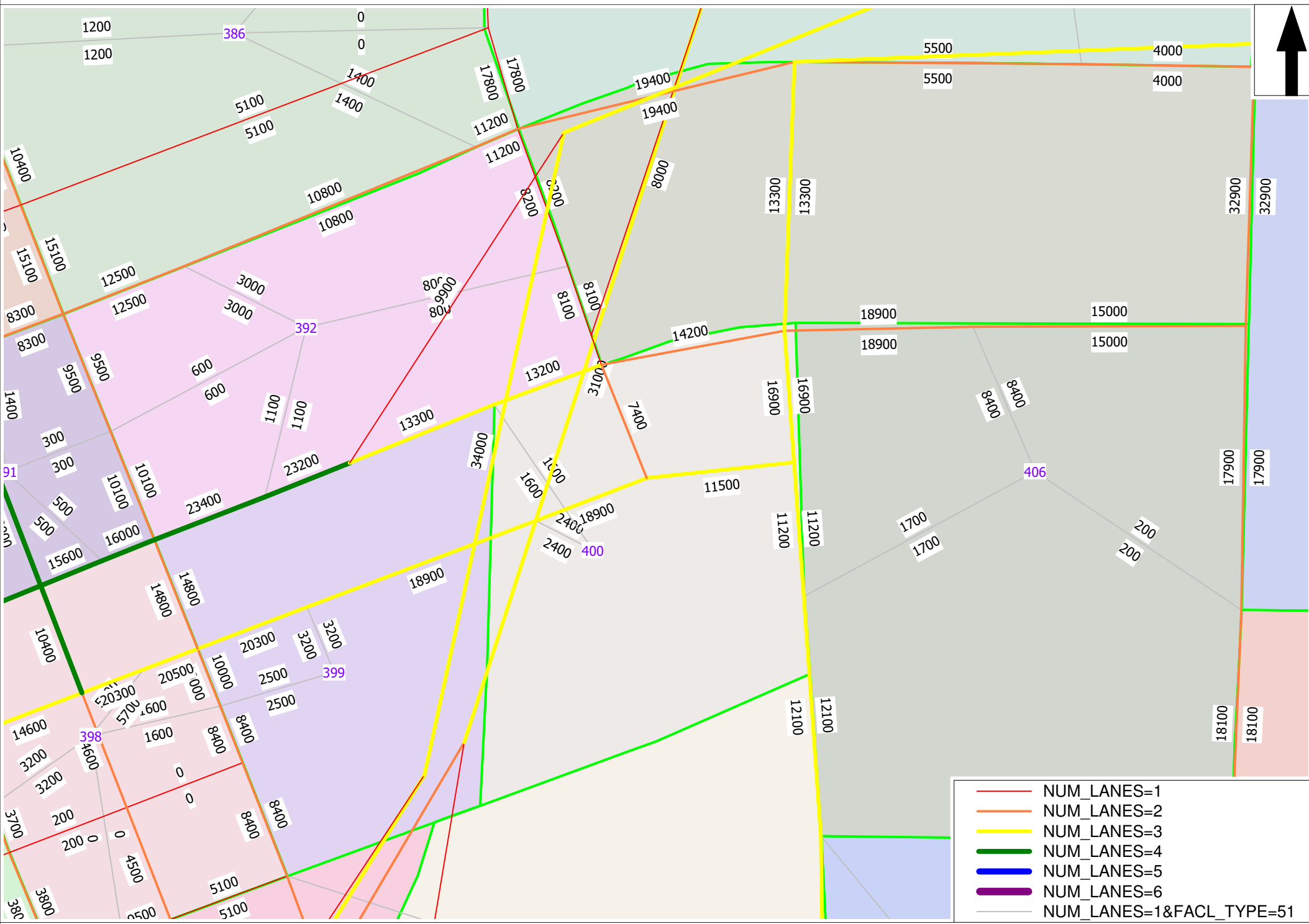
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



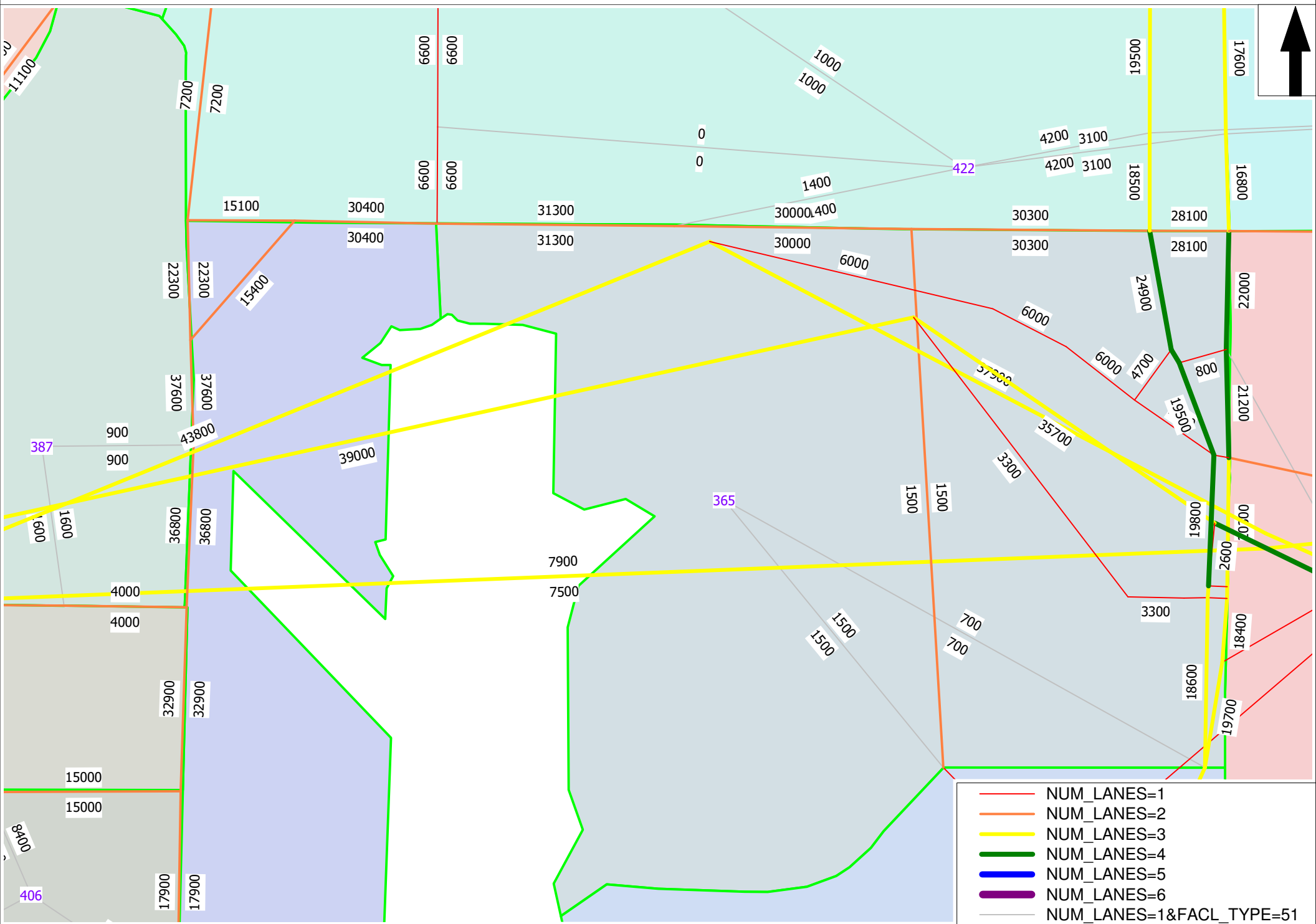
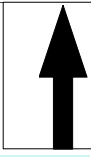
Validation Year 2015 AADT (duplicate posts)

THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

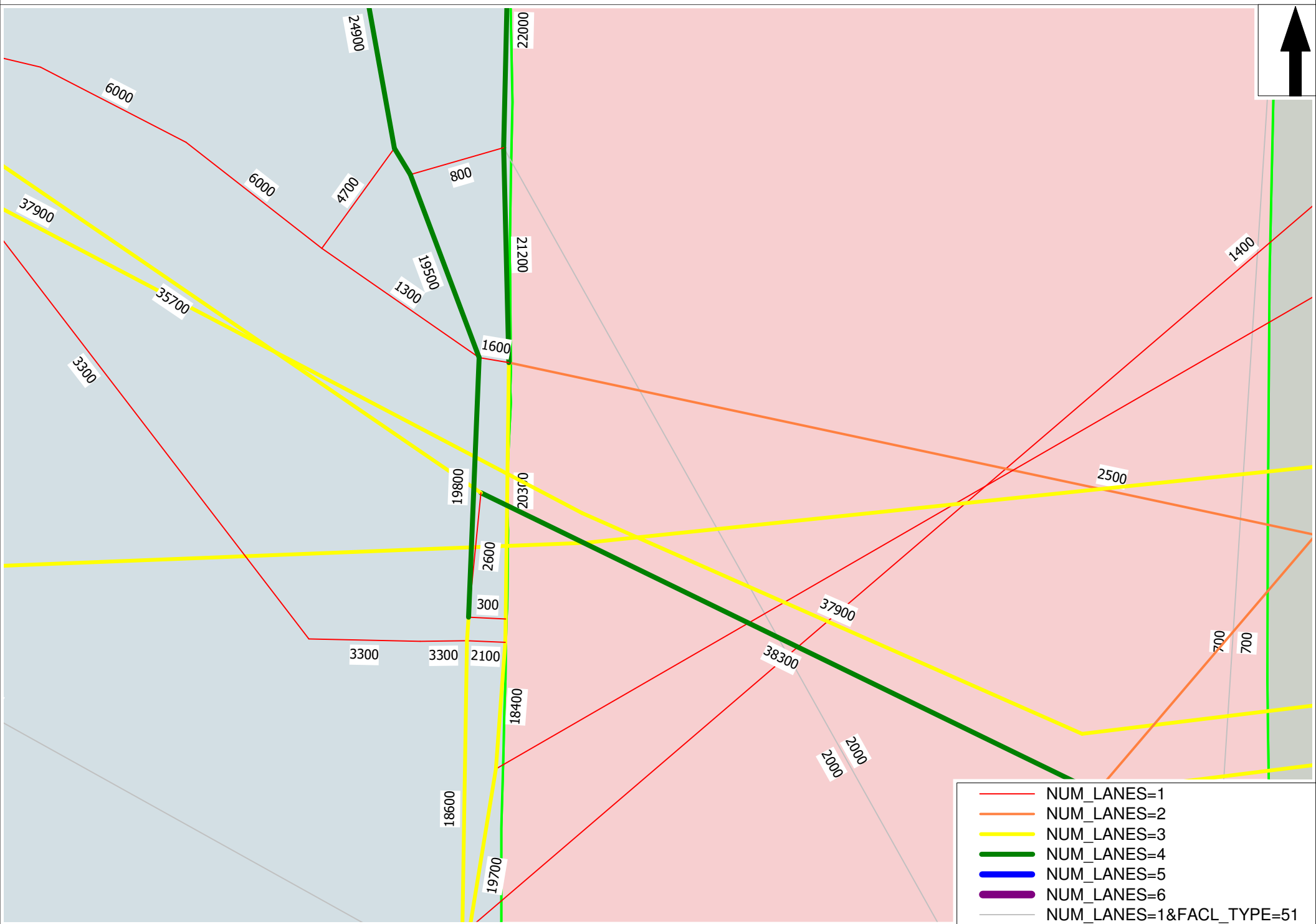
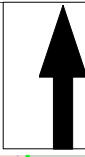
THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

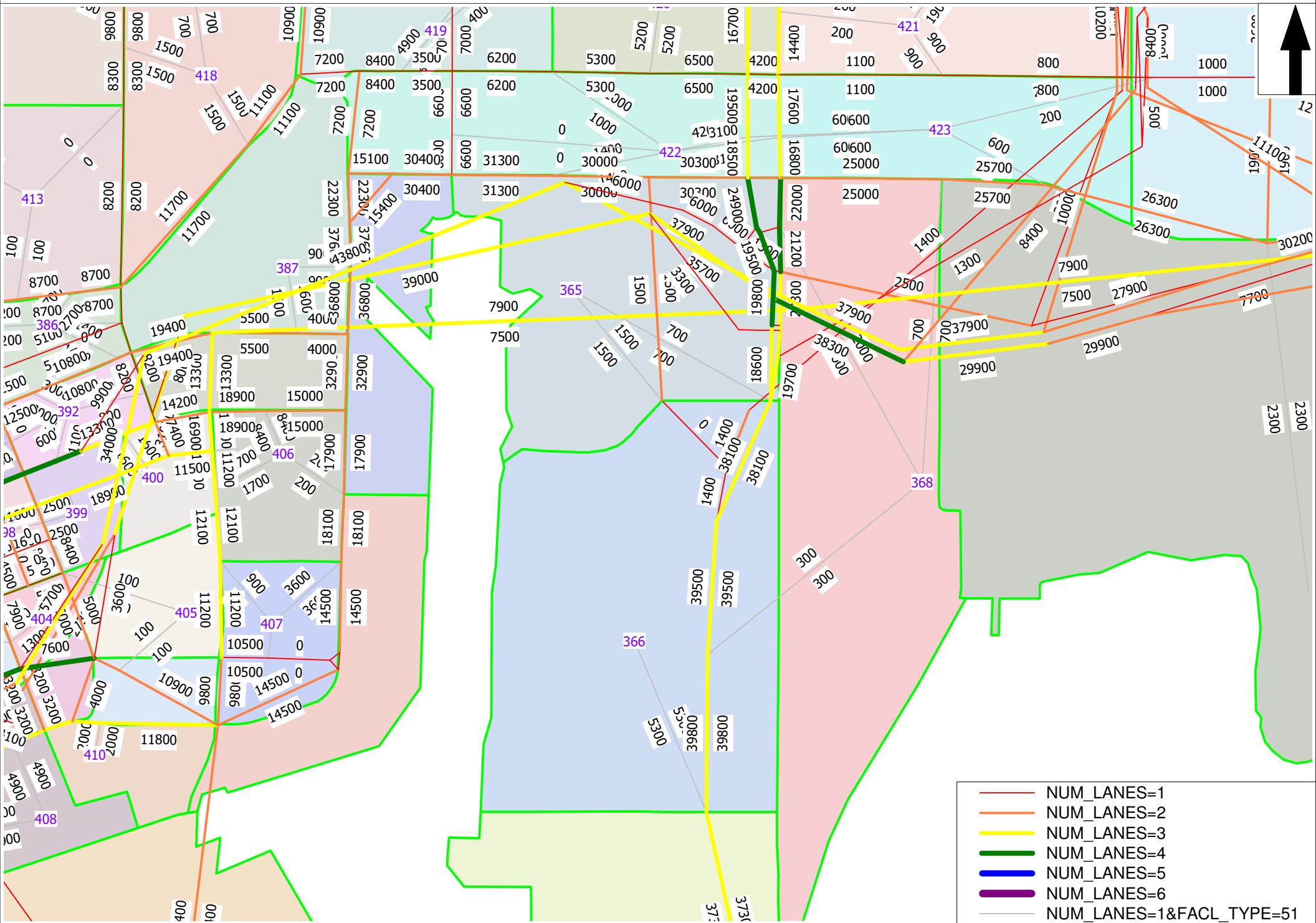
THEA TBRPM



Validation Year 2015 AADT (duplicate posts)

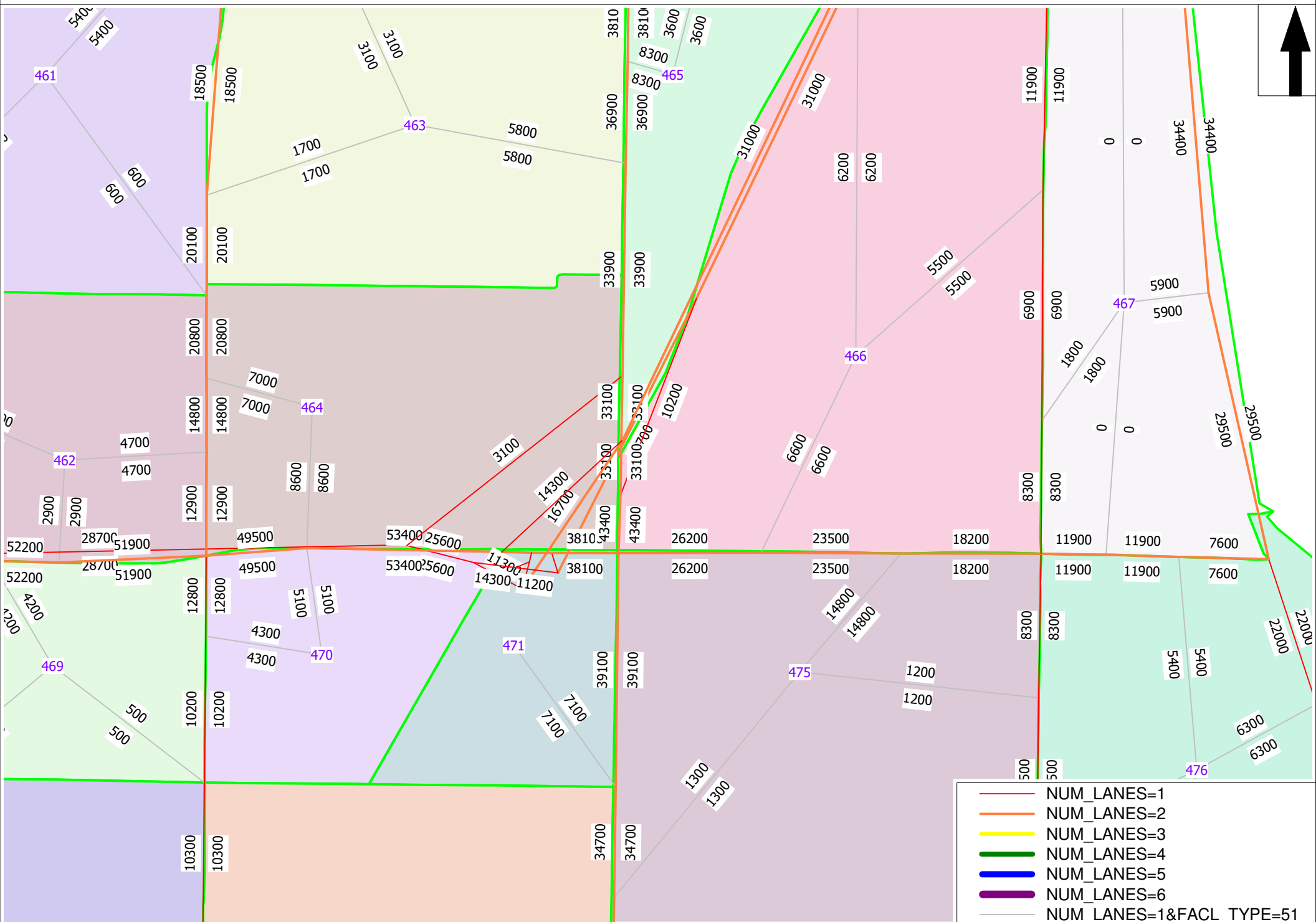
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



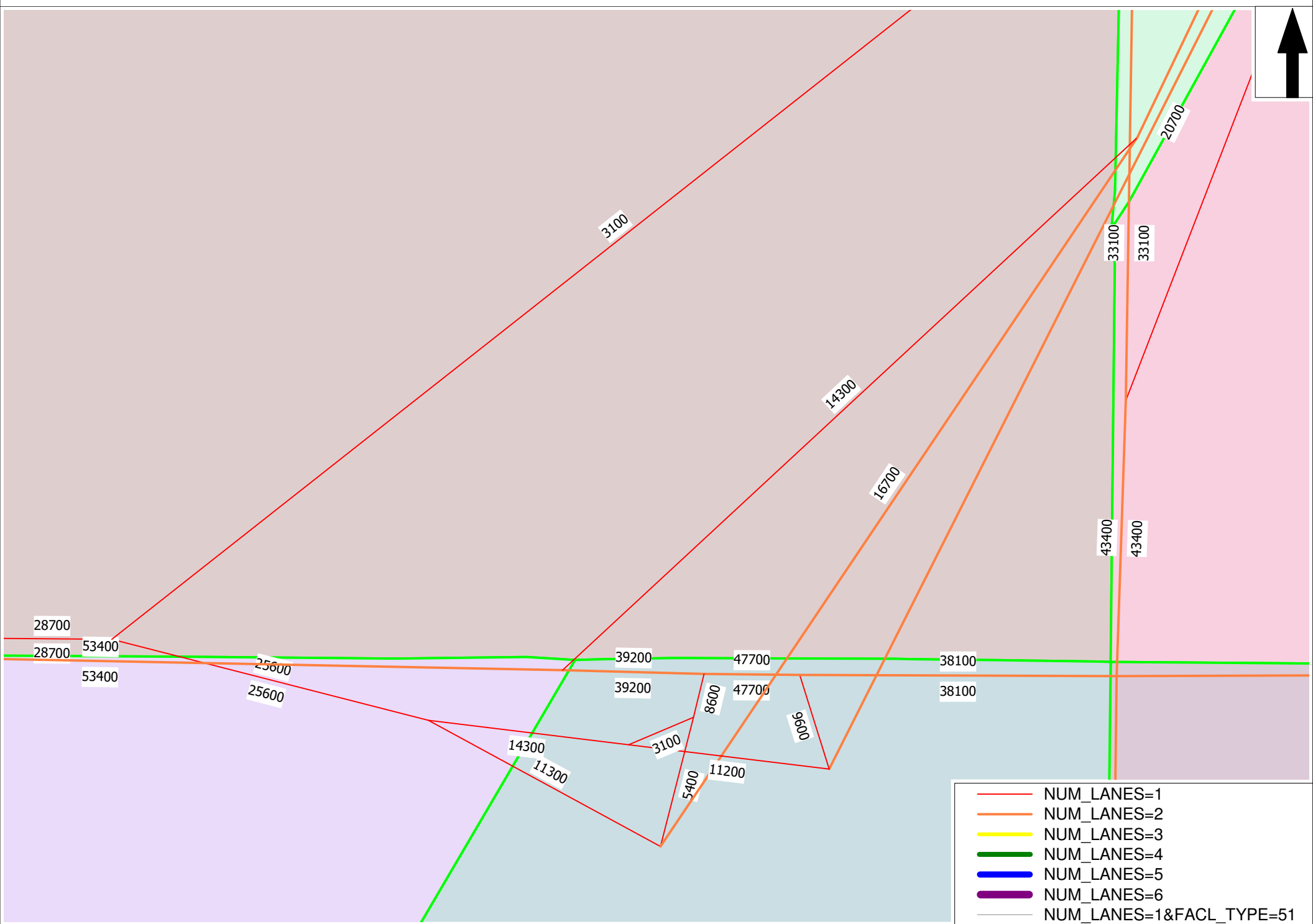
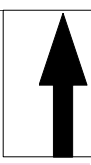
Validation Year 2015 AADT (duplicate posts)

THEA TBRPM



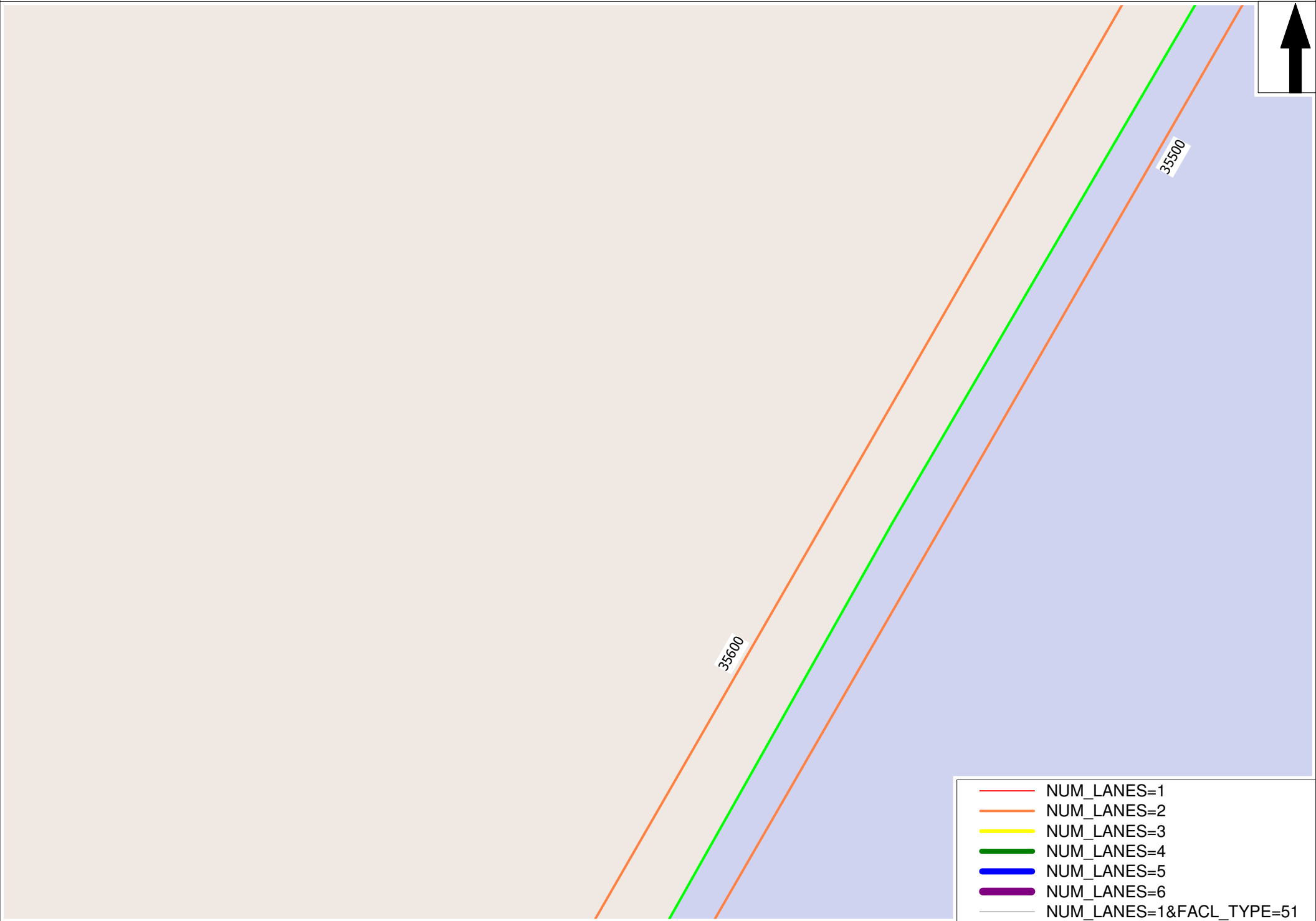
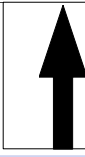
Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

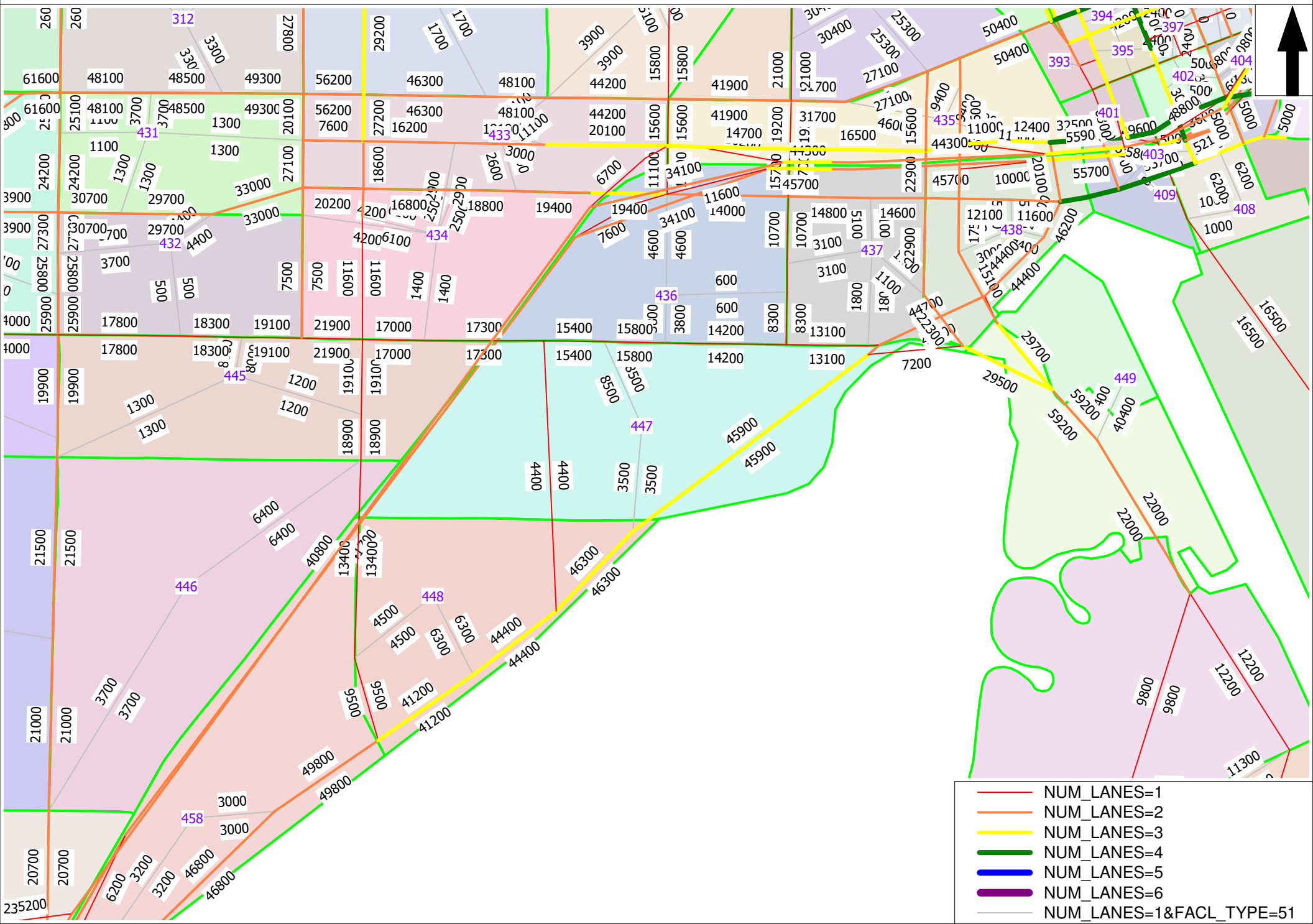
THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

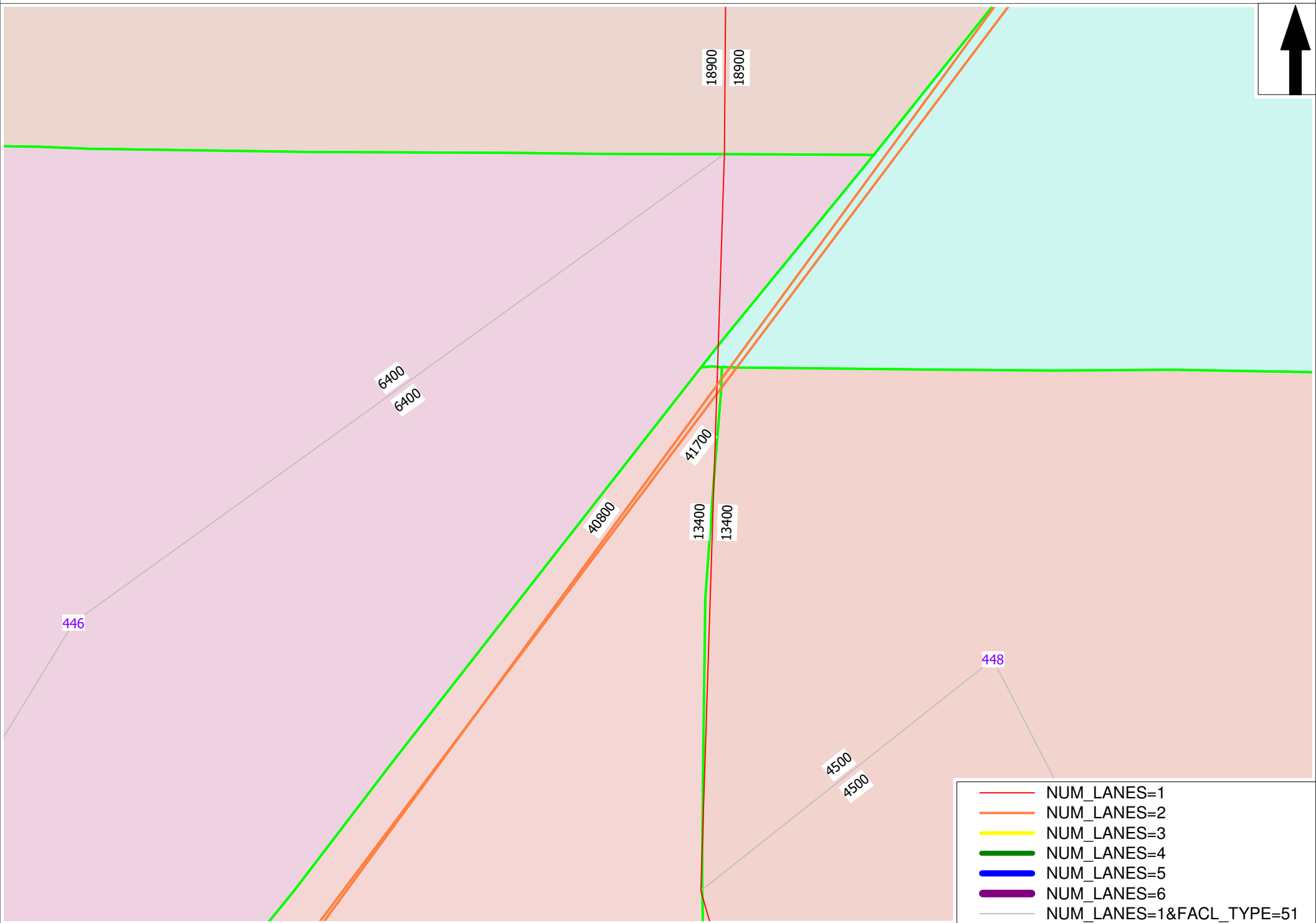
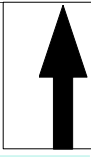
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



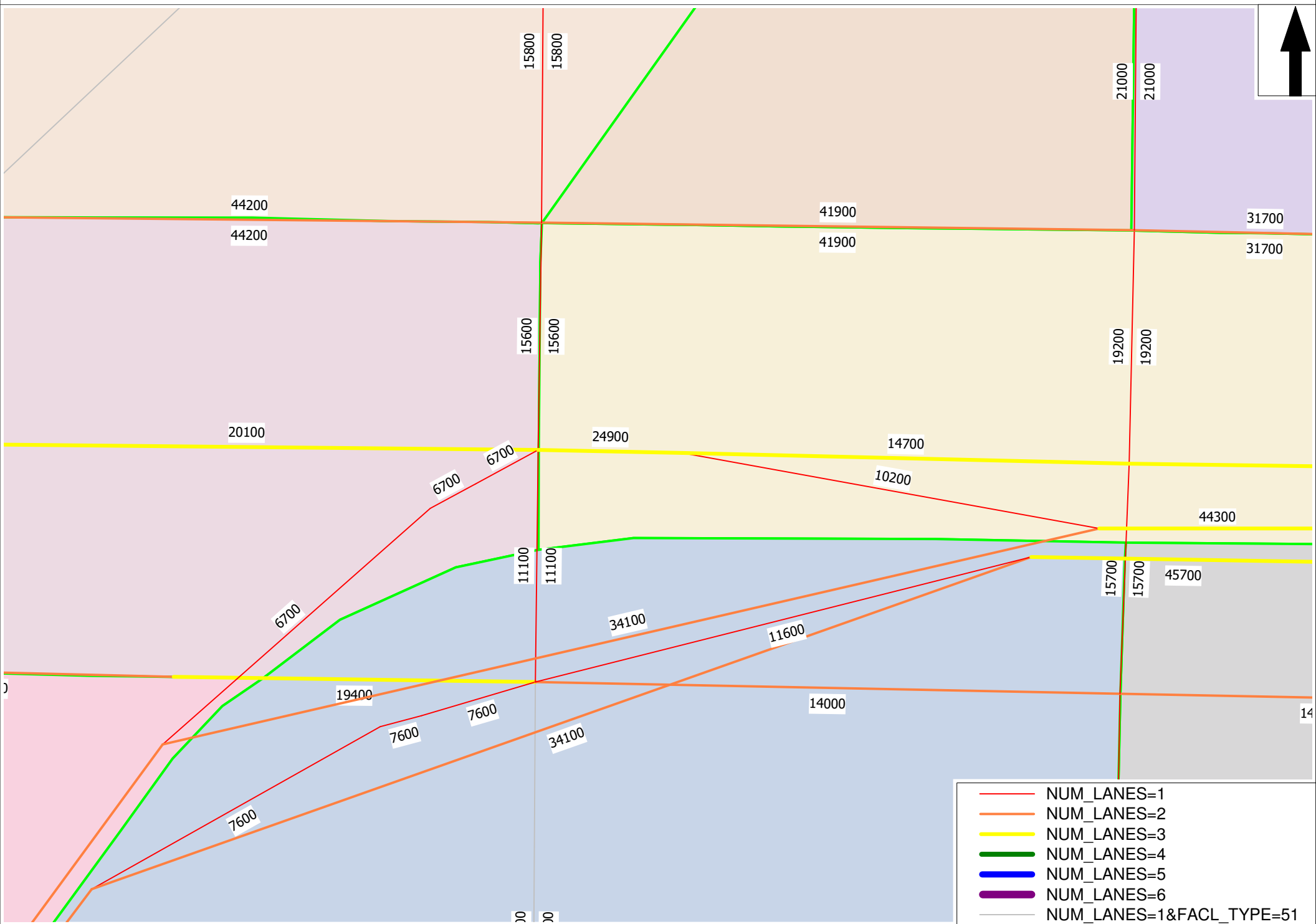
Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



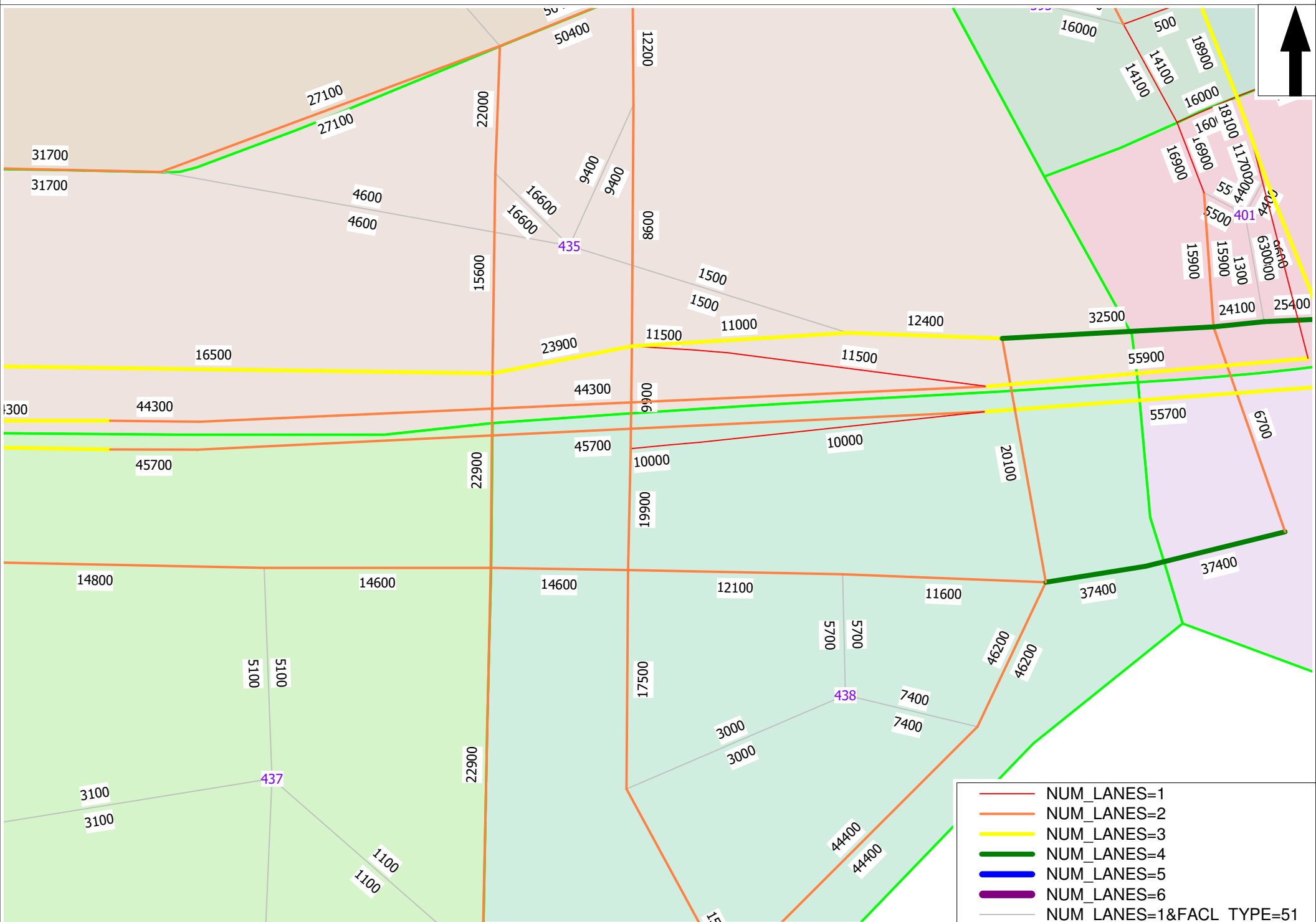
Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



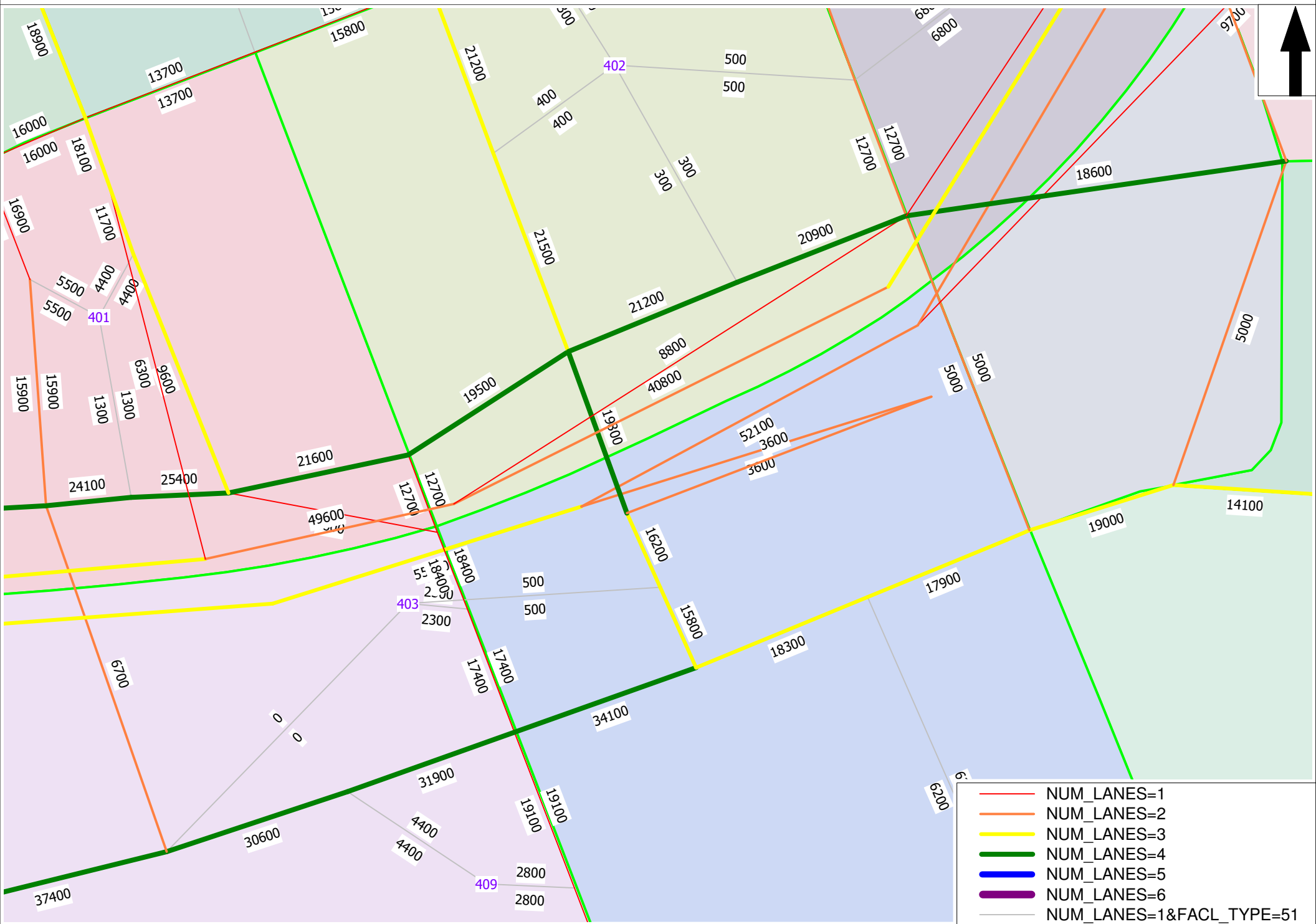
Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



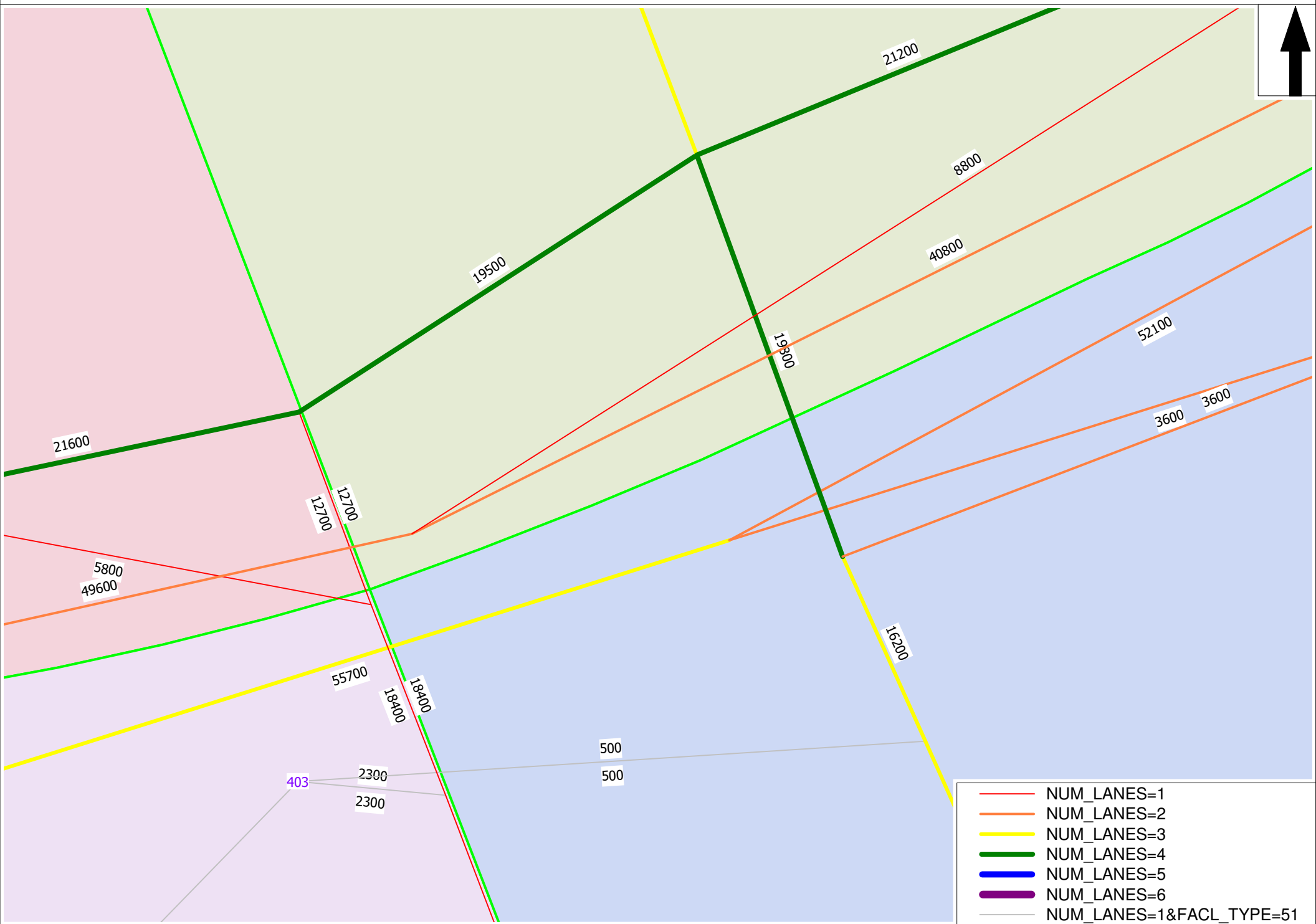
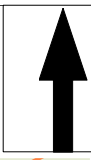
Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



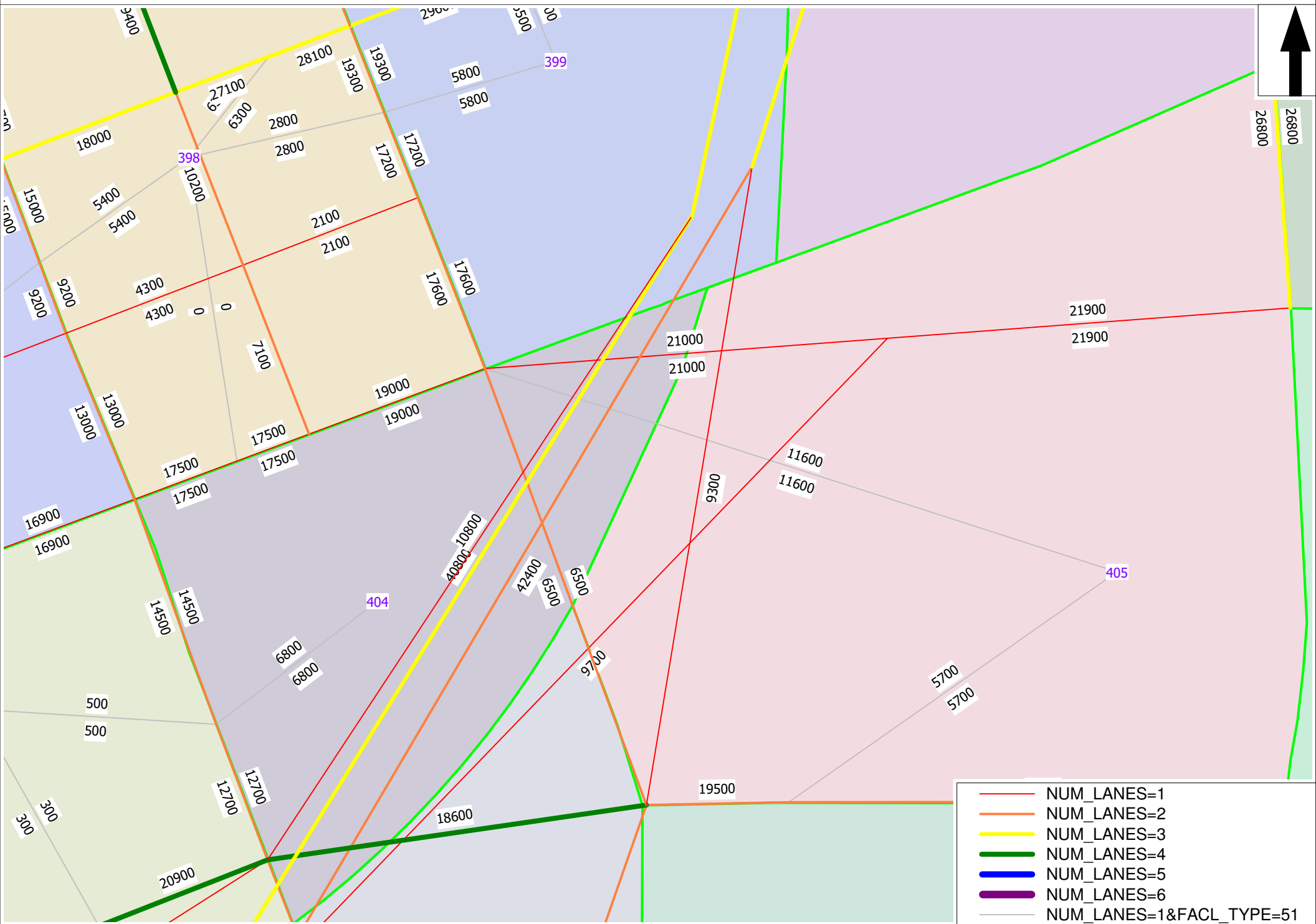
Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

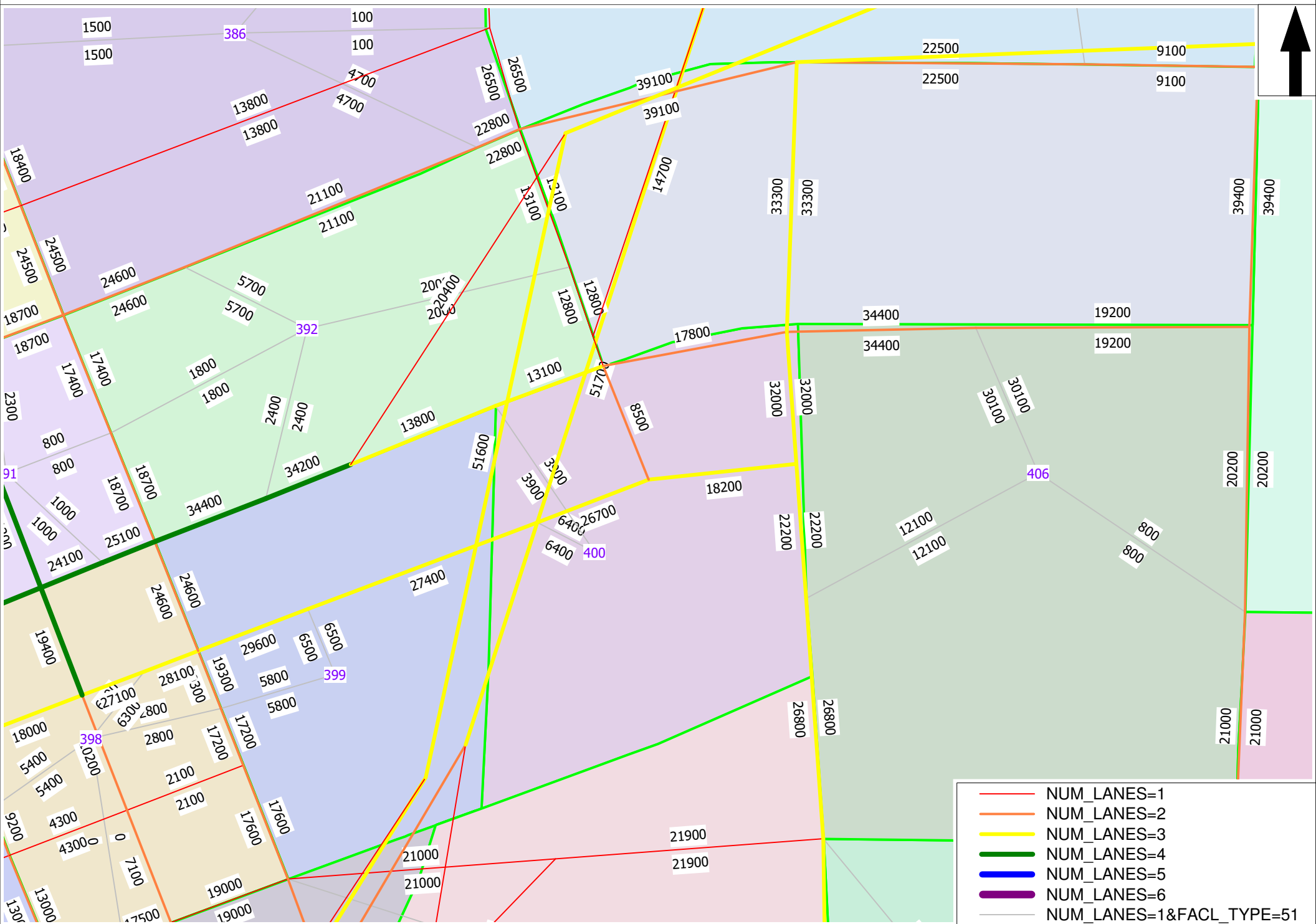
THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

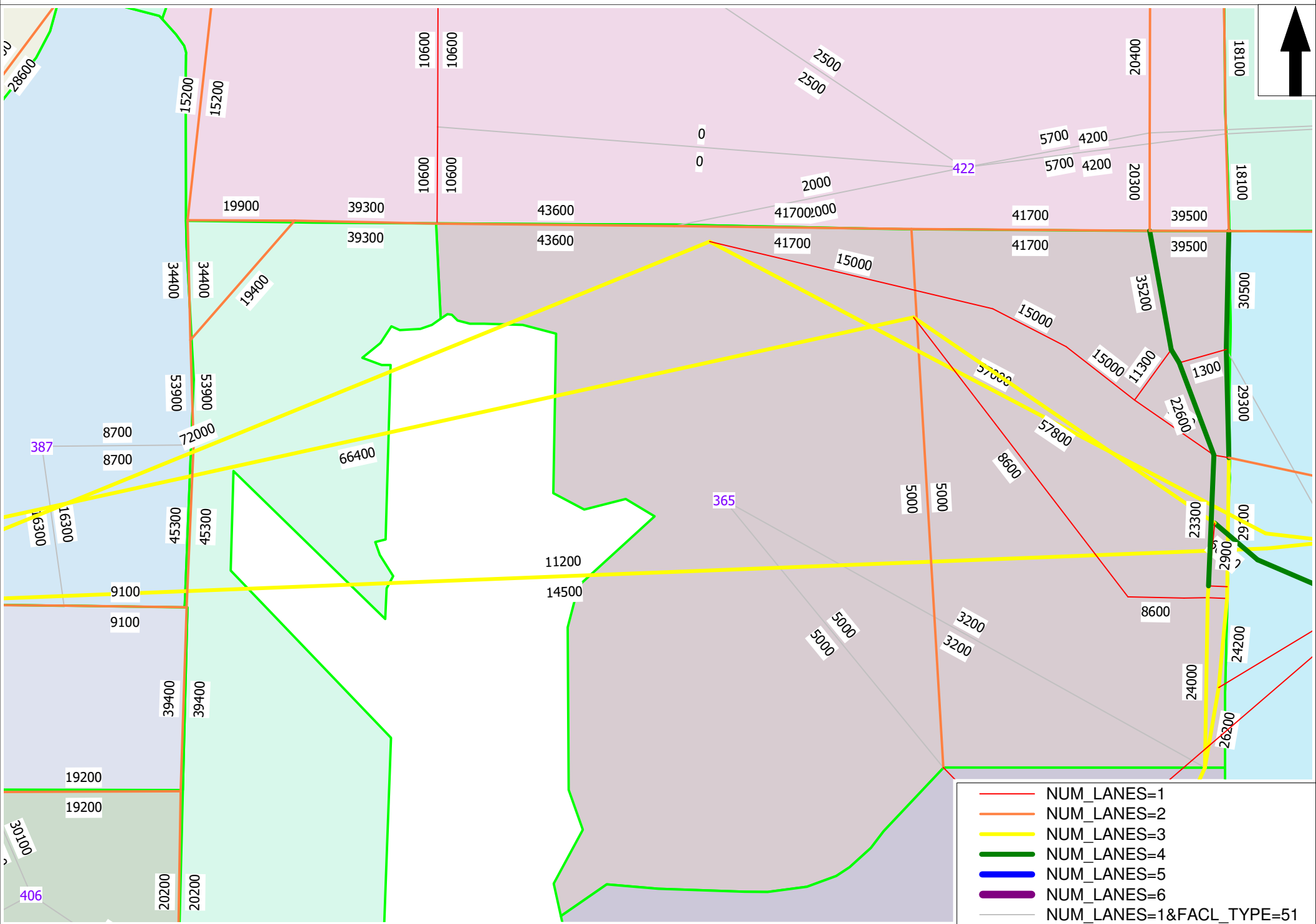
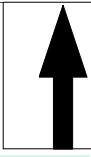
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

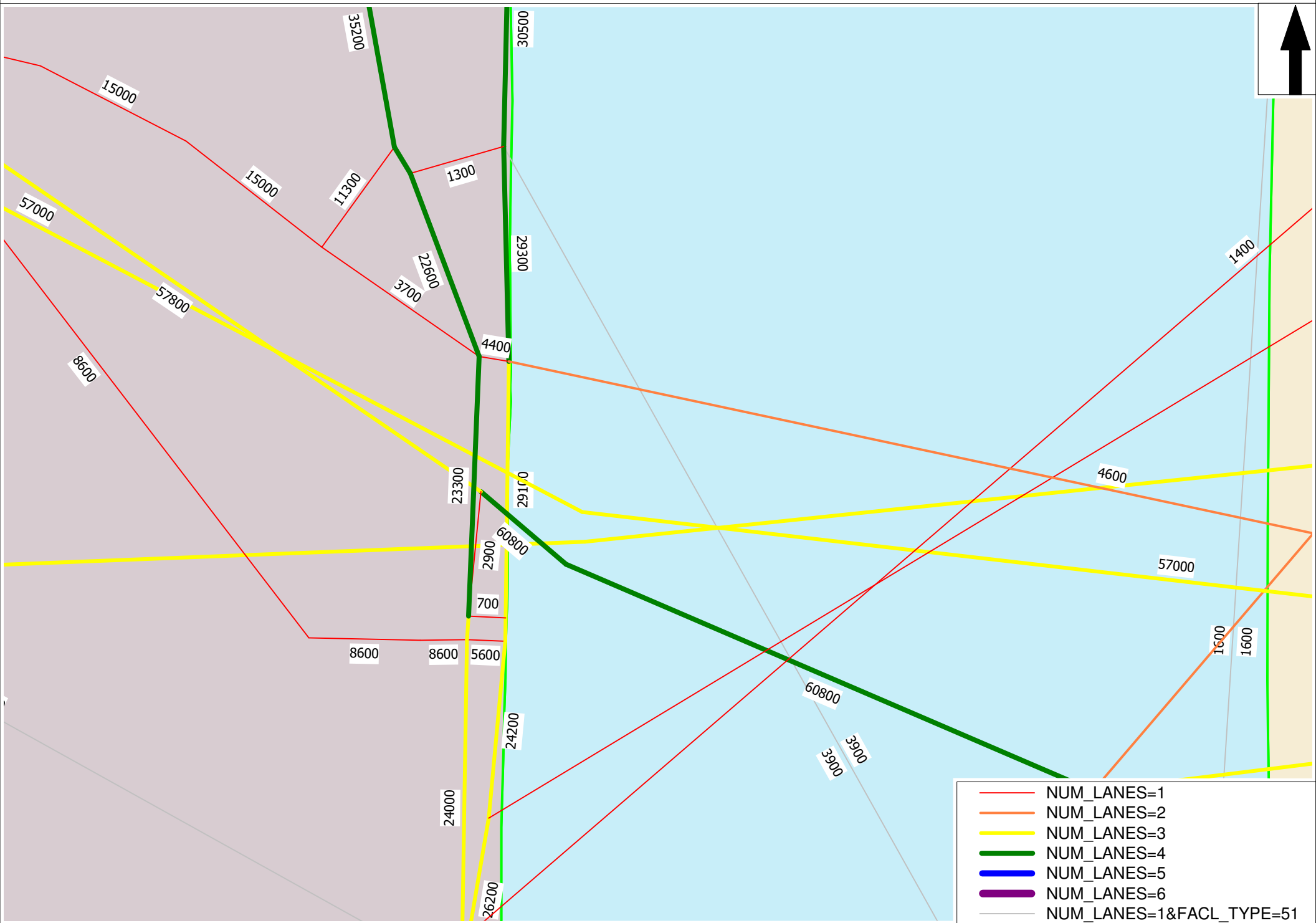
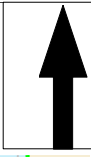
THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

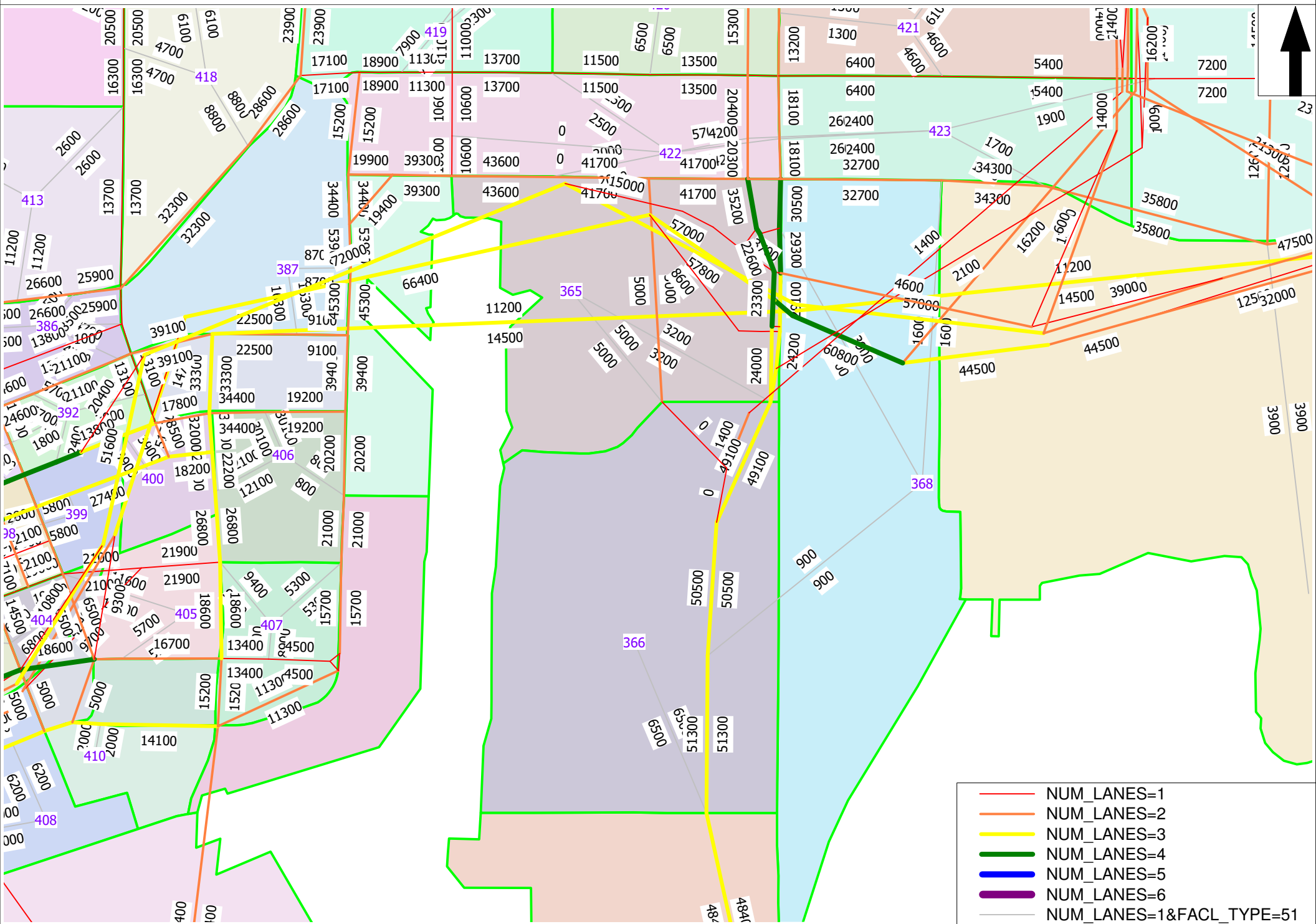
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 No Build AADT (duplicate posts)

AADT 2040

No Build - Cube

S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay				E of Willow		E of Plant				E of Morgan		E of Whiting
		From Euclid		From Bay to Bay		To Willow			From Willow		From Plant		To Florida		To Whiting		From Jefferson
S Selmon EB		4500		6200		-7600			11600		10000		-3600		-9700		9300
	31000		35500		41700		34100		45700		55700		52100		42400		51700

-9700 min 11600 max
31000 min 55700 max

S Selmon	E of Whiting		E of Morgan		E of Franklin		E of Plant		E of Willow				E of Bay to Bay		E of Euclid		E of Dale Mabry
		To Morgan		From Morgan		From Tampa		To Plant		To Willow			From Willow		To Bay to Bay		To Euclid
S Selmon WB		-10800		8800		6300		-11500		-10200		6700		-5200		-4600	
	51600		40800		49600		55900		44400		34200		40900		35700		31100

-11500 min 8800 max
31100 min 55900 max

Appendix I

THEA TBRPM Socio-Economic Data Growth

TBRPM 2015 Base Model

Zones Adjacent to Project Corridor (Immediate Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
470	1	4	0	0	0	397	400	63	838	33	1731	0	0
471	383	626	0	0	0	18	398	13	23	20	471	0	0
464	678	1140	0	0	0	474	26	263	1639	435	2837	396	0
475	2345	4729	65	0	0	89	33	198	315	133	768	371	0
466	1603	3561	0	0	0	44	219	405	382	130	1180	210	0
463	1543	2647	0	0	0	52	24	134	368	93	672	0	0
465	24	52	0	0	0	10	474	329	341	63	1218	0	0
459	988	1503	0	0	0	105	25	212	157	191	690	800	0
456	526	1271	67	0	0	58	23	55	188	103	427	190	0
457	1176	2456	0	0	0	294	100	240	317	241	1193	685	0
444	551	1381	76	0	0	56	137	157	491	434	1275	2345	0
446	1183	2608	0	0	0	34	32	98	253	101	519	0	0
458	870	1172	0	0	0	28	2	14	339	5	389	0	0
448	1527	2185	0	0	0	105	12	97	276	38	528	0	0
447	1013	2106	0	0	0	50	187	119	293	98	748	571	0
445	444	935	0	0	0	46	58	286	295	117	802	169	0
434	1330	1884	0	0	0	38	32	473	582	108	1232	0	0
433	299	462	0	0	0	284	95	317	754	120	1569	66	0
316	26	43	0	0	0	766	127	83	325	8	1308	0	0
318	11	10	0	0	0	47	44	69	414	878	1452	0	5628
436	688	1111	0	0	0	159	33	10	621	172	994	620	0
437	208	263	0	0	0	64	24	32	1138	168	1426	565	0
438	405	509	0	0	0	100	28	217	1215	107	1667	0	0
435	368	481	53	0	0	69	12	133	2298	76	2588	0	0
403	0	0	0	0	0	1	0	4	98	0	103	0	0
401	0	0	0	0	0	26	10	51	1075	297	1458	0	0
409	0	0	360	0	0	15	67	106	373	2	563	0	0
408	0	0	717	0	0	18	0	8	735	18	779	0	0
410	0	0	0	0	0	8	0	13	359	0	380	0	0
402	0	0	0	0	0	2	0	0	46	1	49	0	0
404	0	0	0	0	0	3	0	57	7	1	68	0	0
405	4	4	0	0	0	53	0	0	1	0	54	0	0
407	325	272	0	0	0	50	22	398	953	18	1441	0	0
406	1419	1124	0	0	0	159	22	33	921	85	1219	0	0
400	0	0	0	0	0	6	0	0	840	16	863	0	0
399	0	0	0	0	0	13	0	39	478	339	869	634	0
398	0	0	0	0	0	16	0	2	2245	18	2281	0	0
397	0	0	0	0	0	452	35	14	1656	438	2595	0	0
395	0	0	521	0	0	368	106	37	2302	29	2843	0	0
393	0	0	277	0	0	110	15	27	2038	103	2293	0	0
394	0	0	0	0	0	523	19	67	4064	301	4974	0	0
396	0	0	0	0	0	52	0	16	779	58	905	0	0
391	0	0	0	0	0	4	1	6	805	1	818	0	0
392	0	0	0	0	0	165	0	9	1039	2	1215	0	0
386	1	1	0	0	0	18	9	3	1071	2	1102	0	0
387	428	550	0	0	0	41	1	0	118	2	162	0	0
Total Type	20367	35090	2136	0	0	5487	2850	4906	35867	5606	54716	7622	5628
Weighted Average by Type	1.5%	0.9%	2.2%	0.0%	0.0%	0.2%	2.2%	1.7%	1.3%	0.8%	1.3%	1.9%	1.6%

TBRPM 2040 Cost Affordable Model

Zones Adjacent to Project Corridor (Immediate Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
470	18	60	0	0	0	381	378	64	785	30	1638	0	0
471	405	634	0	0	0	17	373	15	28	22	455	0	0
464	709	1141	0	0	0	454	25	252	1525	438	2694	588	0
475	2399	4633	101	0	0	85	32	190	366	165	838	551	0
466	1668	3549	0	0	0	42	206	382	382	141	1153	312	0
463	1603	2633	0	0	0	50	24	133	359	88	654	0	0
465	83	167	0	0	0	10	450	316	384	65	1225	0	0
459	1007	1468	0	0	0	101	24	200	151	249	725	1188	0
456	531	1231	104	0	0	56	21	51	175	114	417	282	0
457	1191	2383	0	0	0	282	96	224	299	287	1188	1017	0
444	574	1377	119	0	0	54	150	161	503	632	1500	3482	0
446	1252	2644	0	0	0	33	48	101	288	104	574	0	0
458	925	1194	0	0	0	27	6	27	403	6	469	0	0
448	1615	2213	0	0	0	101	26	116	346	41	630	0	0
447	1035	2061	0	0	0	48	193	124	325	146	836	848	0
445	568	1144	0	0	0	44	65	328	441	141	1019	251	0
434	1388	1883	0	0	0	36	42	581	804	119	1582	0	0
433	344	508	0	0	0	272	109	323	820	126	1650	98	0
316	228	357	0	0	0	788	236	163	1074	26	2287	0	0
318	1497	1898	0	0	0	104	395	344	2098	1206	4147	0	7837
436	798	1234	0	0	0	152	53	28	659	220	1112	921	0
437	268	324	0	0	0	61	29	37	1086	209	1422	839	0
438	581	699	0	0	0	96	31	260	1282	99	1768	0	0
435	1070	1342	83	0	0	96	91	436	3044	94	3761	0	0
403	31	62	0	0	0	1	19	31	348	0	399	0	0
401	189	384	0	0	0	35	51	101	1198	327	1712	0	0
409	31	62	561	0	0	14	65	100	350	2	531	0	0
408	17	34	1118	0	0	17	0	10	698	17	742	0	0
410	31	62	0	0	0	8	2	14	337	0	361	0	0
402	182	370	0	0	0	11	42	61	317	6	437	0	0
404	253	518	0	0	0	12	55	133	331	32	563	0	0
405	546	714	0	0	0	76	170	250	1182	116	1794	0	0
407	624	630	0	0	0	57	123	486	1472	27	2165	0	0
406	3100	2851	0	0	0	217	375	397	2696	190	3875	0	0
400	334	680	0	0	0	21	63	93	1204	15	1396	0	0
399	297	606	0	0	0	21	62	127	861	370	1441	941	0
398	241	494	0	0	0	24	44	68	2381	18	2535	0	0
397	168	342	0	0	0	437	83	42	1789	472	2823	0	0
395	174	354	812	0	0	357	160	70	2487	29	3103	0	0
393	211	434	432	0	0	115	55	89	2147	107	2513	0	0
394	134	274	0	0	0	506	68	104	3952	291	4921	0	0
396	84	174	0	0	0	55	17	41	827	60	1000	0	0
391	162	330	0	0	0	8	36	59	965	1	1069	0	0
392	319	650	0	0	0	173	0	172	1402	2	1749	0	0
386	421	421	0	0	0	37	132	77	1865	5	2116	0	0
387	1533	1956	0	0	0	147	197	289	1414	12	2059	0	0
Total Type	30839	49179	3330	0	0	5739	4922	7670	47850	6867	73048	11318	7837
Weighted Average by Type	60.6%	55.2%	2.2%	0.0%	0.0%	0.5%	41.0%	8.4%	112.1%	1.5%	6.5%	1.9%	1.6%

TBRPM 2015 Base Model

Zones Near the Project Corridor (Expanded Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
474	956	2246	0	0	0	52	25	23	113	4	217	0	0
470	1	4	0	0	0	397	400	63	838	33	1731	0	0
471	383	626	0	0	0	18	398	13	23	20	471	0	0
460	1592	1890	0	0	0	31	22	65	249	28	394	0	0
468	248	293	0	0	0	300	4	0	215	85	605	0	0
469	403	864	37	0	0	59	40	57	208	49	413	0	0
462	813	1553	0	0	0	78	29	83	514	198	902	0	0
472	1430	2237	0	0	0	365	11	80	195	1	651	0	0
473	1264	3130	0	0	0	74	18	100	594	185	971	983	0
461	928	1683	0	0	0	19	1	27	114	137	298	787	195
464	678	1140	0	0	0	474	26	263	1639	435	2837	396	0
475	2345	4729	65	0	0	89	33	198	315	133	768	371	0
466	1603	3561	0	0	0	44	219	405	382	130	1180	210	0
463	1543	2647	0	0	0	52	24	134	368	93	672	0	0
465	24	52	0	0	0	10	474	329	341	63	1218	0	0
459	988	1503	0	0	0	105	25	212	157	191	690	800	0
456	526	1271	67	0	0	58	23	55	188	103	427	190	0
457	1176	2456	0	0	0	294	100	240	317	241	1193	685	0
444	551	1381	76	0	0	56	137	157	491	434	1275	2345	0
446	1183	2608	0	0	0	34	32	98	253	101	519	0	0
458	870	1172	0	0	0	28	2	14	339	5	389	0	0
448	1527	2185	0	0	0	105	12	97	276	38	528	0	0
447	1013	2106	0	0	0	50	187	119	293	98	748	571	0
445	444	935	0	0	0	46	58	286	295	117	802	169	0
434	1330	1884	0	0	0	38	32	473	582	108	1232	0	0
433	299	462	0	0	0	284	95	317	754	120	1569	66	0
316	26	43	0	0	0	766	127	83	325	8	1308	0	0
318	11	10	0	0	0	47	44	69	414	878	1452	0	5628
436	688	1111	0	0	0	159	33	10	621	172	994	620	0
437	208	263	0	0	0	64	24	32	1138	168	1426	565	0
438	405	509	0	0	0	100	28	217	1215	107	1667	0	0
435	368	481	53	0	0	69	12	133	2298	76	2588	0	0
403	0	0	0	0	0	1	0	4	98	0	103	0	0
401	0	0	0	0	0	26	10	51	1075	297	1458	0	0
409	0	0	360	0	0	15	67	106	373	2	563	0	0
408	0	0	717	0	0	18	0	8	735	18	779	0	0
410	0	0	0	0	0	8	0	13	359	0	380	0	0
402	0	0	0	0	0	2	0	0	46	1	49	0	0
404	0	0	0	0	0	3	0	57	7	1	68	0	0
405	4	4	0	0	0	53	0	0	1	0	54	0	0
407	325	272	0	0	0	50	22	398	953	18	1441	0	0
406	1419	1124	0	0	0	159	22	33	921	85	1219	0	0
400	0	0	0	0	0	6	0	0	840	16	863	0	0
399	0	0	0	0	0	13	0	39	478	339	869	634	0
398	0	0	0	0	0	16	0	2	2245	18	2281	0	0
397	0	0	0	0	0	452	35	14	1656	438	2595	0	0
395	0	0	521	0	0	368	106	37	2302	29	2843	0	0
393	0	0	277	0	0	110	15	27	2038	103	2293	0	0

TBRPM 2015 Base Model

Zones Near the Project Corridor (Expanded Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
394	0	0	0	0	0	523	19	67	4064	301	4974	0	0
396	0	0	0	0	0	52	0	16	779	58	905	0	0
391	0	0	0	0	0	4	1	6	805	1	818	0	0
392	0	0	0	0	0	165	0	9	1039	2	1215	0	0
390	1	4	0	0	0	35	0	5	365	74	480	0	0
389	0	0	0	0	0	503	3	27	1613	117	2263	0	0
388	6	7	0	0	0	31	23	201	287	15	557	0	0
383	40	60	0	0	0	194	1	2	429	1	628	0	0
382	1	2	0	0	0	559	5	62	330	104	1062	0	0
384	0	0	0	0	0	16	6	5	2627	4	2659	0	0
385	0	0	0	0	0	24	0	13	1145	102	1284	0	0
386	1	1	0	0	0	18	9	3	1071	2	1102	0	0
380	0	0	0	0	0	67	0	2	12	3	84	0	0
379	0	0	0	0	0	65	0	13	475	2	555	0	0
378	402	282	0	0	0	22	15	57	271	33	397	0	0
377	385	434	250	0	0	0	0	0	98	0	98	0	0
372	98	149	315	0	0	27	0	15	592	1	636	0	0
373	13	20	0	0	0	10	9	40	672	22	752	0	0
374	204	210	0	0	0	16	2	0	203	5	226	0	0
375	0	0	0	0	0	4	0	95	390	17	506	0	0
376	0	0	0	0	0	3	0	0	343	2	349	0	0
381	0	0	0	0	0	48	17	18	1500	155	1739	0	0
387	428	550	0	0	0	41	1	0	118	2	162	0	0
412	40	56	0	0	0	20	0	17	112	518	667	0	0
414	102	186	0	0	0	13	1	4	751	0	769	0	0
415	211	242	16	0	0	80	12	101	518	728	1440	0	6462
416	461	488	95	0	0	80	14	123	1116	103	1436	0	0
417	342	606	0	0	0	198	41	45	65	34	383	0	0
413	4	11	0	0	0	0	0	5	17	17	40	99	0
418	400	771	0	0	0	10	3	51	163	186	413	491	0
419	77	111	138	0	0	114	113	546	663	117	1553	0	0
420	102	136	0	0	0	111	27	534	302	58	1032	0	0
421	37	37	0	0	0	1036	5	28	120	9	1197	0	0
422	108	169	0	0	0	487	37	4	1179	160	1867	392	0
423	46	112	0	0	0	612	0	6	141	15	775	0	0
365	0	0	0	0	0	437	4	18	84	16	560	0	0
368	451	1139	0	0	0	95	8	28	148	2	280	0	0
369	147	390	0	0	0	410	0	0	117	59	586	193	0
Total Type	31679	54608	2987	0	0	11793	3345	7407	54920	8975	86440	10567	12285
Weighted Average by Type	2.5%	1.9%	2.2%	0.0%	0.0%	0.5%	3.5%	2.5%	1.8%	1.3%	1.8%	1.9%	1.6%

TBRPM 2040 Cost Affordable Model

Zones Near the Project Corridor (Expanded Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
474	18	60	0	0	0	381	378	64	785	30	1638	0	0
470	405	634	0	0	0	17	373	15	28	22	455	0	0
471	709	1141	0	0	0	454	25	252	1525	438	2694	588	0
460	2399	4633	101	0	0	85	32	190	366	165	838	551	0
468	1668	3549	0	0	0	42	206	382	382	141	1153	312	0
469	1603	2633	0	0	0	50	24	133	359	88	654	0	0
462	83	167	0	0	0	10	450	316	384	65	1225	0	0
472	1007	1468	0	0	0	101	24	200	151	249	725	1188	0
473	531	1231	104	0	0	56	21	51	175	114	417	282	0
461	1191	2383	0	0	0	282	96	224	299	287	1188	1017	0
464	574	1377	119	0	0	54	150	161	503	632	1500	3482	0
475	1252	2644	0	0	0	33	48	101	288	104	574	0	0
466	925	1194	0	0	0	27	6	27	403	6	469	0	0
463	1615	2213	0	0	0	101	26	116	346	41	630	0	0
465	1035	2061	0	0	0	48	193	124	325	146	836	848	0
459	568	1144	0	0	0	44	65	328	441	141	1019	251	0
456	1388	1883	0	0	0	36	42	581	804	119	1582	0	0
457	344	508	0	0	0	272	109	323	820	126	1650	98	0
444	228	357	0	0	0	788	236	163	1074	26	2287	0	0
446	1497	1898	0	0	0	104	395	344	2098	1206	4147	0	7837
458	798	1234	0	0	0	152	53	28	659	220	1112	921	0
448	268	324	0	0	0	61	29	37	1086	209	1422	839	0
447	581	699	0	0	0	96	31	260	1282	99	1768	0	0
445	1070	1342	83	0	0	96	91	436	3044	94	3761	0	0
434	31	62	0	0	0	1	19	31	348	0	399	0	0
433	189	384	0	0	0	35	51	101	1198	327	1712	0	0
316	31	62	561	0	0	14	65	100	350	2	531	0	0
318	17	34	1118	0	0	17	0	10	698	17	742	0	0
436	31	62	0	0	0	8	2	14	337	0	361	0	0
437	182	370	0	0	0	11	42	61	317	6	437	0	0
438	253	518	0	0	0	12	55	133	331	32	563	0	0
435	546	714	0	0	0	76	170	250	1182	116	1794	0	0
403	624	630	0	0	0	57	123	486	1472	27	2165	0	0
401	3100	2851	0	0	0	217	375	397	2696	190	3875	0	0
409	334	680	0	0	0	21	63	93	1204	15	1396	0	0
408	297	606	0	0	0	21	62	127	861	370	1441	941	0
410	241	494	0	0	0	24	44	68	2381	18	2535	0	0
402	168	342	0	0	0	437	83	42	1789	472	2823	0	0
404	174	354	812	0	0	357	160	70	2487	29	3103	0	0
405	211	434	432	0	0	115	55	89	2147	107	2513	0	0
407	134	274	0	0	0	506	68	104	3952	291	4921	0	0
406	84	174	0	0	0	55	17	41	827	60	1000	0	0
400	162	330	0	0	0	8	36	59	965	1	1069	0	0
399	2399	4633	101	0	0	85	32	190	366	165	838	551	0
398	1668	3549	0	0	0	42	206	382	382	141	1153	312	0
397	1603	2633	0	0	0	50	24	133	359	88	654	0	0
395	83	167	0	0	0	10	450	316	384	65	1225	0	0
393	1007	1468	0	0	0	101	24	200	151	249	725	1188	0

TBRPM 2040 Cost Affordable Model

Zones Near the Project Corridor (Expanded Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
394	531	1231	104	0	0	56	21	51	175	114	417	282	0
396	1191	2383	0	0	0	282	96	224	299	287	1188	1017	0
391	574	1377	119	0	0	54	150	161	503	632	1500	3482	0
392	1252	2644	0	0	0	33	48	101	288	104	574	0	0
390	925	1194	0	0	0	27	6	27	403	6	469	0	0
389	1615	2213	0	0	0	101	26	116	346	41	630	0	0
388	1035	2061	0	0	0	48	193	124	325	146	836	848	0
383	568	1144	0	0	0	44	65	328	441	141	1019	251	0
382	1388	1883	0	0	0	36	42	581	804	119	1582	0	0
384	344	508	0	0	0	272	109	323	820	126	1650	98	0
385	228	357	0	0	0	788	236	163	1074	26	2287	0	0
386	1497	1898	0	0	0	104	395	344	2098	1206	4147	0	7837
380	798	1234	0	0	0	152	53	28	659	220	1112	921	0
379	268	324	0	0	0	61	29	37	1086	209	1422	839	0
378	581	699	0	0	0	96	31	260	1282	99	1768	0	0
377	1070	1342	83	0	0	96	91	436	3044	94	3761	0	0
372	31	62	0	0	0	1	19	31	348	0	399	0	0
373	189	384	0	0	0	35	51	101	1198	327	1712	0	0
374	31	62	561	0	0	14	65	100	350	2	531	0	0
375	17	34	1118	0	0	17	0	10	698	17	742	0	0
376	31	62	0	0	0	8	2	14	337	0	361	0	0
381	182	370	0	0	0	11	42	61	317	6	437	0	0
387	253	518	0	0	0	12	55	133	331	32	563	0	0
412	546	714	0	0	0	76	170	250	1182	116	1794	0	0
414	624	630	0	0	0	57	123	486	1472	27	2165	0	0
415	3100	2851	0	0	0	217	375	397	2696	190	3875	0	0
416	334	680	0	0	0	21	63	93	1204	15	1396	0	0
417	297	606	0	0	0	21	62	127	861	370	1441	941	0
413	241	494	0	0	0	24	44	68	2381	18	2535	0	0
418	168	342	0	0	0	437	83	42	1789	472	2823	0	0
419	174	354	812	0	0	357	160	70	2487	29	3103	0	0
420	211	434	432	0	0	115	55	89	2147	107	2513	0	0
421	134	274	0	0	0	506	68	104	3952	291	4921	0	0
422	84	174	0	0	0	55	17	41	827	60	1000	0	0
423	162	330	0	0	0	8	36	59	965	1	1069	0	0
365	319	650	0	0	0	173	0	172	1402	2	1749	0	0
368	421	421	0	0	0	37	132	77	1865	5	2116	0	0
369	1533	1956	0	0	0	147	197	289	1414	12	2059	0	0
Total Type	30839	49179	3330	0	0	5739	4922	7670	47850	6867	73048	11318	7837
Weighted Average by Type	60.6%	55.2%	2.2%	0.0%	0.0%	0.5%	41.0%	8.4%	112.1%	1.5%	6.5%	1.9%	1.6%

TBRPM 2015 Base Model to 2040 Cost Affordable Model Linear Growth

Zones Near the Project Corridor (Expanded Project Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
474	0.1%	-0.1%	0.0%	0.0%	0.0%	-0.2%	0.4%	1.3%	5.3%	3.4%	3.0%	0.0%	0.0%
470	68.0%	56.0%	0.0%	0.0%	0.0%	-0.2%	-0.2%	0.0%	-0.3%	-0.3%	-0.2%	0.0%	0.0%
471	0.2%	0.1%	0.0%	0.0%	0.0%	-0.2%	-0.2%	0.7%	0.9%	0.5%	-0.1%	0.0%	0.0%
460	6.6%	6.2%	0.0%	0.0%	0.0%	-0.2%	2.9%	1.5%	1.8%	1.5%	1.6%	0.0%	0.0%
468	8.1%	7.6%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	4.2%	-0.3%	2.0%	0.0%	0.0%
469	0.9%	0.7%	2.3%	0.0%	0.0%	-0.2%	0.5%	0.1%	0.3%	0.3%	0.2%	0.0%	0.0%
462	0.3%	0.1%	0.0%	0.0%	0.0%	-0.2%	0.3%	-0.1%	-0.1%	-0.3%	-0.2%	0.0%	0.0%
472	0.3%	0.1%	0.0%	0.0%	0.0%	-0.1%	4.2%	0.5%	1.7%	-0.3%	0.6%	0.0%	0.0%
473	0.1%	-0.1%	0.0%	0.0%	0.0%	-0.2%	0.4%	-0.2%	-0.3%	1.6%	0.1%	1.9%	0.0%
461	0.1%	-0.1%	0.0%	0.0%	0.0%	-0.2%	3.4%	0.6%	0.2%	2.2%	1.2%	1.9%	1.6%
464	0.2%	0.0%	0.0%	0.0%	0.0%	-0.2%	-0.1%	-0.2%	-0.3%	0.0%	-0.2%	1.9%	0.0%
475	0.1%	-0.1%	2.2%	0.0%	0.0%	-0.2%	-0.2%	-0.2%	0.6%	1.0%	0.4%	1.9%	0.0%
466	0.2%	0.0%	0.0%	0.0%	0.0%	-0.2%	-0.2%	-0.2%	0.0%	0.3%	-0.1%	1.9%	0.0%
463	0.2%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.1%	0.0%	-0.1%	-0.2%	-0.1%	0.0%	0.0%
465	9.8%	8.8%	0.0%	0.0%	0.0%	-0.2%	-0.2%	-0.2%	0.5%	0.1%	0.0%	0.0%	0.0%
459	0.1%	-0.1%	0.0%	0.0%	0.0%	-0.2%	-0.1%	-0.2%	-0.1%	1.2%	0.2%	1.9%	0.0%
456	0.0%	-0.1%	2.2%	0.0%	0.0%	-0.2%	-0.3%	-0.3%	-0.3%	0.4%	-0.1%	1.9%	0.0%
457	0.1%	-0.1%	0.0%	0.0%	0.0%	-0.2%	-0.2%	-0.3%	-0.2%	0.8%	0.0%	1.9%	0.0%
444	0.2%	0.0%	2.3%	0.0%	0.0%	-0.2%	0.4%	0.1%	0.1%	1.8%	0.7%	1.9%	0.0%
446	0.2%	0.1%	0.0%	0.0%	0.0%	-0.2%	2.0%	0.1%	0.5%	0.1%	0.4%	0.0%	0.0%
458	0.3%	0.1%	0.0%	0.0%	0.0%	-0.2%	7.2%	3.7%	0.8%	0.4%	0.8%	0.0%	0.0%
448	0.2%	0.1%	0.0%	0.0%	0.0%	-0.2%	4.8%	0.8%	1.0%	0.3%	0.8%	0.0%	0.0%
447	0.1%	-0.1%	0.0%	0.0%	0.0%	-0.2%	0.1%	0.2%	0.4%	2.0%	0.5%	1.9%	0.0%
445	1.1%	0.9%	0.0%	0.0%	0.0%	-0.2%	0.5%	0.6%	2.0%	0.8%	1.1%	1.9%	0.0%
434	0.2%	0.0%	0.0%	0.0%	0.0%	-0.2%	1.2%	0.9%	1.5%	0.4%	1.1%	0.0%	0.0%
433	0.6%	0.4%	0.0%	0.0%	0.0%	-0.2%	0.6%	0.1%	0.3%	0.2%	0.2%	1.9%	0.0%
316	31.1%	29.2%	0.0%	0.0%	0.0%	0.1%	3.4%	3.9%	9.2%	9.7%	3.0%	0.0%	0.0%
318	540.4%	755.2%	0.0%	0.0%	0.0%	4.9%	31.8%	16.0%	16.3%	1.5%	7.4%	0.0%	1.6%
436	0.6%	0.4%	0.0%	0.0%	0.0%	-0.2%	2.4%	7.6%	0.2%	1.1%	0.5%	1.9%	0.0%
437	1.2%	0.9%	0.0%	0.0%	0.0%	-0.2%	0.9%	0.6%	-0.2%	1.0%	0.0%	1.9%	0.0%
438	1.7%	1.5%	0.0%	0.0%	0.0%	-0.2%	0.4%	0.8%	0.2%	-0.3%	0.2%	0.0%	0.0%
435	7.6%	7.2%	2.3%	0.0%	0.0%	1.6%	26.8%	9.1%	1.3%	0.9%	1.8%	0.0%	0.0%
403	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	24.8%	10.2%	0.0%	11.5%	0.0%	0.0%
401	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	17.1%	4.0%	0.5%	0.4%	0.7%	0.0%	0.0%
409	0.0%	0.0%	2.2%	0.0%	0.0%	-0.2%	-0.1%	-0.2%	-0.2%	-0.3%	-0.2%	0.0%	0.0%
408	0.0%	0.0%	2.2%	0.0%	0.0%	-0.2%	0.0%	1.3%	-0.2%	-0.3%	-0.2%	0.0%	0.0%
410	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	0.3%	-0.2%	0.0%	-0.2%	0.0%	0.0%
402	0.0%	0.0%	0.0%	0.0%	0.0%	17.1%	0.0%	0.0%	23.8%	18.1%	31.8%	0.0%	0.0%
404	0.0%	0.0%	0.0%	0.0%	0.0%	11.3%	0.0%	5.3%	199.0%	113.8%	29.3%	0.0%	0.0%
405	542.0%	710.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	4345.6%	0.0%	128.2%	0.0%	0.0%
407	3.7%	5.3%	0.0%	0.0%	0.0%	0.6%	18.9%	0.9%	2.2%	1.8%	2.0%	0.0%	0.0%
406	4.7%	6.1%	0.0%	0.0%	0.0%	1.5%	65.8%	43.7%	7.7%	5.0%	8.7%	0.0%	0.0%
400	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	0.0%	0.0%	1.7%	-0.3%	2.5%	0.0%	0.0%
399	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	9.1%	3.2%	0.4%	2.6%	1.9%	0.0%
398	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	122.5%	0.2%	-0.1%	0.4%	0.0%	0.0%
397	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	5.4%	8.0%	0.3%	0.3%	0.4%	0.0%	0.0%
395	0.0%	0.0%	2.2%	0.0%	0.0%	-0.1%	2.0%	3.7%	0.3%	0.0%	0.4%	0.0%	0.0%
393	0.0%	0.0%	2.2%	0.0%	0.0%	0.2%	10.6%	9.2%	0.2%	0.1%	0.4%	0.0%	0.0%

TBRPM 2015 Base Model

Zones in Downtown Tampa (Downtown Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
372	98	149	315	0	0	27	0	15	592	1	636	0	0
373	13	20	0	0	0	10	9	40	672	22	752	0	0
374	204	210	0	0	0	16	2	0	203	5	226	0	0
375	0	0	0	0	0	4	0	95	390	17	506	0	0
376	0	0	0	0	0	3	0	0	343	2	349	0	0
377	385	434	250	0	0	0	0	0	98	0	98	0	0
378	402	282	0	0	0	22	15	57	271	33	397	0	0
379	0	0	0	0	0	65	0	13	475	2	555	0	0
380	0	0	0	0	0	67	0	2	12	3	84	0	0
381	0	0	0	0	0	48	17	18	1500	155	1739	0	0
382	1	2	0	0	0	559	5	62	330	104	1062	0	0
383	40	60	0	0	0	194	1	2	429	1	628	0	0
384	0	0	0	0	0	16	6	5	2627	4	2659	0	0
385	0	0	0	0	0	24	0	13	1145	102	1284	0	0
386	1	1	0	0	0	18	9	3	1071	2	1102	0	0
388	6	7	0	0	0	31	23	201	287	15	557	0	0
389	0	0	0	0	0	503	3	27	1613	117	2263	0	0
390	1	4	0	0	0	35	0	5	365	74	480	0	0
391	0	0	0	0	0	4	1	6	805	1	818	0	0
392	0	0	0	0	0	165	0	9	1039	2	1215	0	0
393	0	0	277	0	0	110	15	27	2038	103	2293	0	0
394	0	0	0	0	0	523	19	67	4064	301	4974	0	0
395	0	0	521	0	0	368	106	37	2302	29	2843	0	0
396	0	0	0	0	0	52	0	16	779	58	905	0	0
397	0	0	0	0	0	452	35	14	1656	438	2595	0	0
398	0	0	0	0	0	16	0	2	2245	18	2281	0	0
399	0	0	0	0	0	13	0	39	478	339	869	634	0
400	0	0	0	0	0	6	0	0	840	16	863	0	0
401	0	0	0	0	0	26	10	51	1075	297	1458	0	0
402	0	0	0	0	0	2	0	0	46	1	49	0	0
403	0	0	0	0	0	1	0	4	98	0	103	0	0
404	0	0	0	0	0	3	0	57	7	1	68	0	0
405	4	4	0	0	0	53	0	0	1	0	54	0	0
406	1419	1124	0	0	0	159	22	33	921	85	1219	0	0
407	325	272	0	0	0	50	22	398	953	18	1441	0	0
408	0	0	717	0	0	18	0	8	735	18	779	0	0
409	0	0	360	0	0	15	67	106	373	2	563	0	0
410	0	0	0	0	0	8	0	13	359	0	380	0	0
Total Type	2899	2569	2440	0	0	3684	387	1445	33238	2391	41145	634	0
Weighted Average by Type	7.9%	11.2%	2.2%	0.0%	0.0%	0.3%	16.5%	6.2%	1.5%	0.9%	1.8%	1.9%	0.0%

TBRPM 2040 Cost Affordable Model

Zones in Downtown Tampa (Downtown Area)

ZONE	DU	POP	BHU	EHU	RHU	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP	K12ENR	HIEDUC
372	704	1027	491	0	0	49	113	182	1326	1	1671	0	0
373	625	912	0	0	0	34	204	153	1504	40	1935	0	0
374	790	781	0	0	0	39	173	102	942	14	1270	0	0
375	338	688	0	0	0	18	67	186	811	25	1107	0	0
376	90	186	0	0	0	8	17	25	430	2	482	0	0
377	519	595	390	0	0	4	34	50	347	0	435	0	0
378	682	574	0	0	0	30	106	108	956	85	1285	0	0
379	241	494	0	0	0	70	53	90	789	2	1004	0	0
380	212	436	0	0	0	74	40	61	207	90	472	0	0
381	507	1038	0	0	0	71	172	110	2019	183	2555	0	0
382	125	250	0	0	0	541	11	113	436	136	1237	0	0
383	165	243	0	0	0	191	28	42	579	1	841	0	0
384	165	336	0	0	0	18	59	37	2650	4	2768	0	0
385	168	342	0	0	0	27	0	90	1250	112	1479	0	0
386	421	421	0	0	0	37	132	77	1865	5	2116	0	0
388	139	181	0	0	0	35	62	239	517	21	874	0	0
389	126	258	0	0	0	487	22	83	1668	120	2380	0	0
390	172	575	0	0	0	38	38	61	546	109	792	0	0
391	162	330	0	0	0	8	36	59	965	1	1069	0	0
392	319	650	0	0	0	173	0	172	1402	2	1749	0	0
393	211	434	432	0	0	115	55	89	2147	107	2513	0	0
394	134	274	0	0	0	506	68	104	3952	291	4921	0	0
395	174	354	812	0	0	357	160	70	2487	29	3103	0	0
396	84	174	0	0	0	55	17	41	827	60	1000	0	0
397	168	342	0	0	0	437	83	42	1789	472	2823	0	0
398	241	494	0	0	0	24	44	68	2381	18	2535	0	0
399	297	606	0	0	0	21	62	127	861	370	1441	941	0
400	334	680	0	0	0	21	63	93	1204	15	1396	0	0
401	189	384	0	0	0	35	51	101	1198	327	1712	0	0
402	182	370	0	0	0	11	42	61	317	6	437	0	0
403	31	62	0	0	0	1	19	31	348	0	399	0	0
404	253	518	0	0	0	12	55	133	331	32	563	0	0
405	546	714	0	0	0	76	170	250	1182	116	1794	0	0
406	3100	2851	0	0	0	217	375	397	2696	190	3875	0	0
407	624	630	0	0	0	57	123	486	1472	27	2165	0	0
408	17	34	1118	0	0	17	0	10	698	17	742	0	0
409	31	62	561	0	0	14	65	100	350	2	531	0	0
410	31	62	0	0	0	8	2	14	337	0	361	0	0
Total Type	13317	19362	3804	0	0	3936	2821	4257	45786	3032	59832	941	0
Weighted Average by Type	102.2%	98.5%	2.2%	0.0%	0.0%	0.6%	46.1%	20.0%	116.2%	5.3%	7.1%	1.9%	0.0%

Appendix J

THEA TBRPM No Build Link-to-Link Growth

Eastbound Selmon Mainline

Links (Horizon Model)	Link Description	Cube Base Year	Cube Horizon Year	Cube Base Year AADT	Cube Horizon Year AADT	Linear Growth Rate
5151-5202	Gandy Bridge	2015	2040	49900	80100	2.4%
5211-5214	Gandy Boulevard	2015	2040	45800	80600	3.0%
5260-5316	Selmon E of Gandy Boulevard	2015	2040	18000	31000	2.9%
5316-5384	Selmon E of Euclid Avenue	2015	2040	21400	35500	2.6%
5384-5595	Selmon E of Bay to Bay Boulevard	2015	2040	25700	41700	2.5%
5692-5740	Selmon E of Willow Avenue	2015	2040	28400	45700	2.4%
5740-5759	Selmon E of Plant Avenue	2015	2040	34100	55700	2.5%
5789-5821	Selmon E of Brorein Street	2015	2040	27300	52100	3.6%
5967-6129	Selmon E of Whiting Street	2015	2040	31000	51700	2.7%
				2.7%	2.8%	2.7%
				<i>weighted average</i>	<i>weighted average</i>	<i>straight average</i>

Westbound Selmon Mainline

Links (Horizon Model)	Link Description	Cube Base Year	Cube Horizon Year	Cube Base Year AADT	Cube Horizon Year AADT	Linear Growth Rate
6107-5958	Selmon E of Whiting Street	2015	2040	34000	51600	2.1%
5825-5782	Selmon E of Brorein Street	2015	2040	28200	40800	1.8%
5763-5744	Selmon E of Plant Avenue	2015	2040	35300	55900	2.3%
5744-5695	Selmon E of Willow Avenue	2015	2040	28700	44300	2.2%
5616-5367	Selmon E of Bay to Bay Boulevard	2015	2040	26000	40800	2.3%
5367-5324	Selmon E of Euclid Avenue	2015	2040	22100	35600	2.4%
5324-5244	Selmon E of Gandy Boulevard	2015	2040	18400	31000	2.7%
5214-5211	Gandy Boulevard	2015	2040	45800	80600	3.0%
5202-5151	Gandy Bridge	2015	2040	49900	80100	2.4%
				2.4%	2.4%	2.4%
				<i>weighted average</i>	<i>weighted average</i>	<i>straight average</i>

Eastbound and Westbound Selmon Ramps

Links (Base/Horizon Model)	Link Description	Cube Base Year	Cube Horizon Year	Cube Base Year AADT	Cube Horizon Year AADT	Linear Growth Rate
5226-5260	Selmon/Gandy Boulevard NB On Ramp	2015	2040	7800	20700	6.6%
5240-5260	Selmon/Dale Mabry Highway NB On Ramp	2015	2040	10300	10200	0.0%
5304-5316	Selmon/Euclid Avenue EB On Ramp	2015	2040	3300	4500	1.5%
5368-5384	Selmon/Bay to Bay Boulevard EB On Ramp	2015	2040	4400	6200	1.6%
5595-5624	Selmon/Willow Avenue EB Off Ramp	2015	2040	4500	7600	2.8%
5634-5669	Selmon/Willow Avenue EB On Ramp	2015	2040	7100	11600	2.5%
5715-5740	Selmon/Plant Avenue EB On Ramp	2015	2040	5800	10000	2.9%
5803-5790	Selmon/Florida Avenue EB Off Ramp	2015	2040	2700	3600	1.3%
5803-5805/5821-5022	Selmon/Morgan Street EB Off Ramp	2015	2040	4100	9300	5.1%
5859-5967	Selmon/Jefferson Street EB On Ramp	2015	2040	3600	9300	6.3%
5958-5833	Selmon/Morgan Street WB Off Ramp	2015	2040	5700	10800	3.6%
5833-5782	Selmon/Morgan Street WB On Ramp	2015	2040	4700	8800	3.5%
5806-5763	Selmon/Tampa Street WB On Ramp	2015	2040	2400	6300	6.5%
5744-5735	Selmon/Plant Avenue WB Off Ramp	2015	2040	6700	11500	2.9%
5679-5665	Selmon/Willow Avenue WB Off Ramp	2015	2040	7300	10200	1.6%
5651-5616	Selmon/Willow Avenue WB On Ramp	2015	2040	4600	6700	1.8%
5367-5363	Selmon/Bay to Bay Boulevard WB Off Ramp	2015	2040	4000	5200	1.2%
5324-5301	Selmon/Euclid Avenue WB Off Ramp	2015	2040	3700	4600	1.0%
5244-5225	Selmon/Gandy Boulevard SB Off Ramp	2015	2040	5600	16700	7.9%
5244-5229	Selmon/Gandy Boulevard SB-to-EB Off Ramp	2015	2040	12800	14300	0.5%
				2.8%	3.5%	3.1%
				weighted average	weighted average	straight average

Eastbound Selmon Ramps

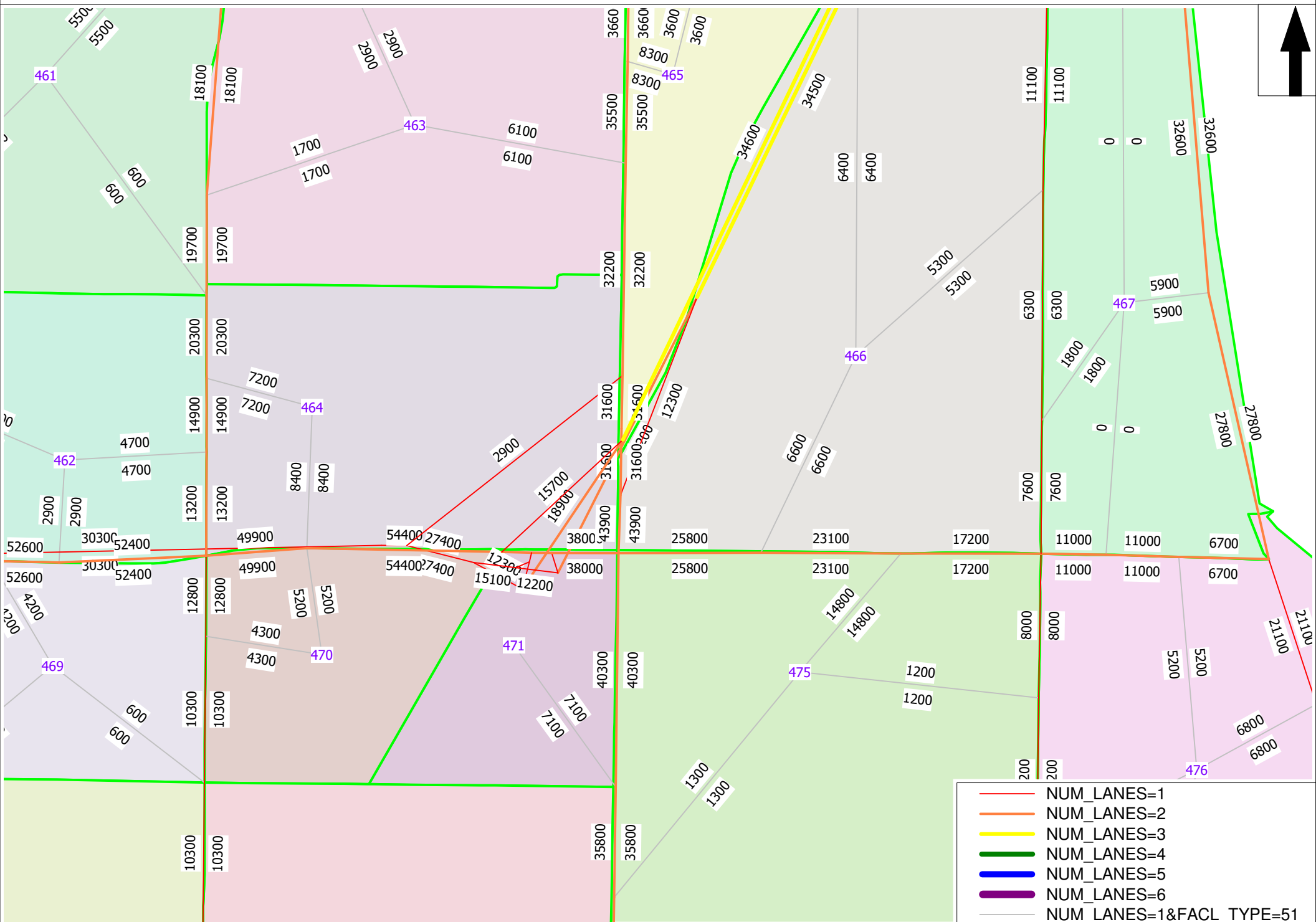
Links (Base/Horizon Model)	Link Description	Cube Base Year	Cube Horizon Year	Cube Base Year AADT	Cube Horizon Year AADT	Linear Growth Rate
5226-5260	Selmon/Gandy Boulevard NB On Ramp	2015	2040	7800	20700	6.6%
5240-5260	Selmon/Dale Mabry Highway NB On Ramp	2015	2040	10300	10200	0.0%
5304-5316	Selmon/Euclid Avenue EB On Ramp	2015	2040	3300	4500	1.5%
5368-5384	Selmon/Bay to Bay Boulevard EB On Ramp	2015	2040	4400	6200	1.6%
5595-5624	Selmon/Willow Avenue EB Off Ramp	2015	2040	4500	7600	2.8%
5634-5669	Selmon/Willow Avenue EB On Ramp	2015	2040	7100	11600	2.5%
5715-5740	Selmon/Plant Avenue EB On Ramp	2015	2040	5800	10000	2.9%
5803-5790	Selmon/Florida Avenue EB Off Ramp	2015	2040	2700	3600	1.3%
5803-5805/5821-5022	Selmon/Morgan Street EB Off Ramp	2015	2040	4100	9300	5.1%
5859-5967	Selmon/Jefferson Street EB On Ramp	2015	2040	3600	9300	6.3%
				2.9%	3.7%	3.1%
				weighted average	weighted average	straight average

Westbound Selmon Ramps

Links (Base/Horizon Model)	Link Description	Cube Base Year	Cube Horizon Year	Cube Base Year AADT	Cube Horizon Year AADT	Linear Growth Rate
5958-5833	Selmon/Morgan Street WB Off Ramp	2015	2040	5700	10800	3.6%
5833-5782	Selmon/Morgan Street WB On Ramp	2015	2040	4700	8800	3.5%
5806-5763	Selmon/Tampa Street WB On Ramp	2015	2040	2400	6300	6.5%
5744-5735	Selmon/Plant Avenue WB Off Ramp	2015	2040	6700	11500	2.9%
5679-5665	Selmon/Willow Avenue WB Off Ramp	2015	2040	7300	10200	1.6%
5651-5616	Selmon/Willow Avenue WB On Ramp	2015	2040	4600	6700	1.8%
5367-5363	Selmon/Bay to Bay Boulevard WB Off Ramp	2015	2040	4000	5200	1.2%
5324-5301	Selmon/Euclid Avenue WB Off Ramp	2015	2040	3700	4600	1.0%
5244-5225	Selmon/Gandy Boulevard SB Off Ramp	2015	2040	5600	16700	7.9%
5244-5229	Selmon/Gandy Boulevard SB-to-EB Off Ramp	2015	2040	12800	14300	0.5%
				2.6%	3.4%	3.0%
				weighted average	weighted average	straight average

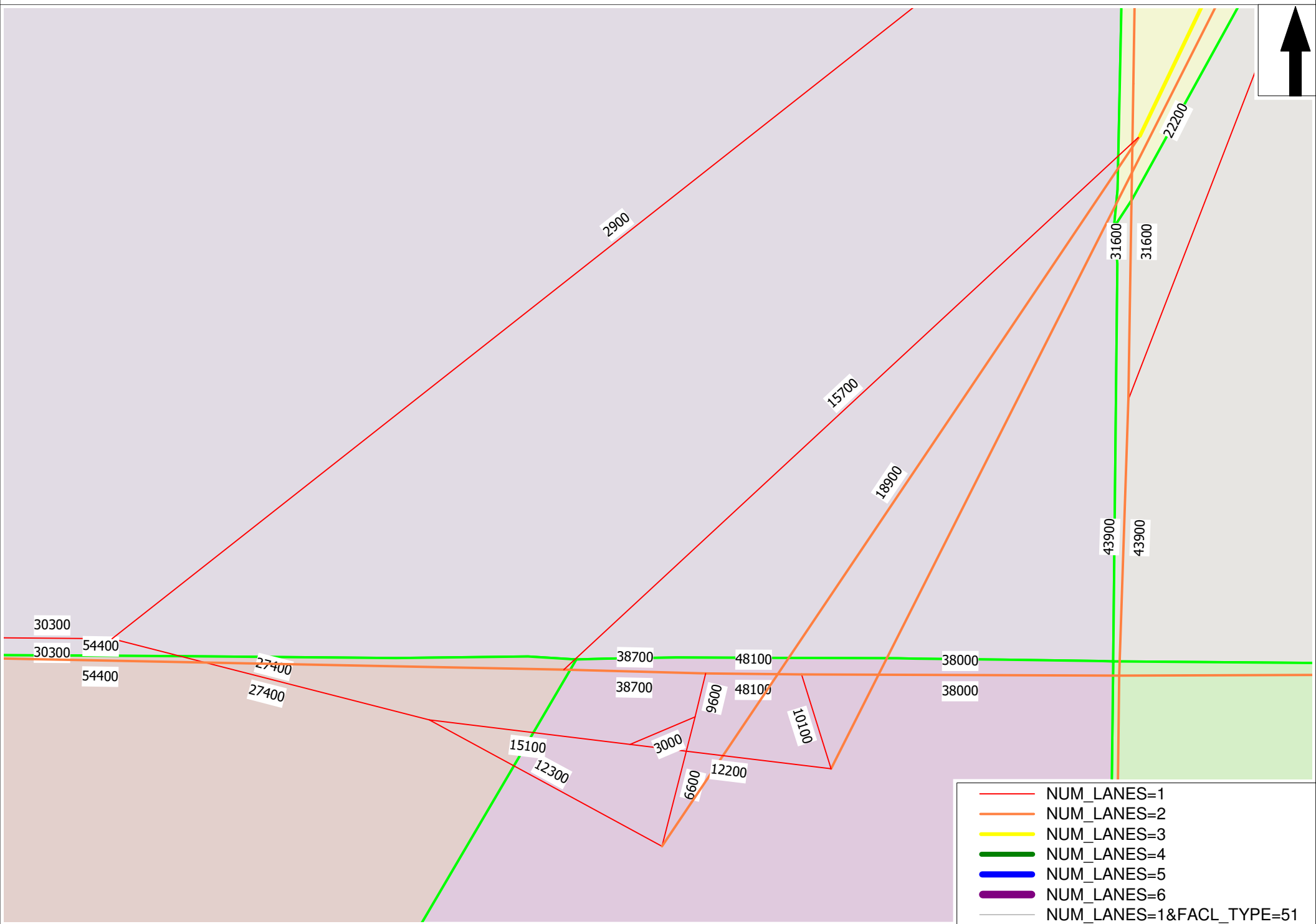
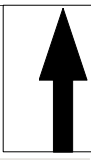
Appendix K
THEA TBRPM Horizon Year (2040)
Alternative 2 and Alternative 6 Model Plots

THEA TBRPM



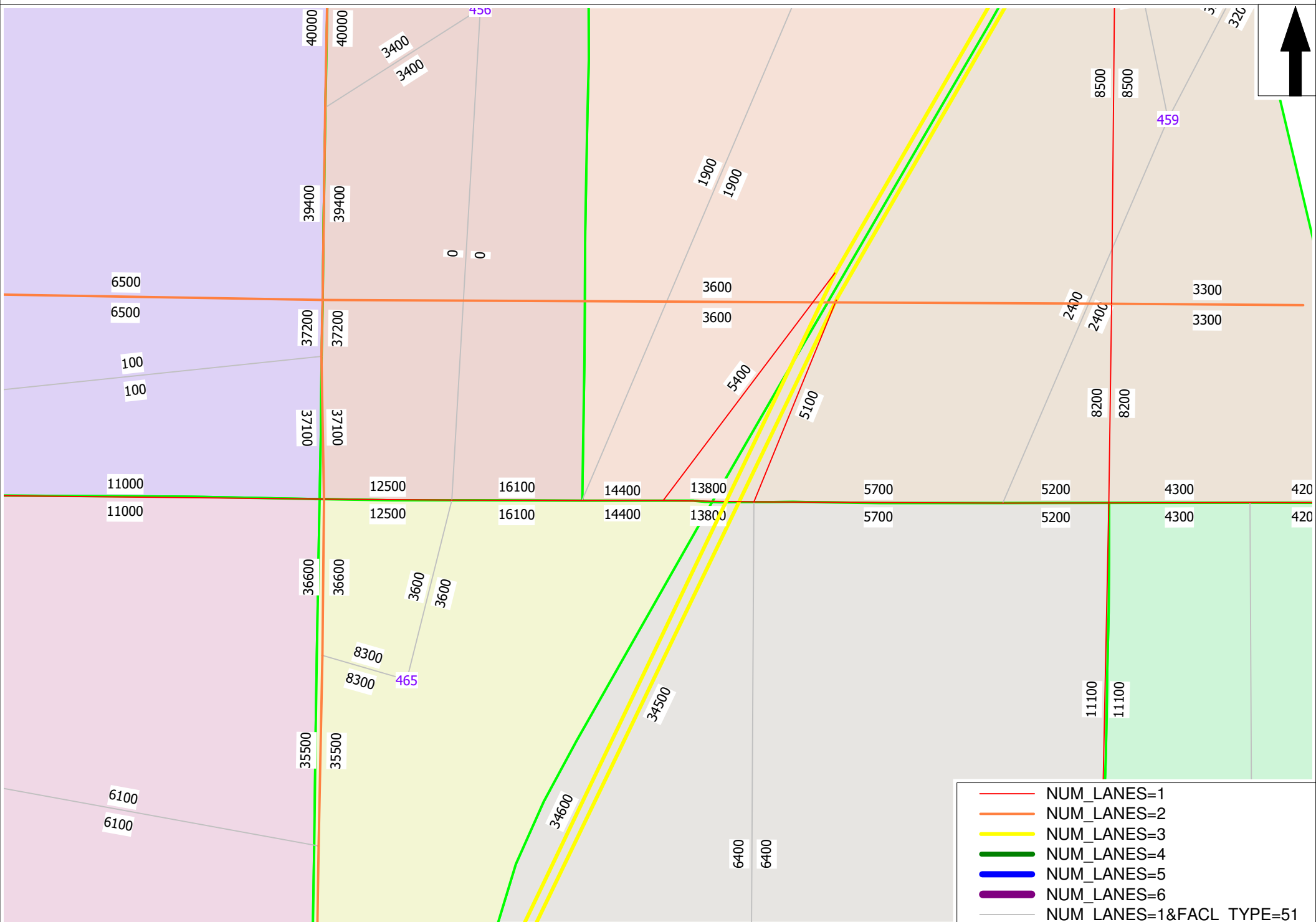
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

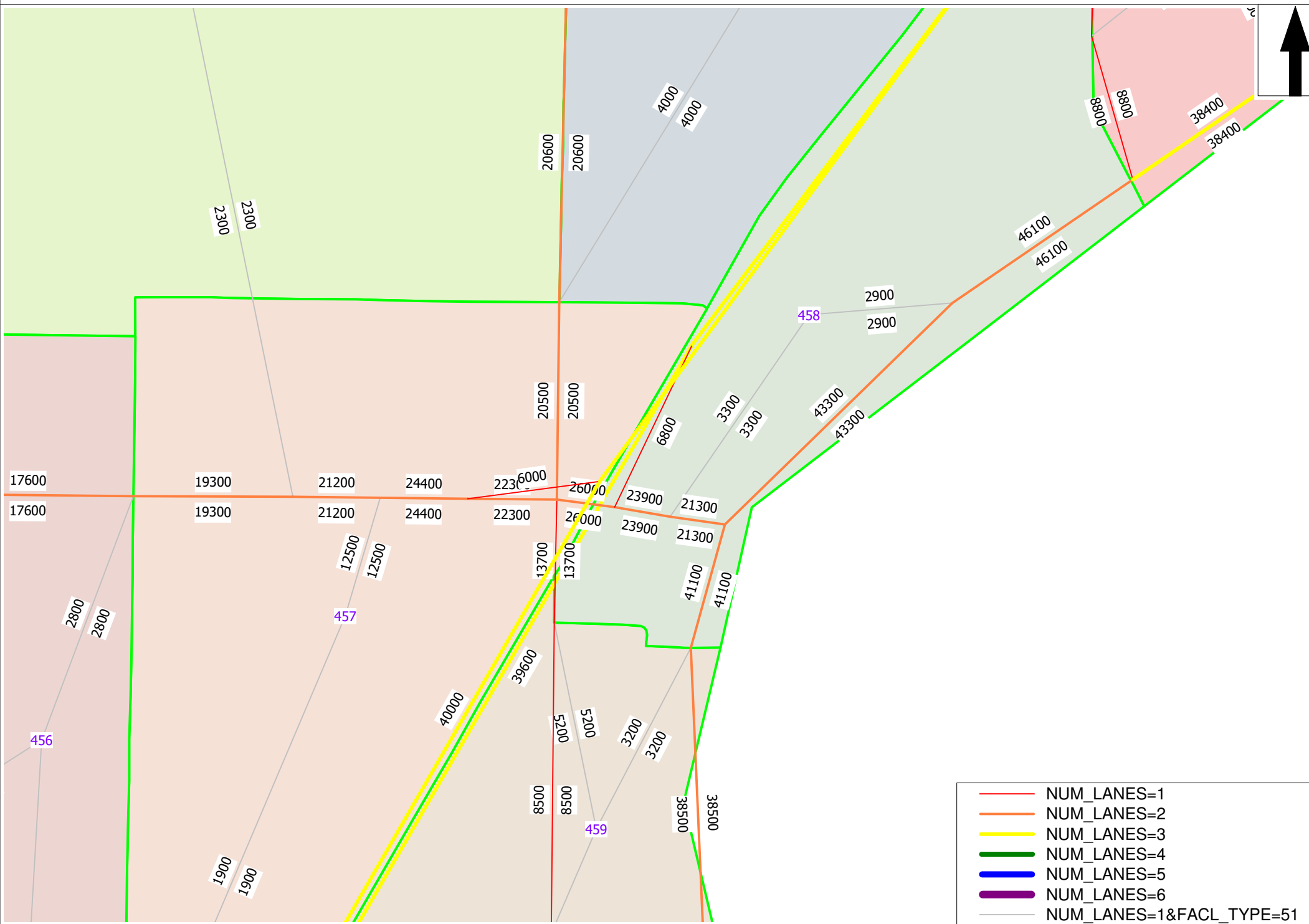
THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

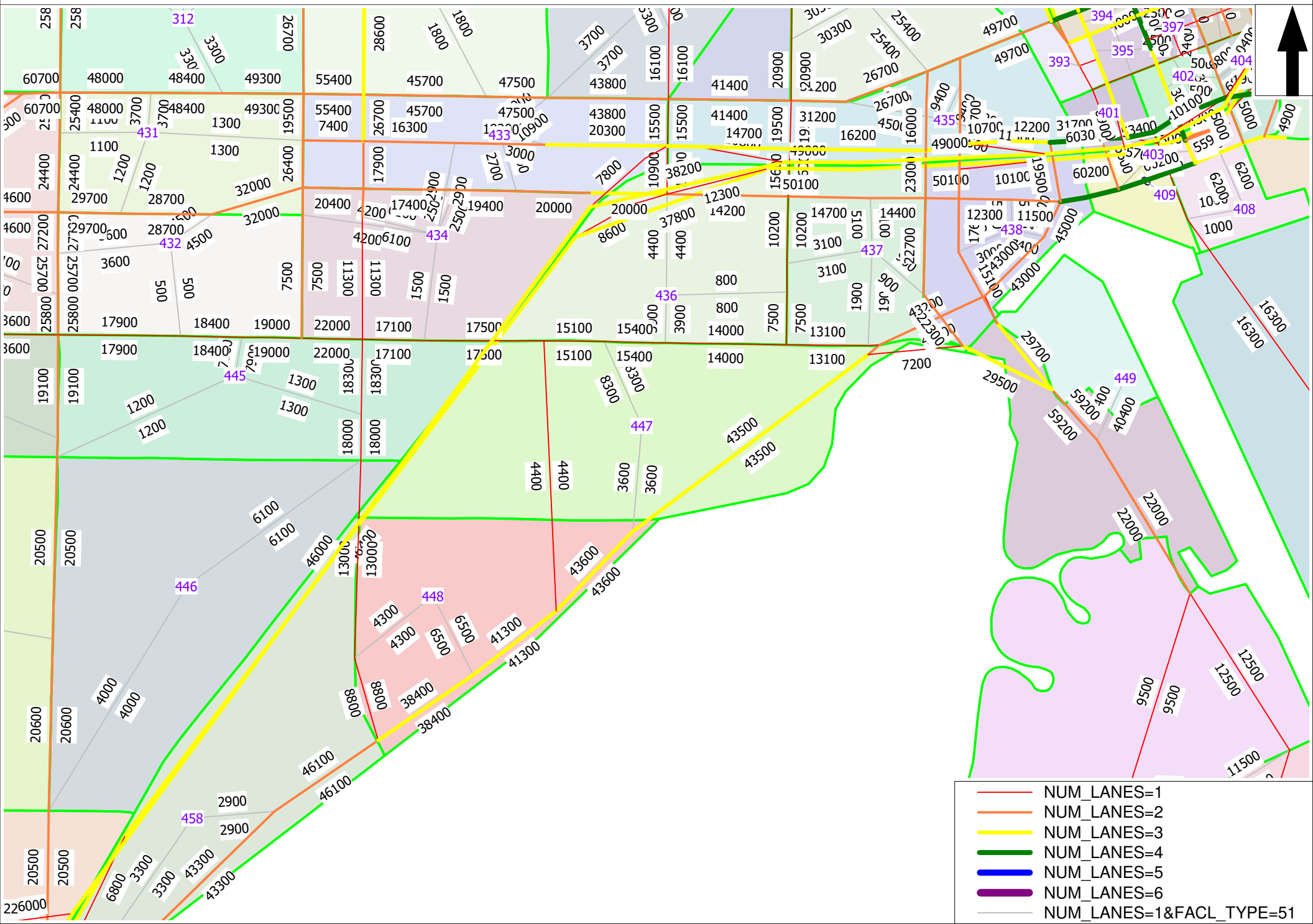
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

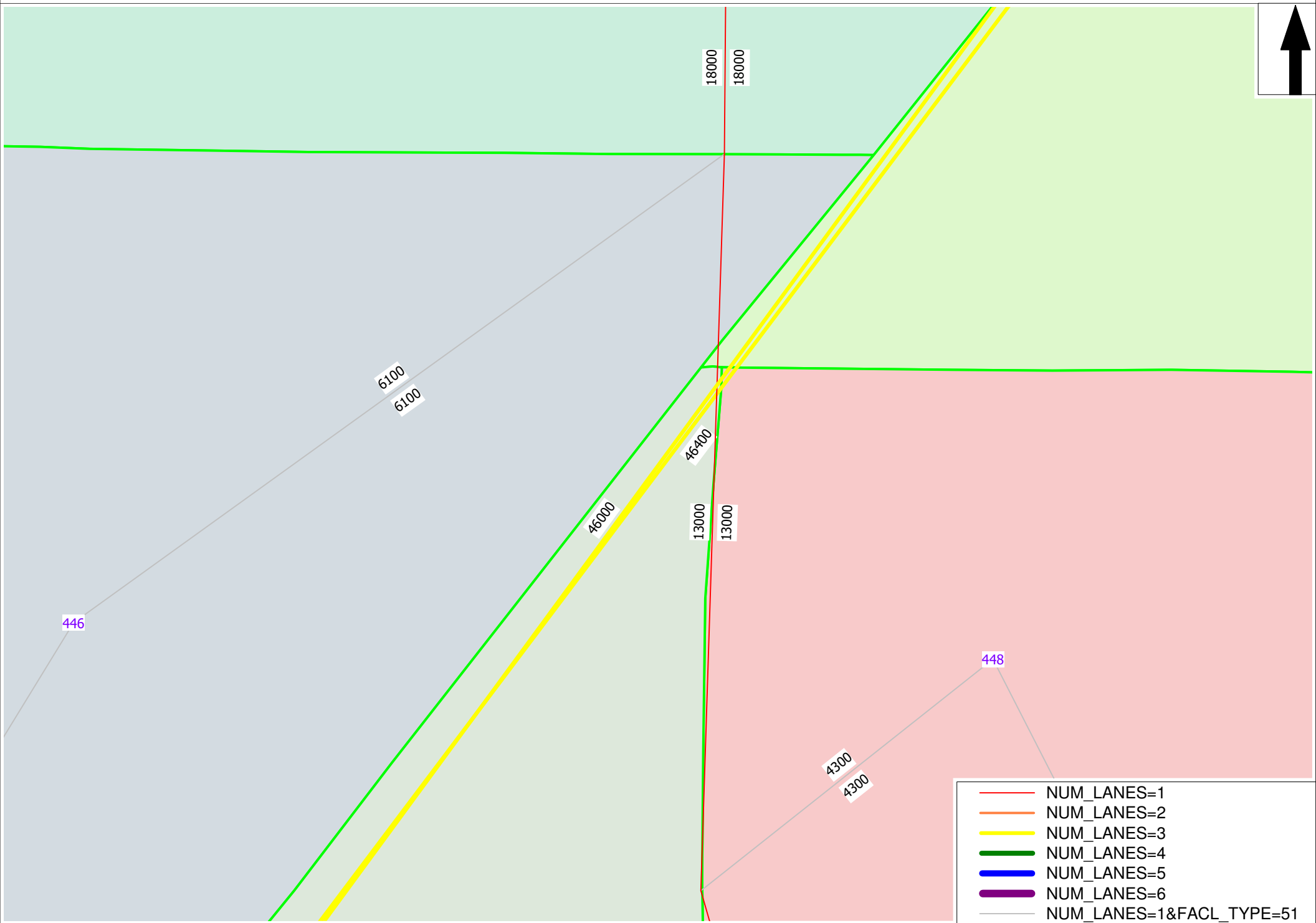
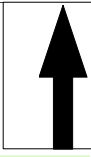
THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



6100
6100

446

46000

46400

13000
13000

18000
18000

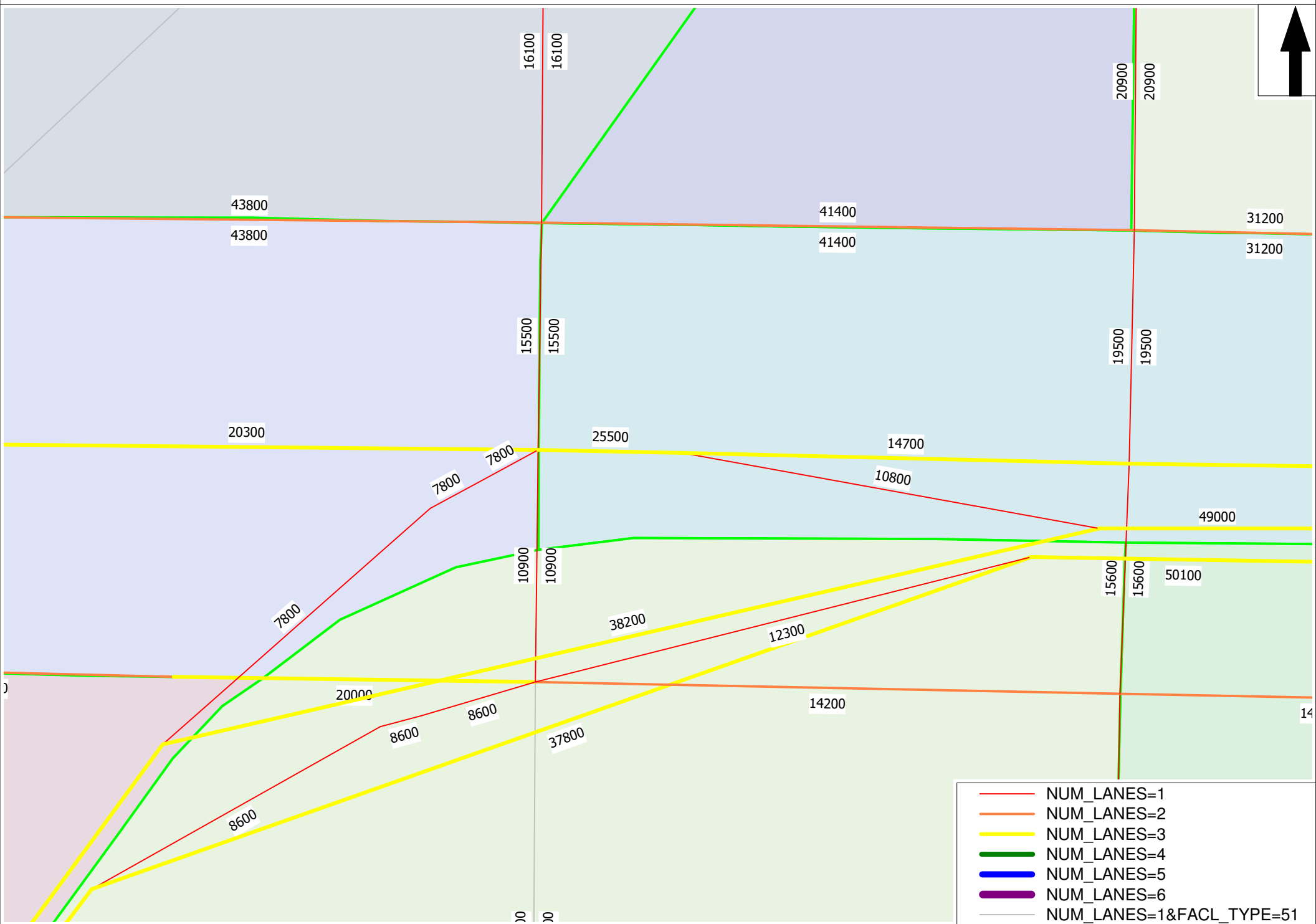
4300
4300

448

- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

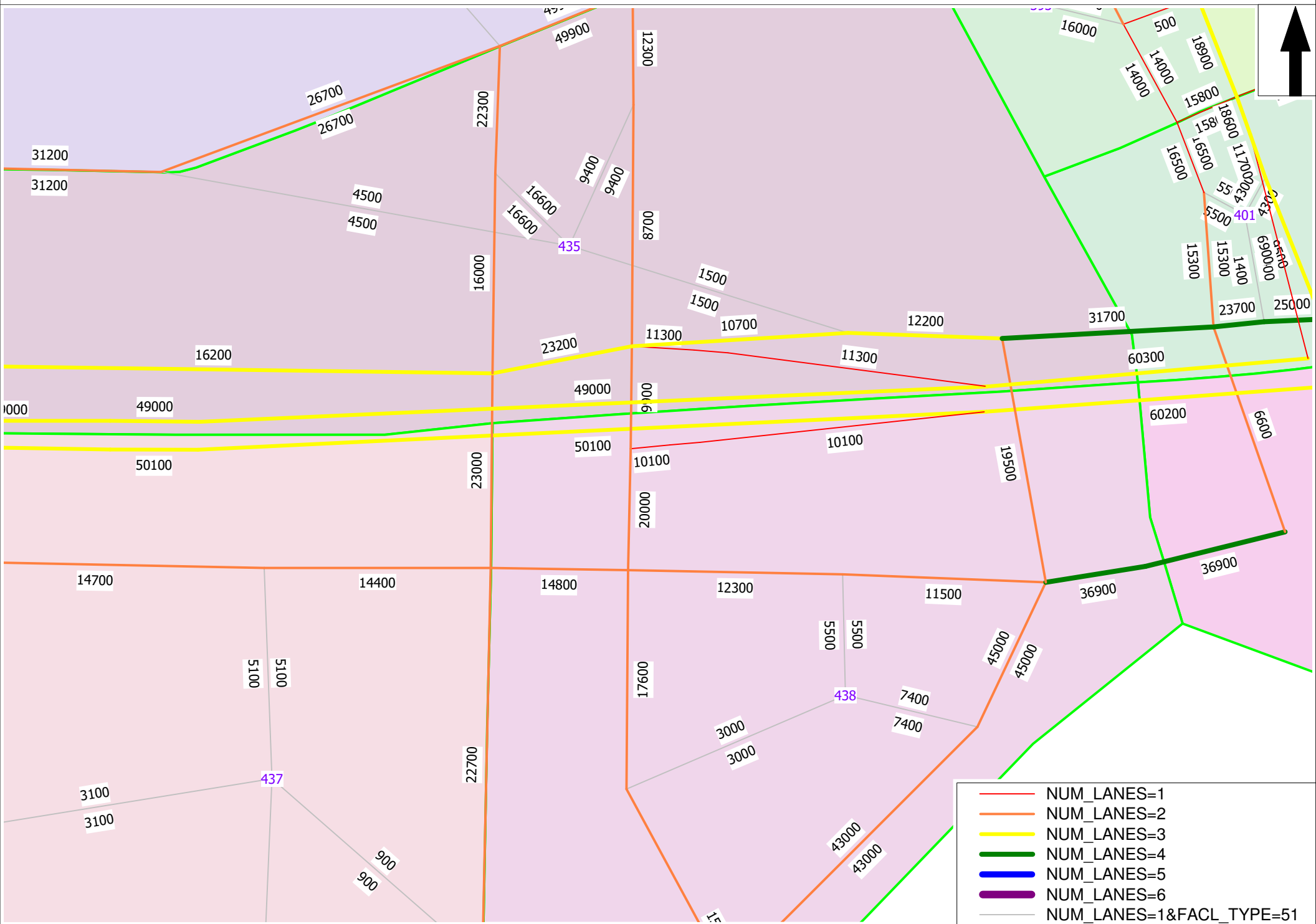
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



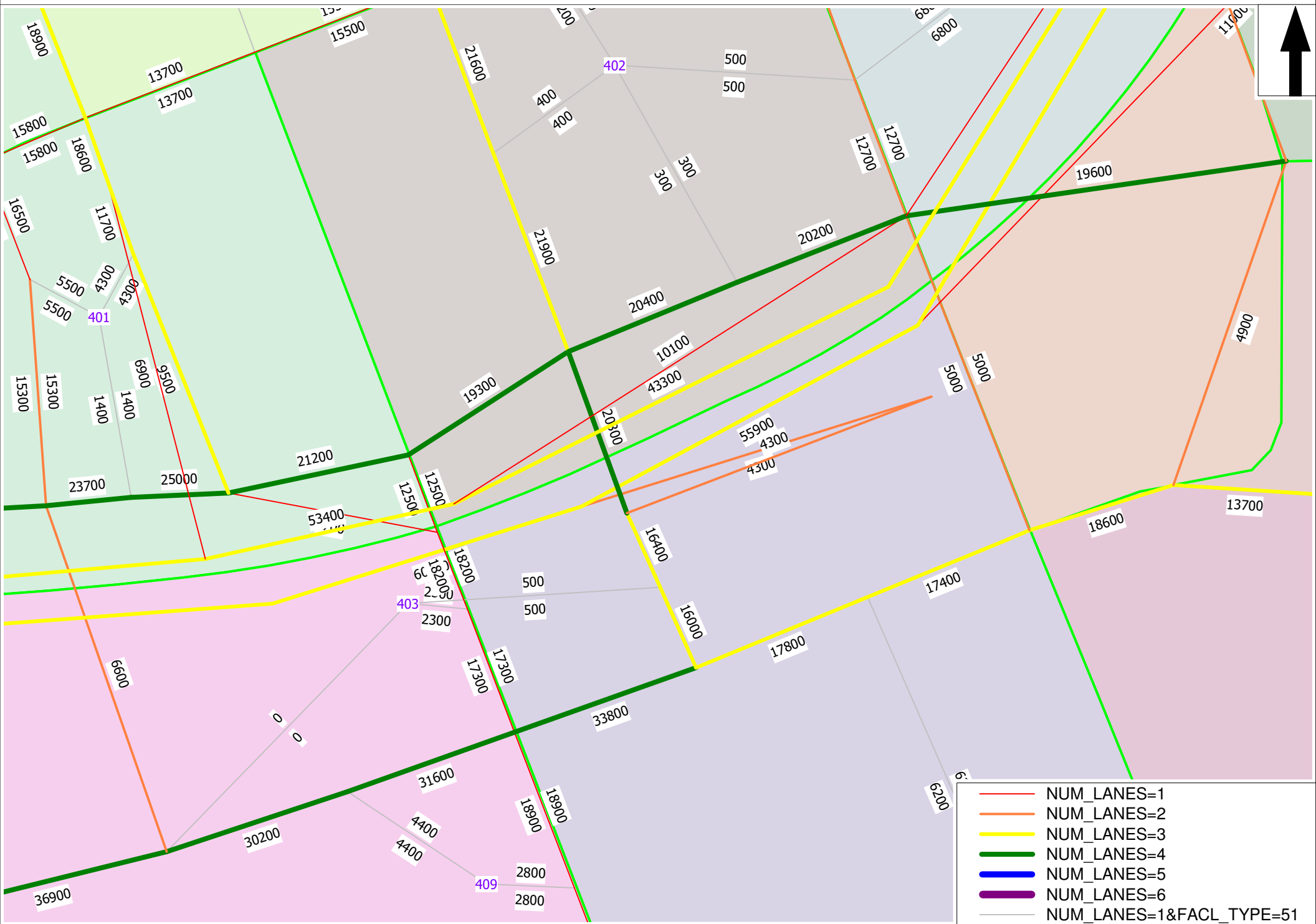
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



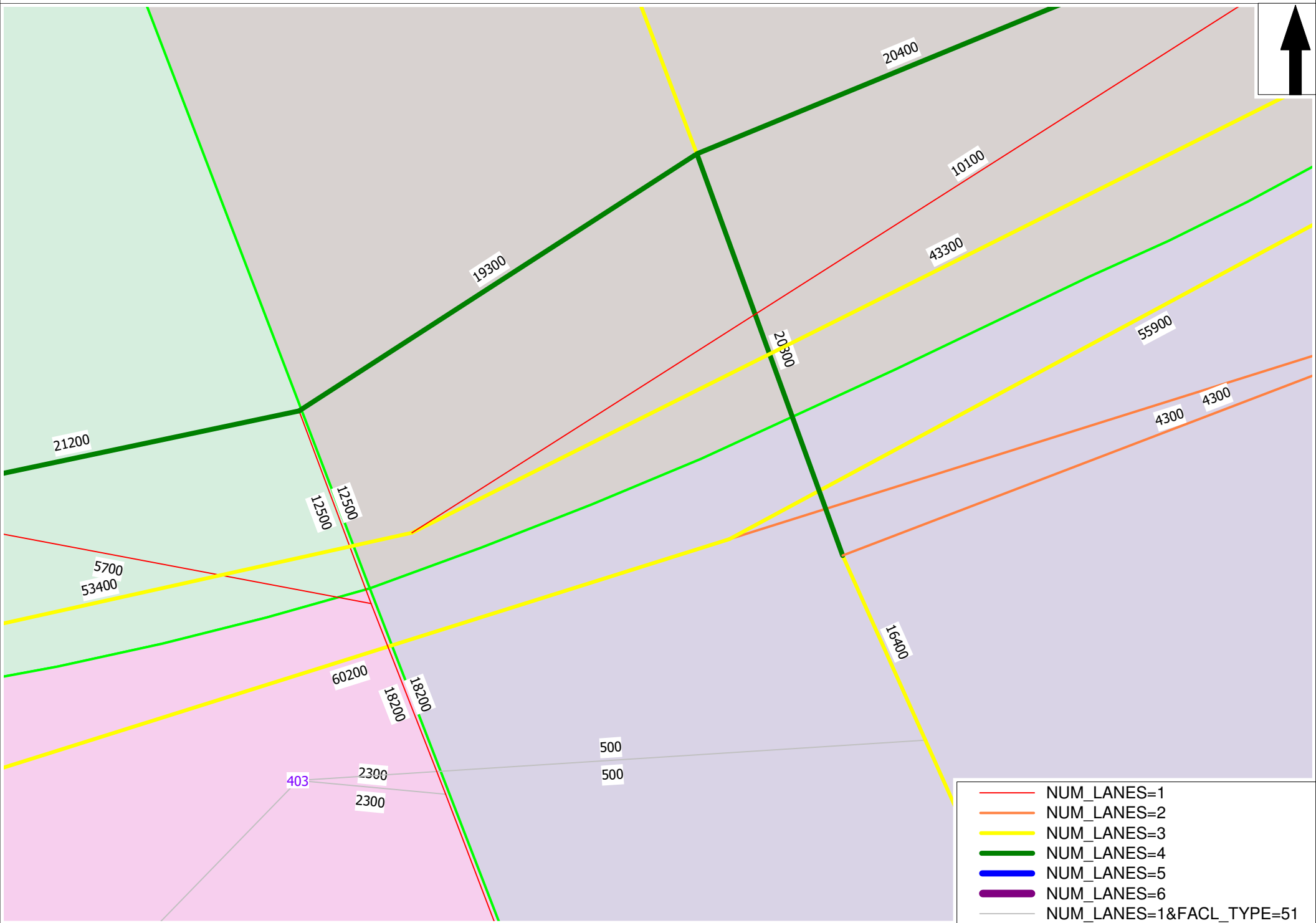
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



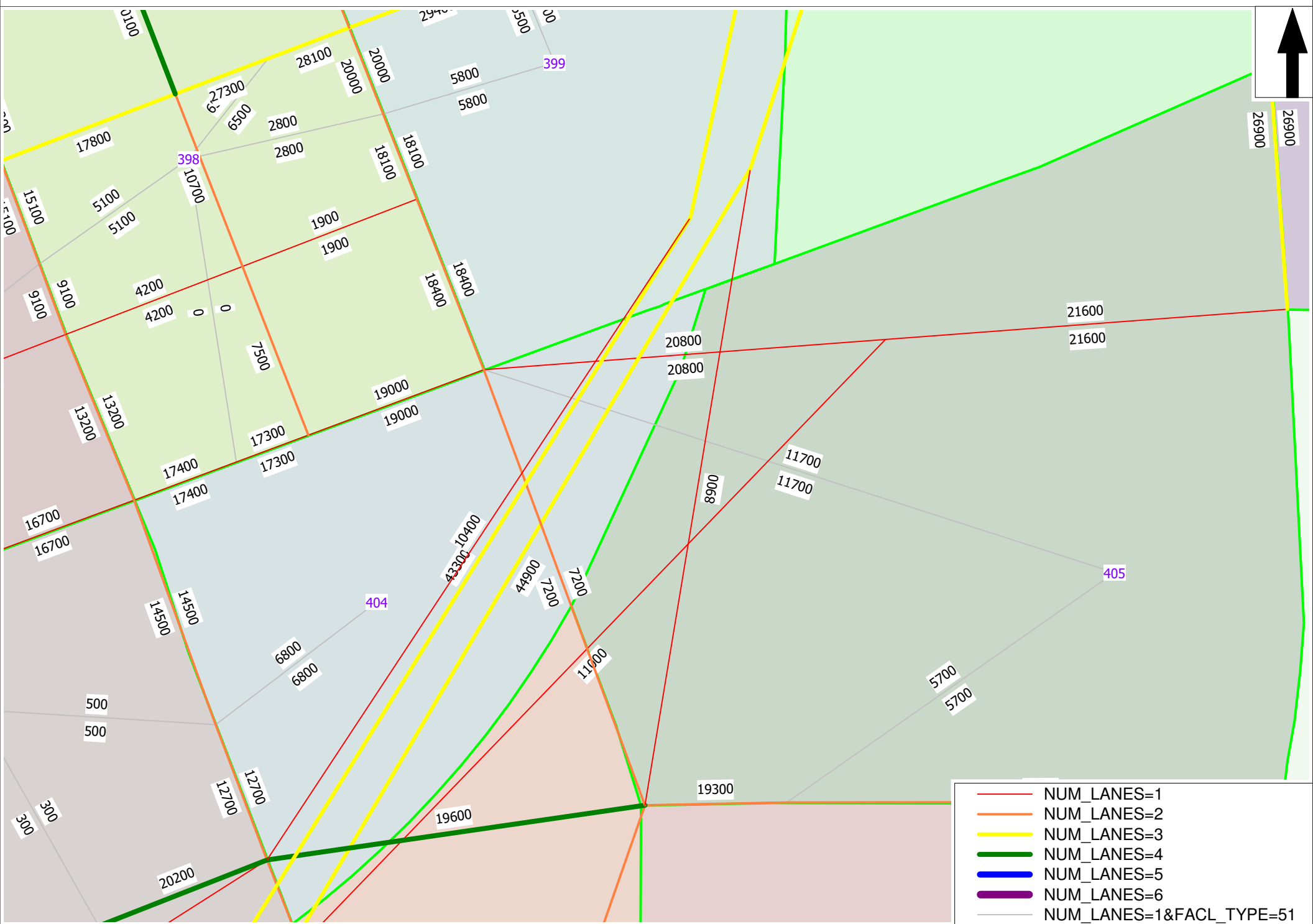
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

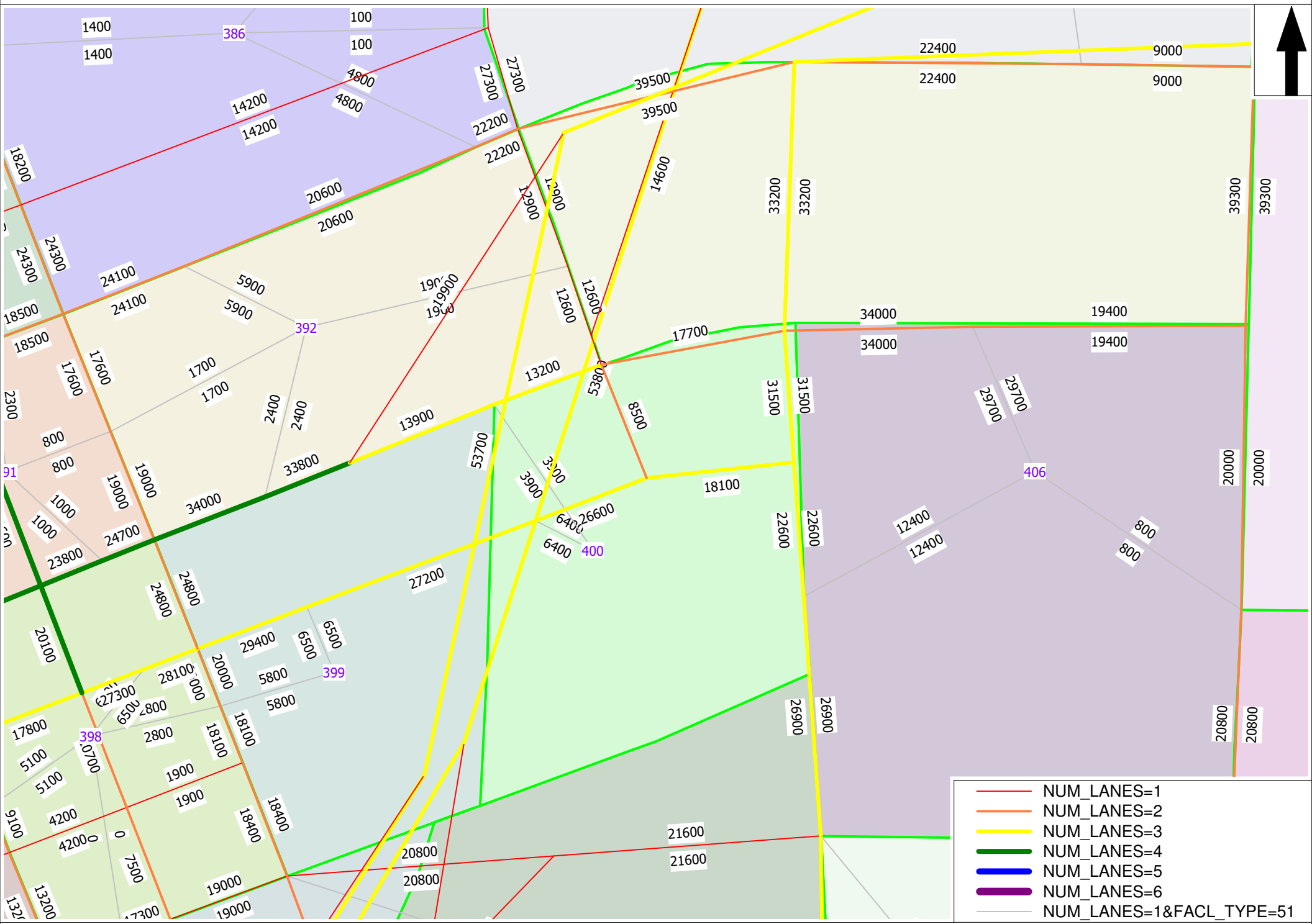
THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

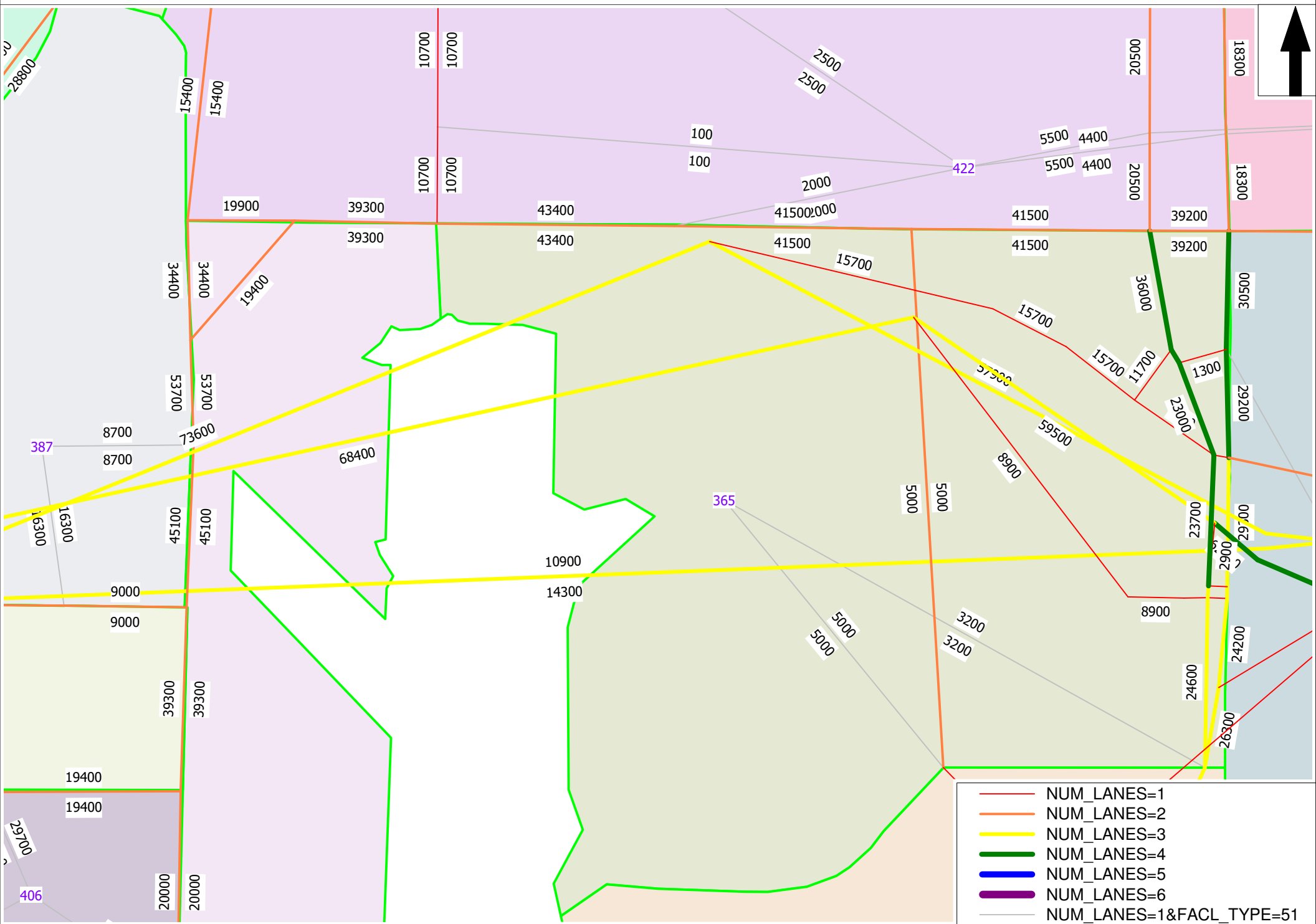
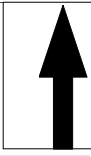
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

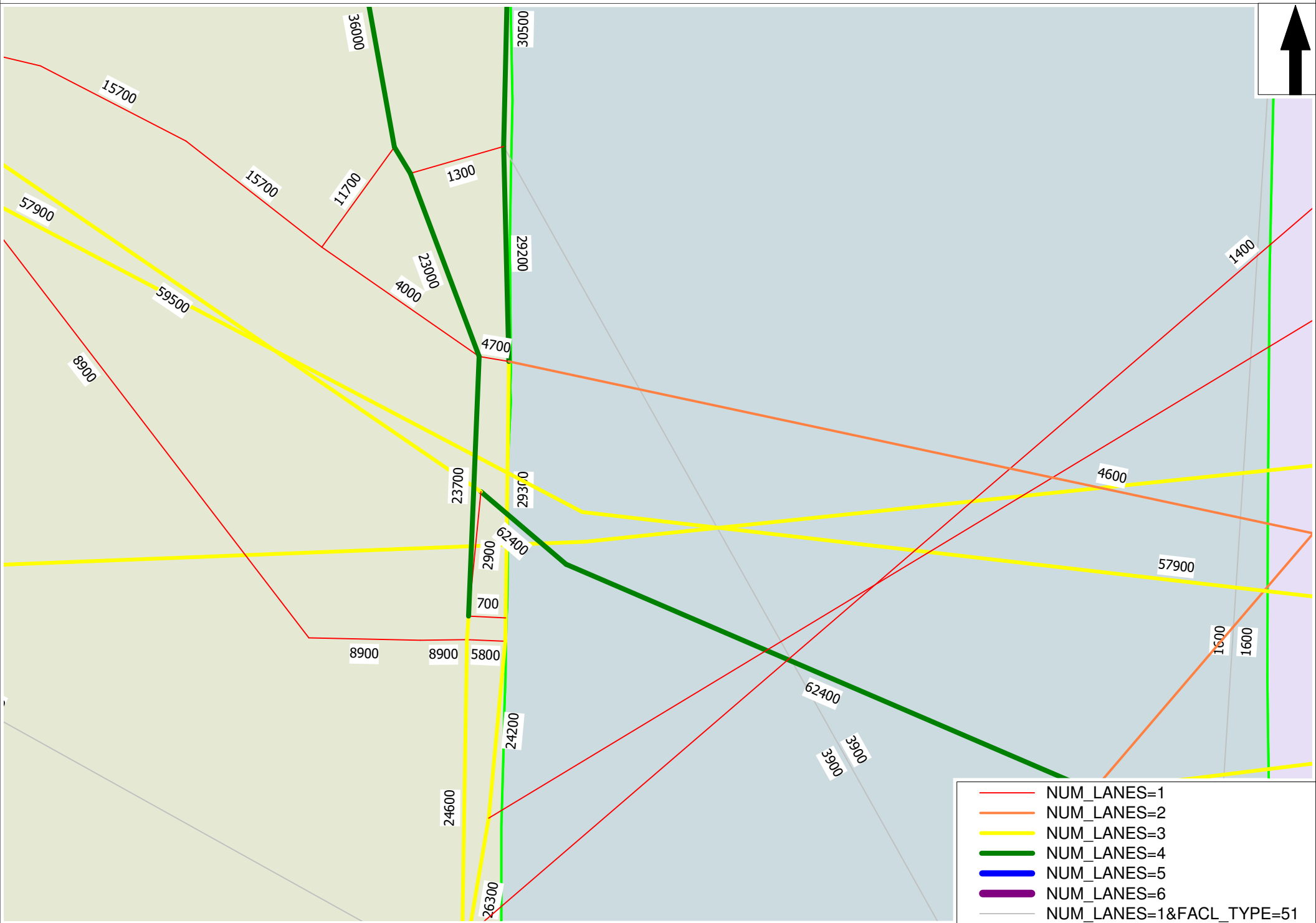
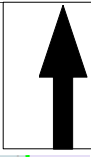
THEA TBRPM



Horizon Year 2040 Build 6 AADT (duplicate posts)

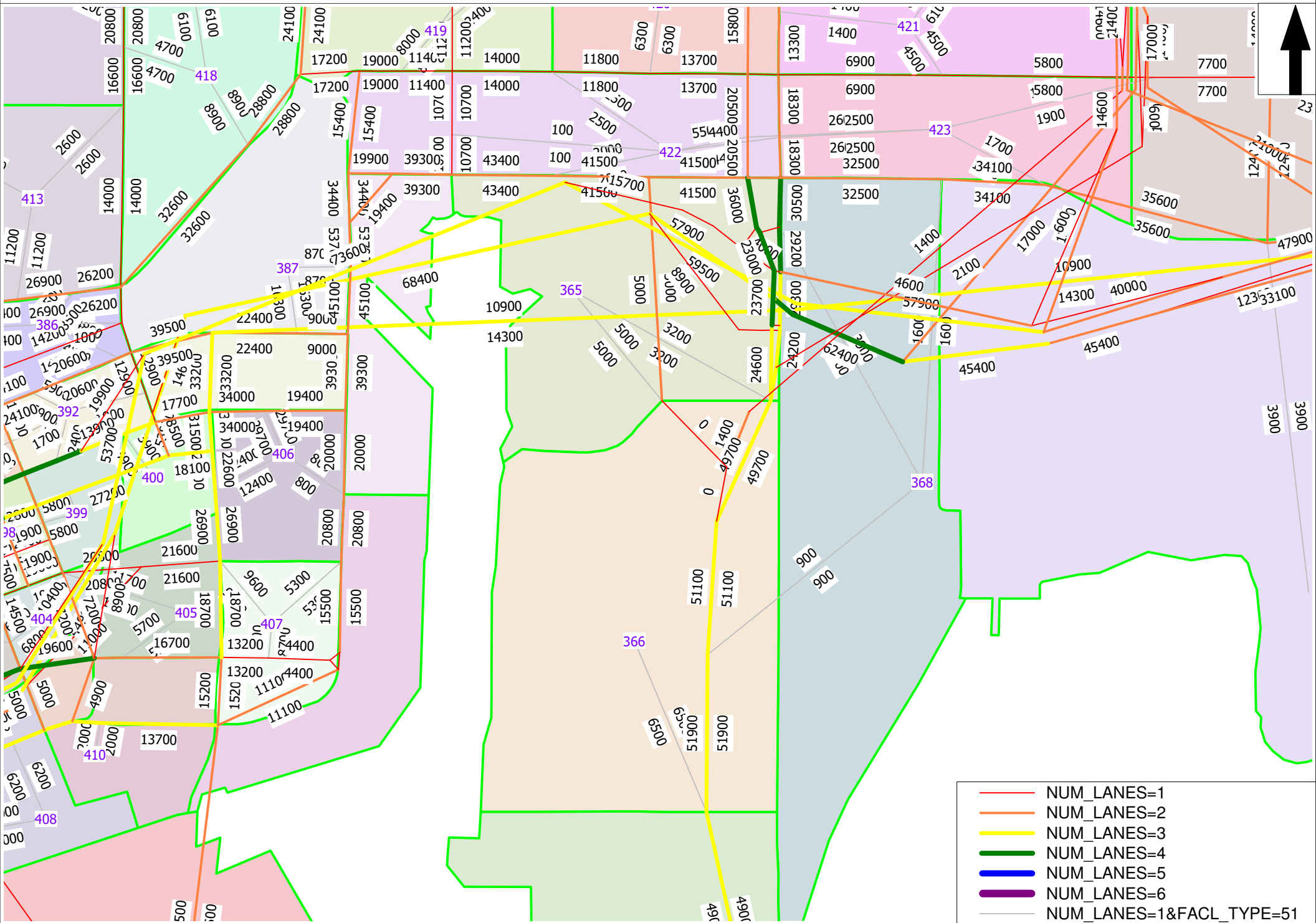
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



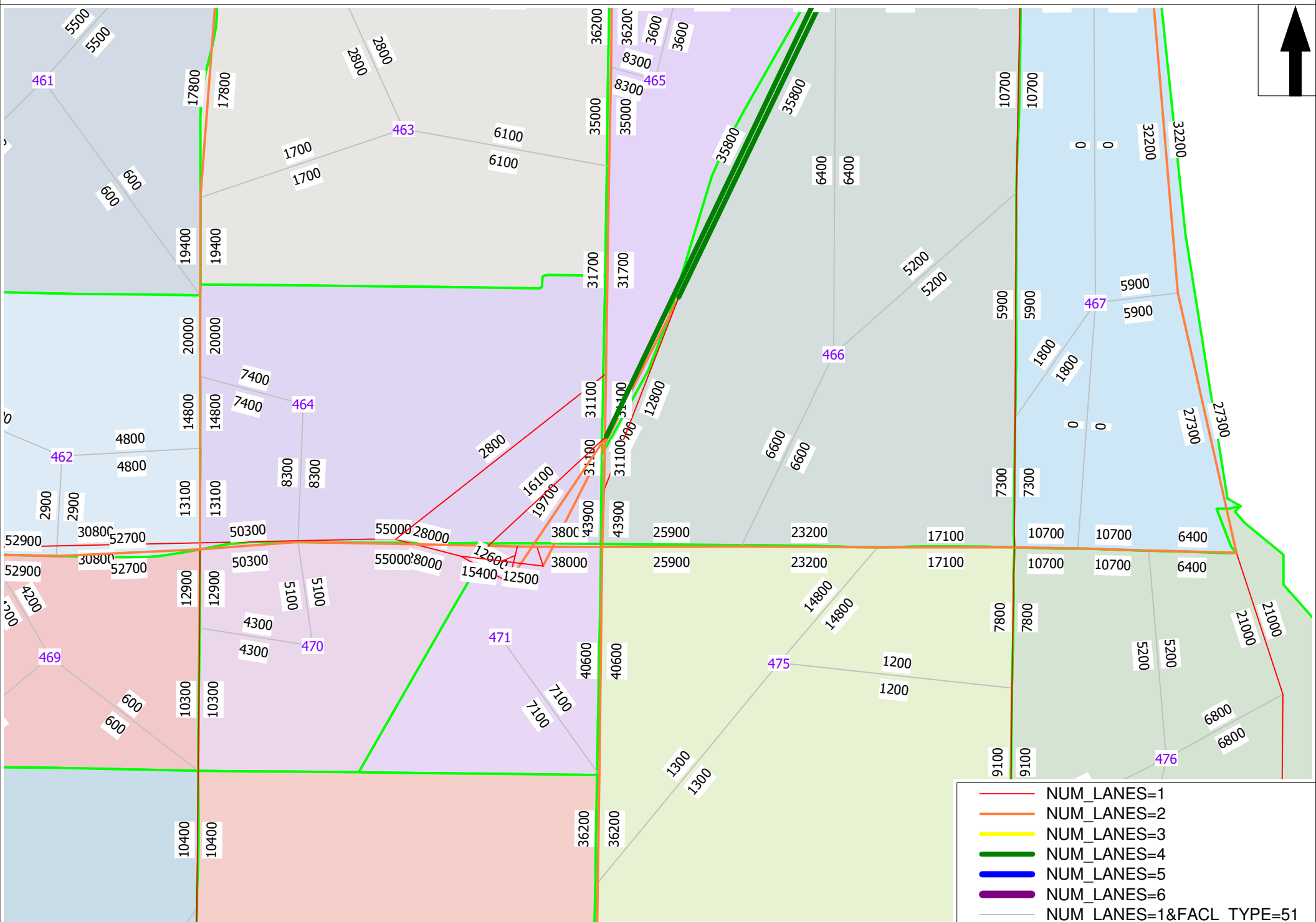
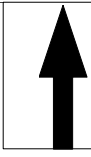
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



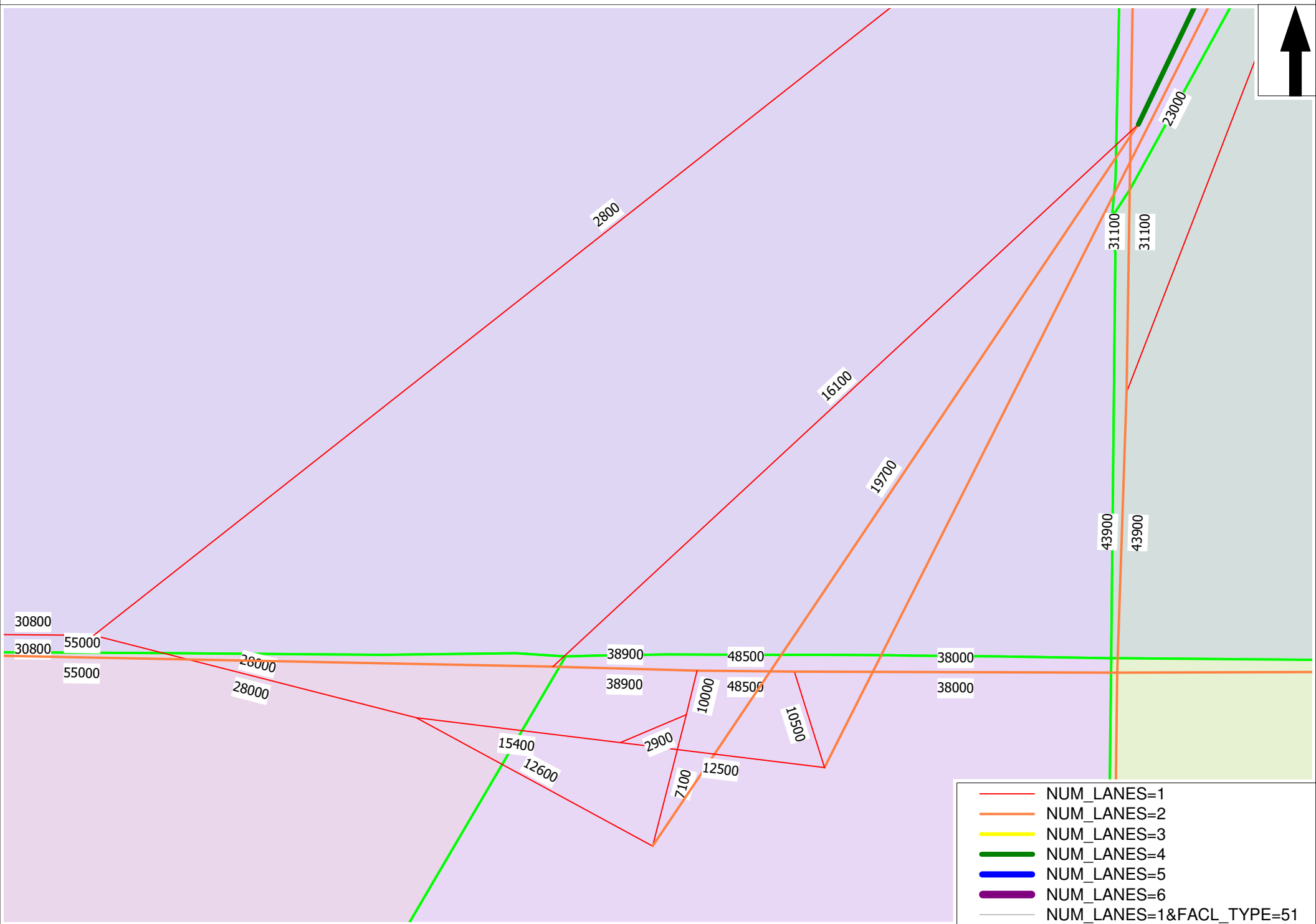
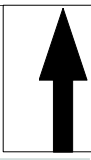
Horizon Year 2040 Build 6 AADT (duplicate posts)

THEA TBRPM



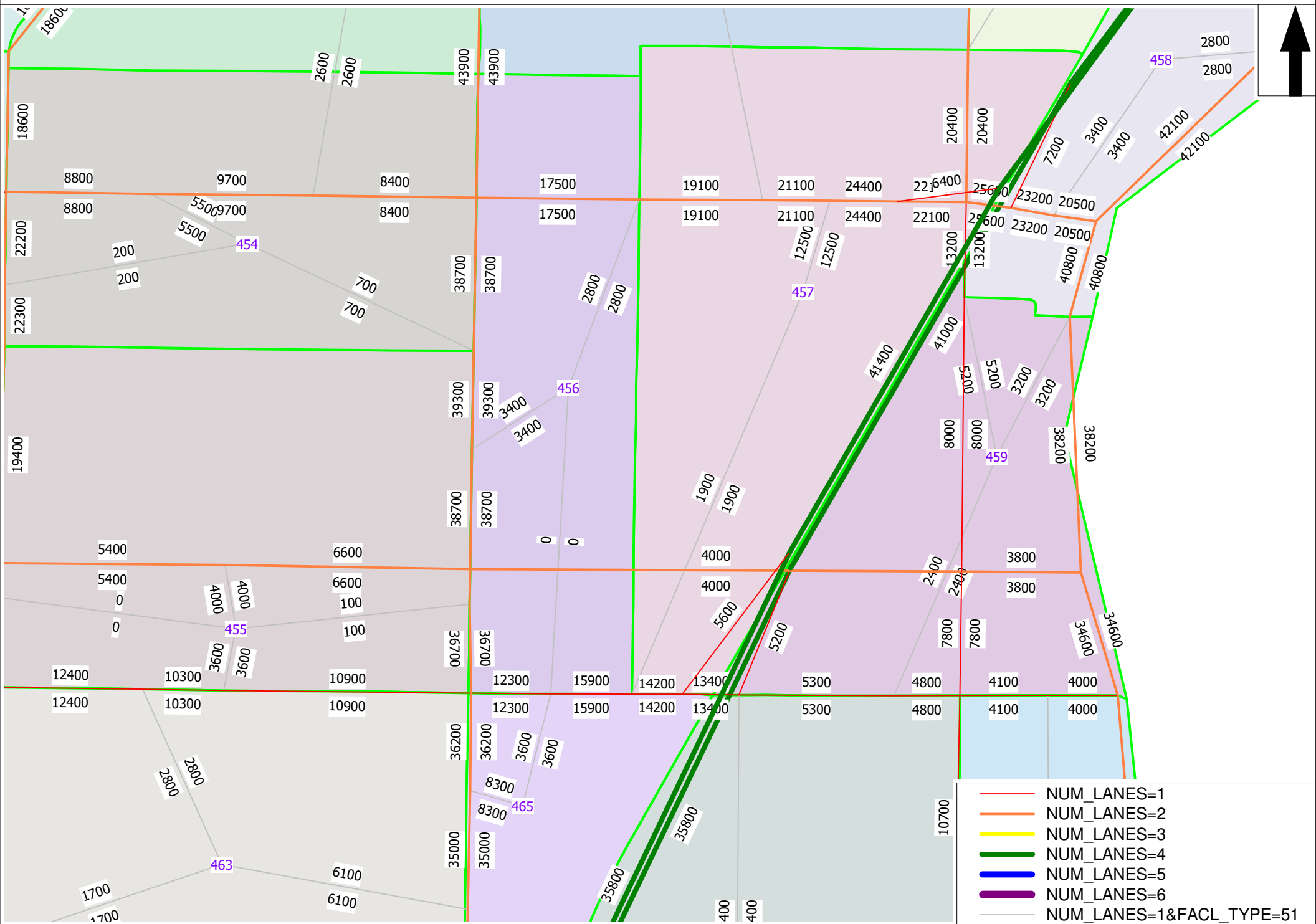
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



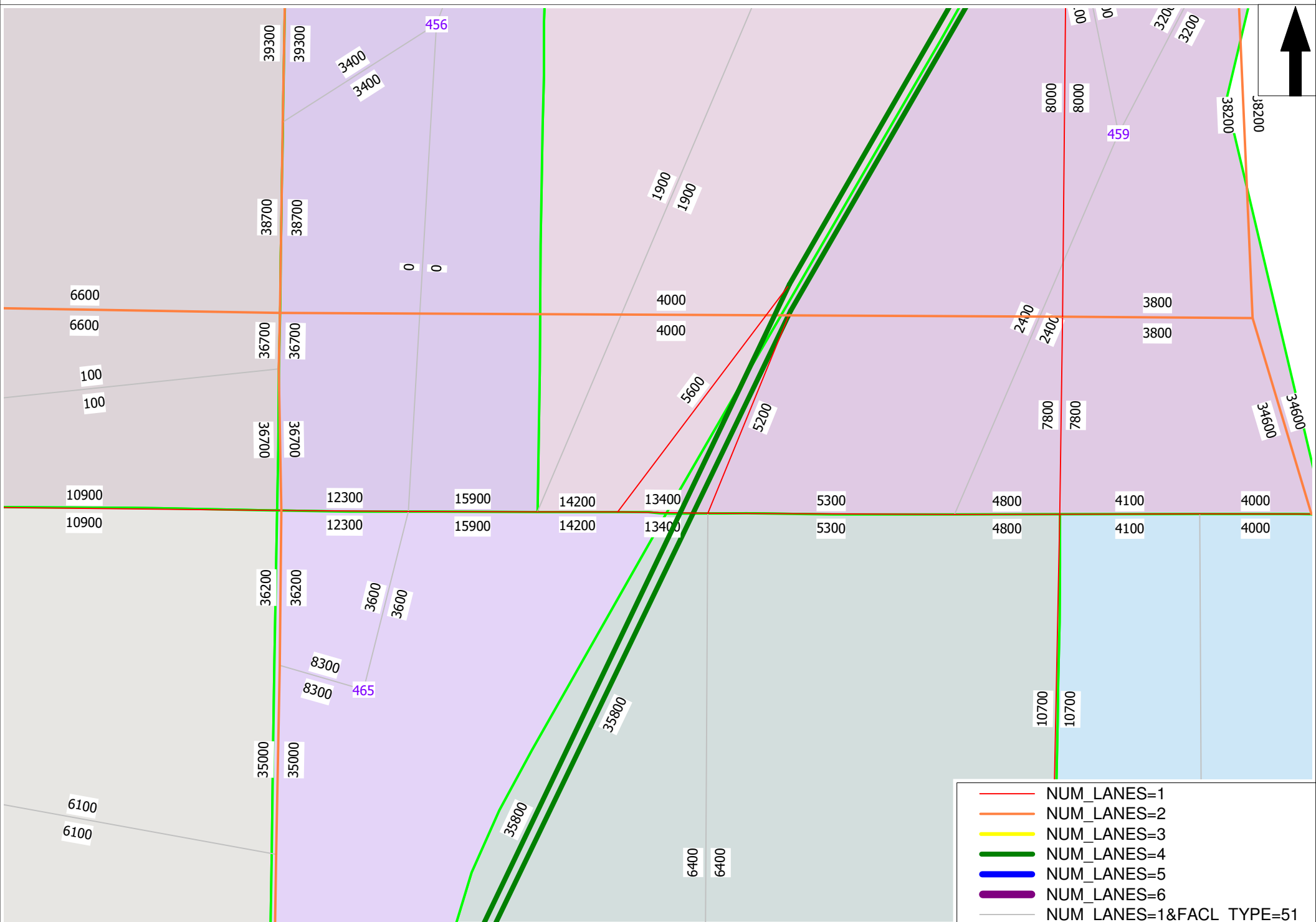
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



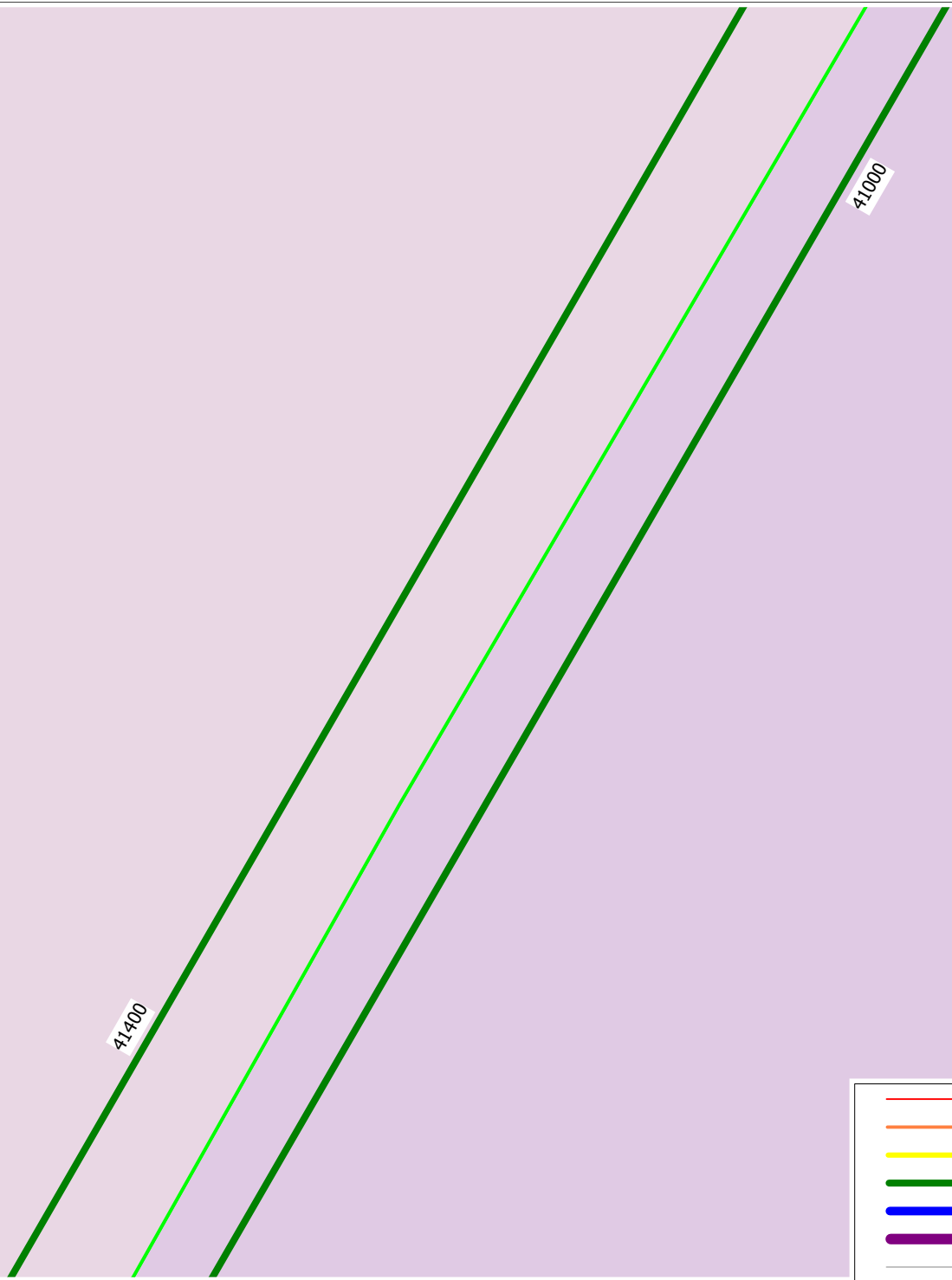
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

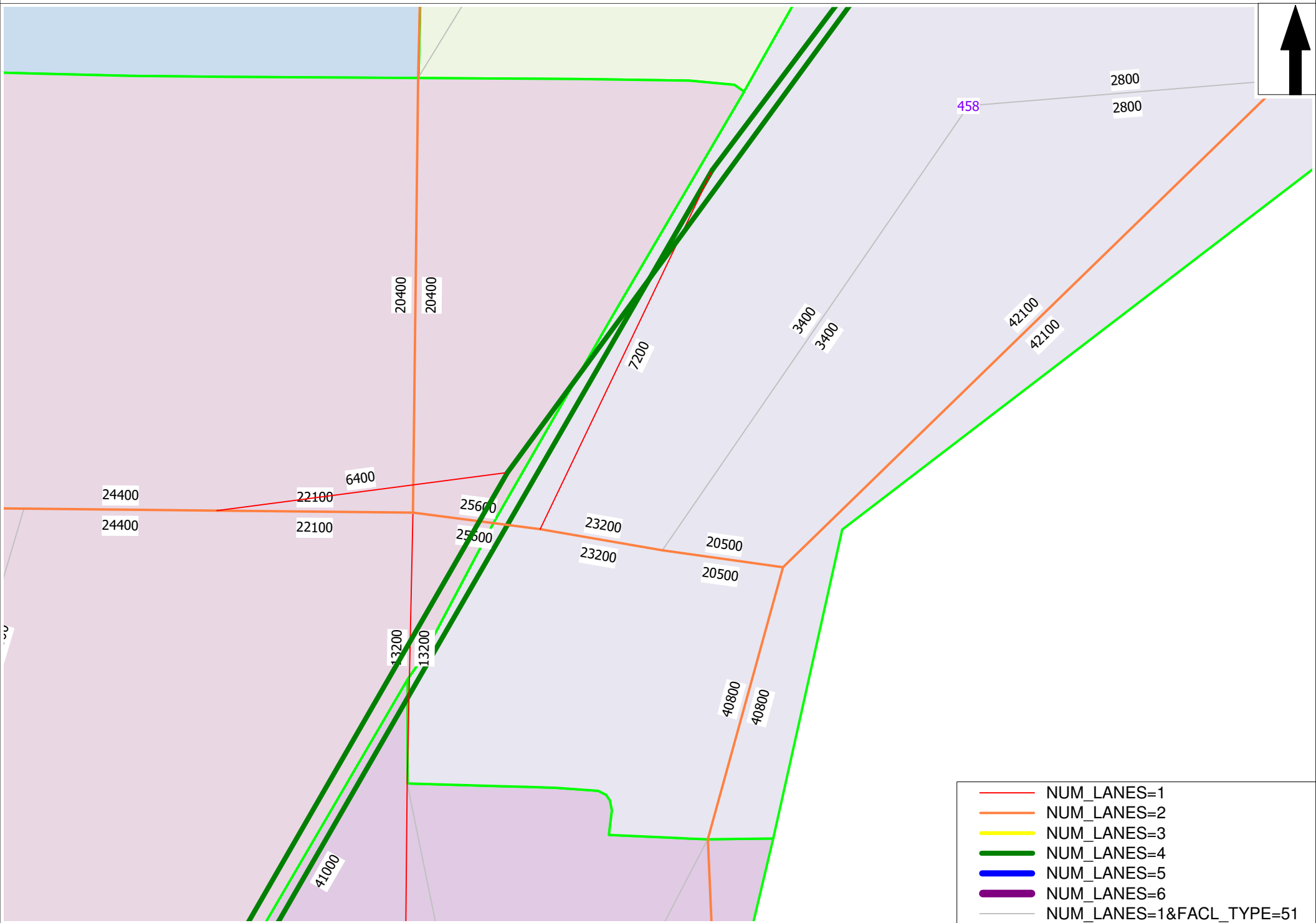
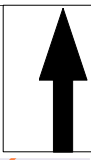
THEA TBRPM



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

Horizon Year 2040 Build 2 AADT (duplicate posts)

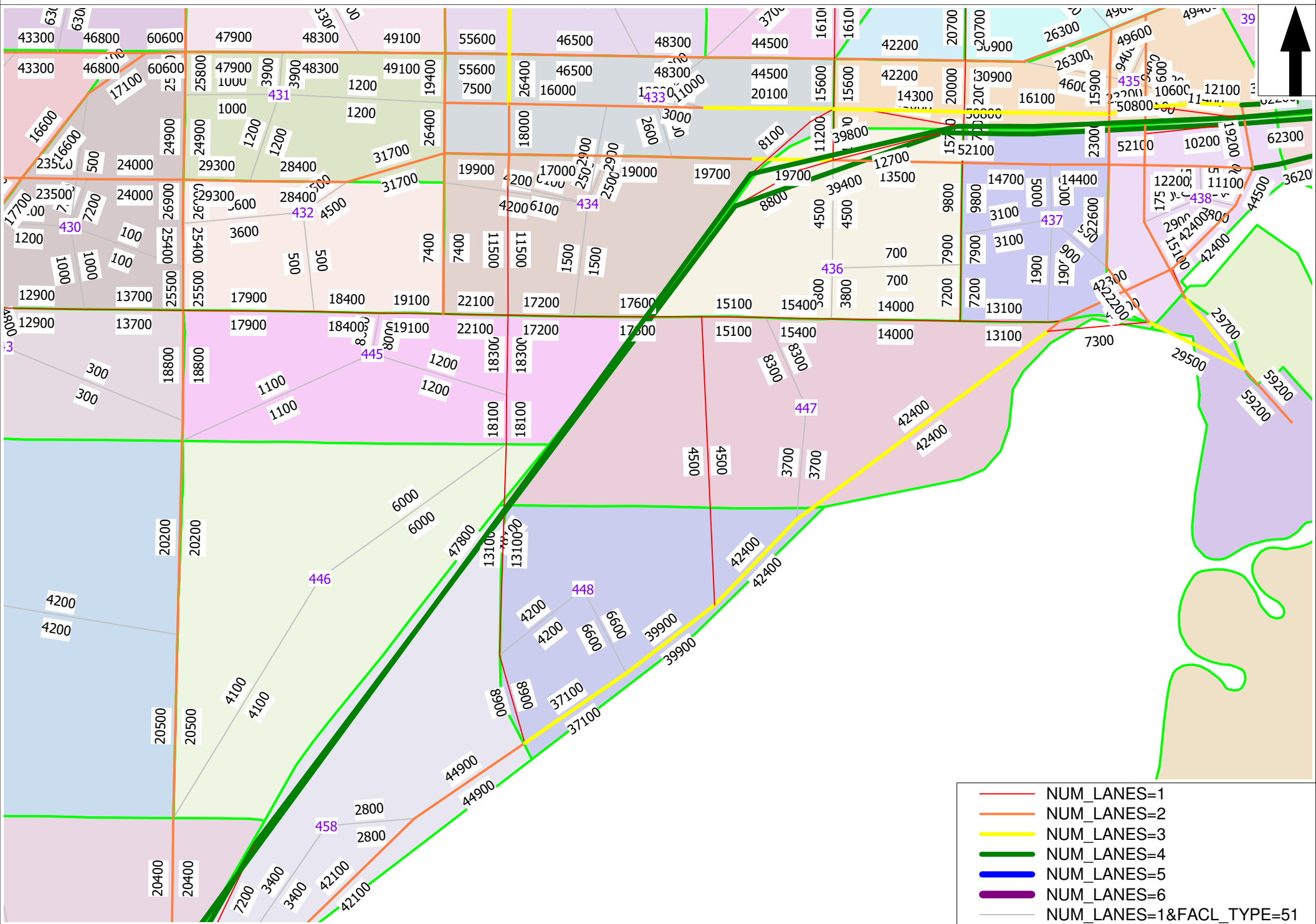
THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

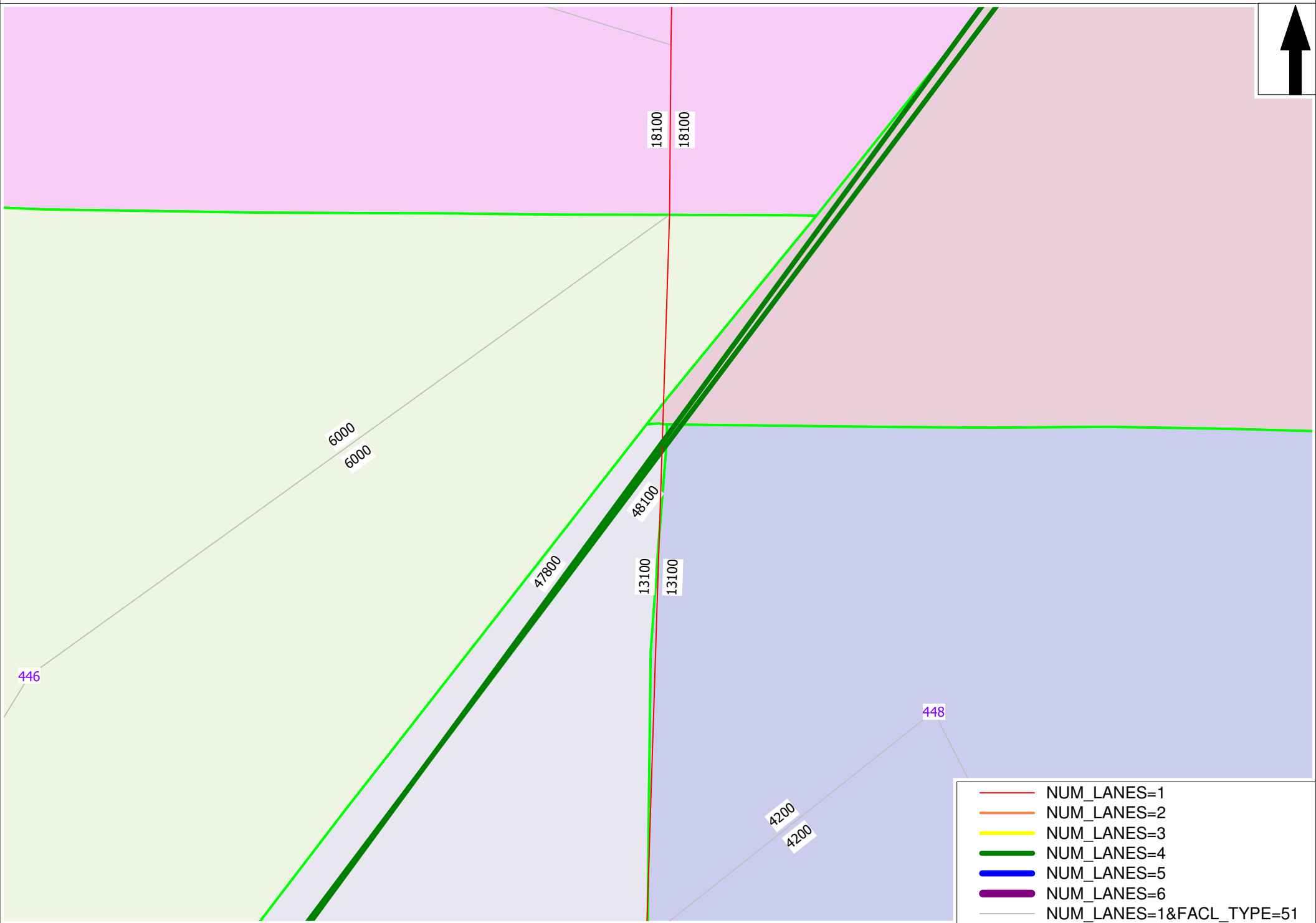
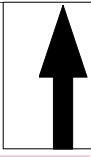
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



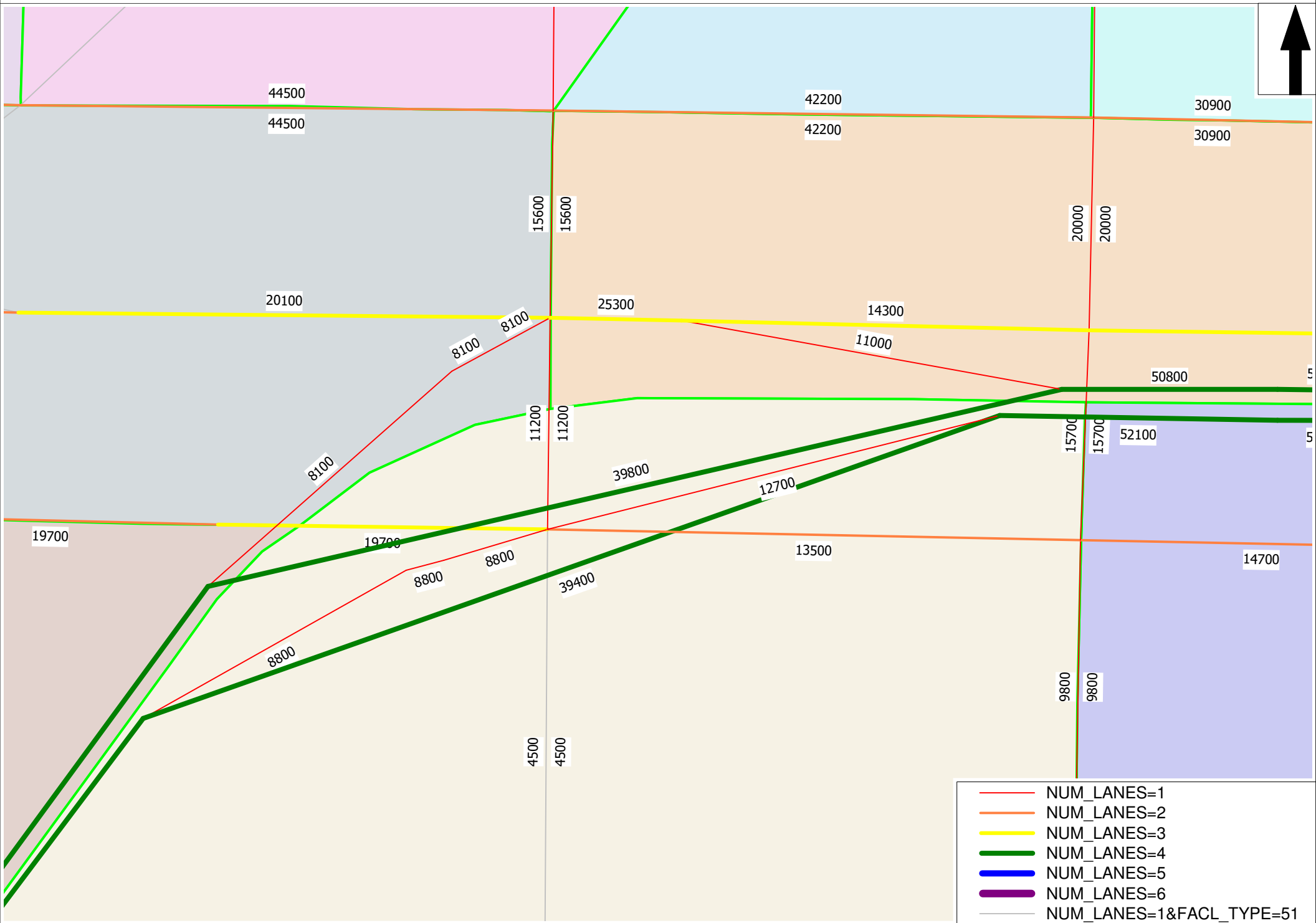
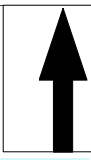
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

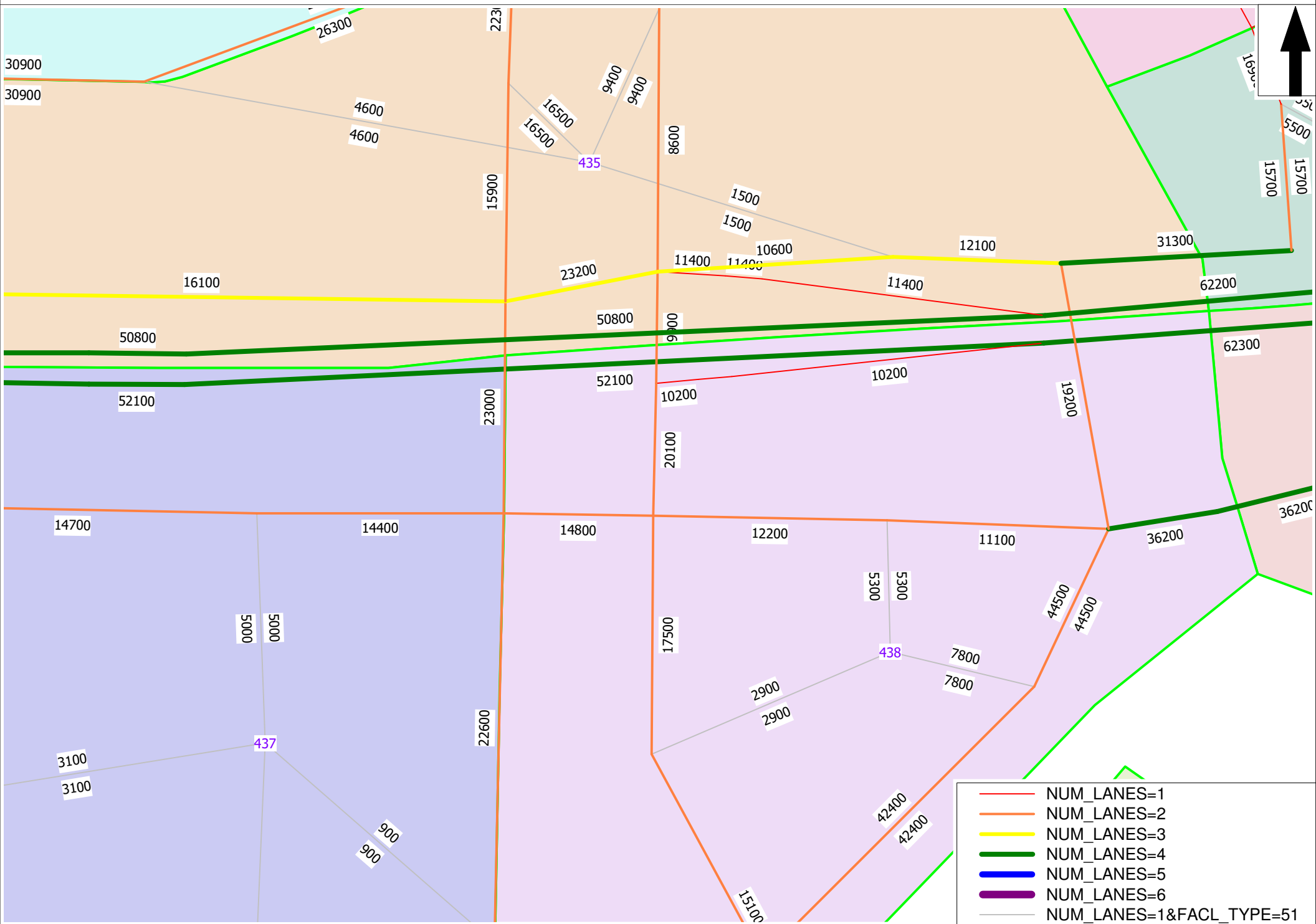
THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

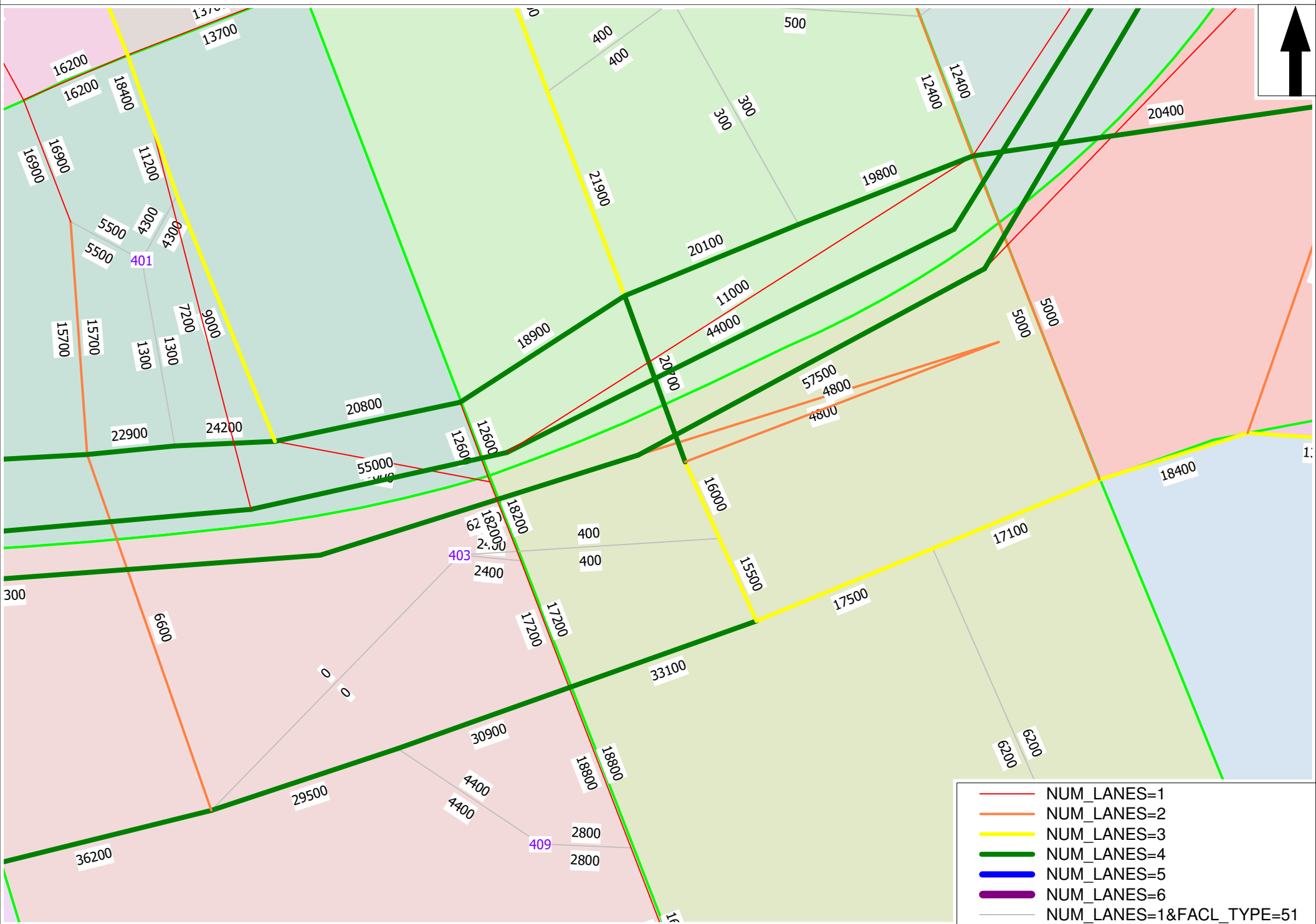
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

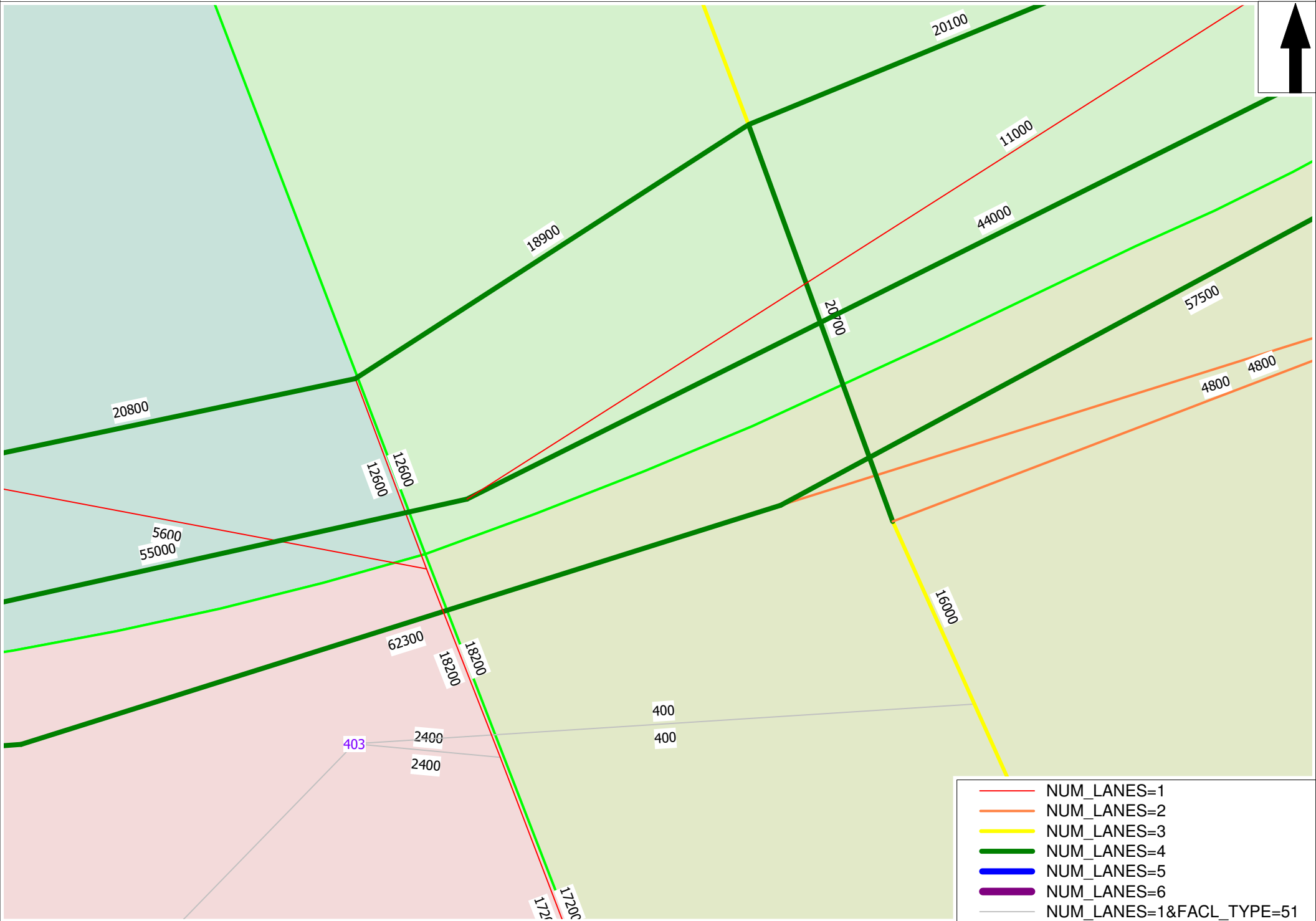
THEA TBRPM



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

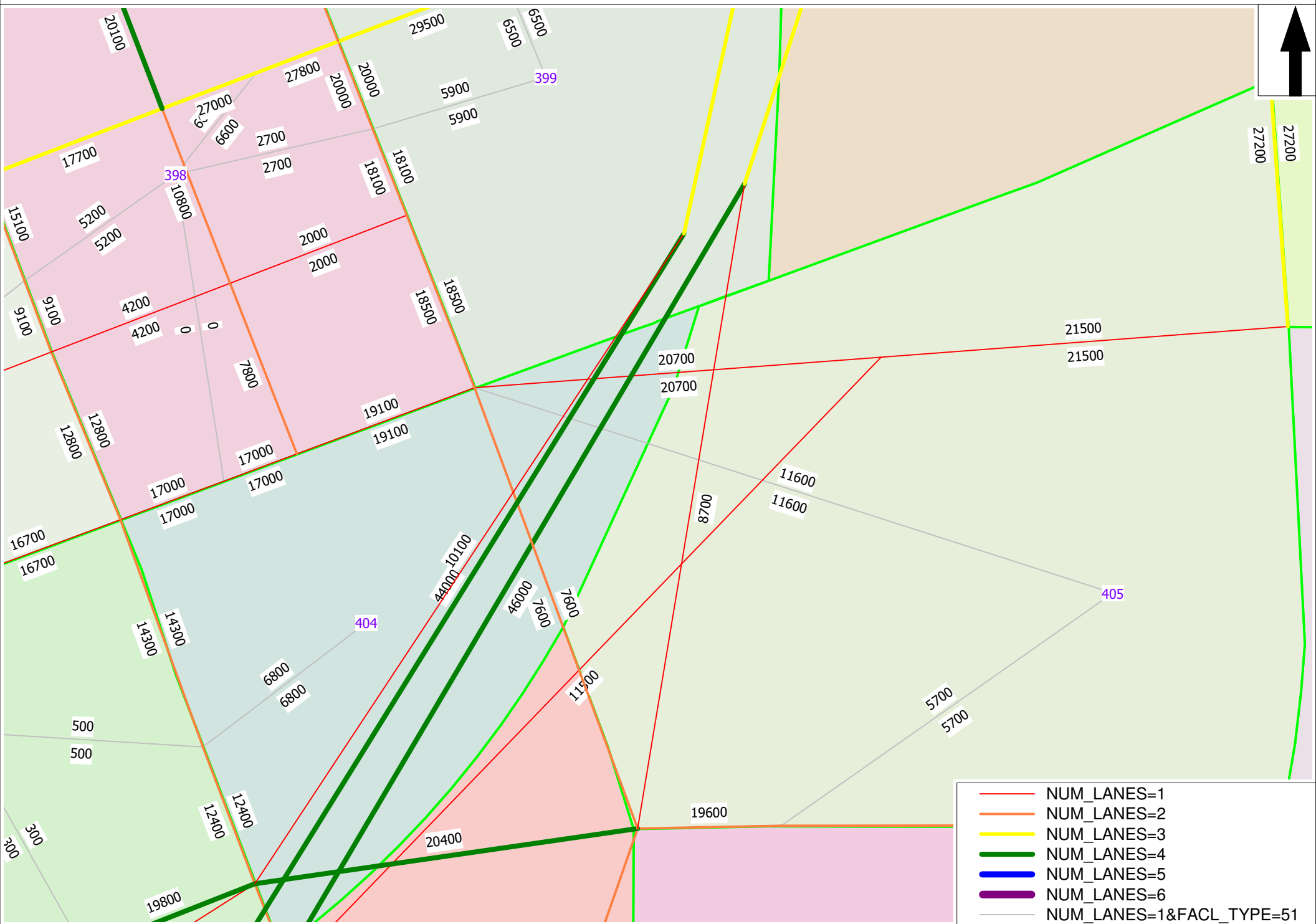
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



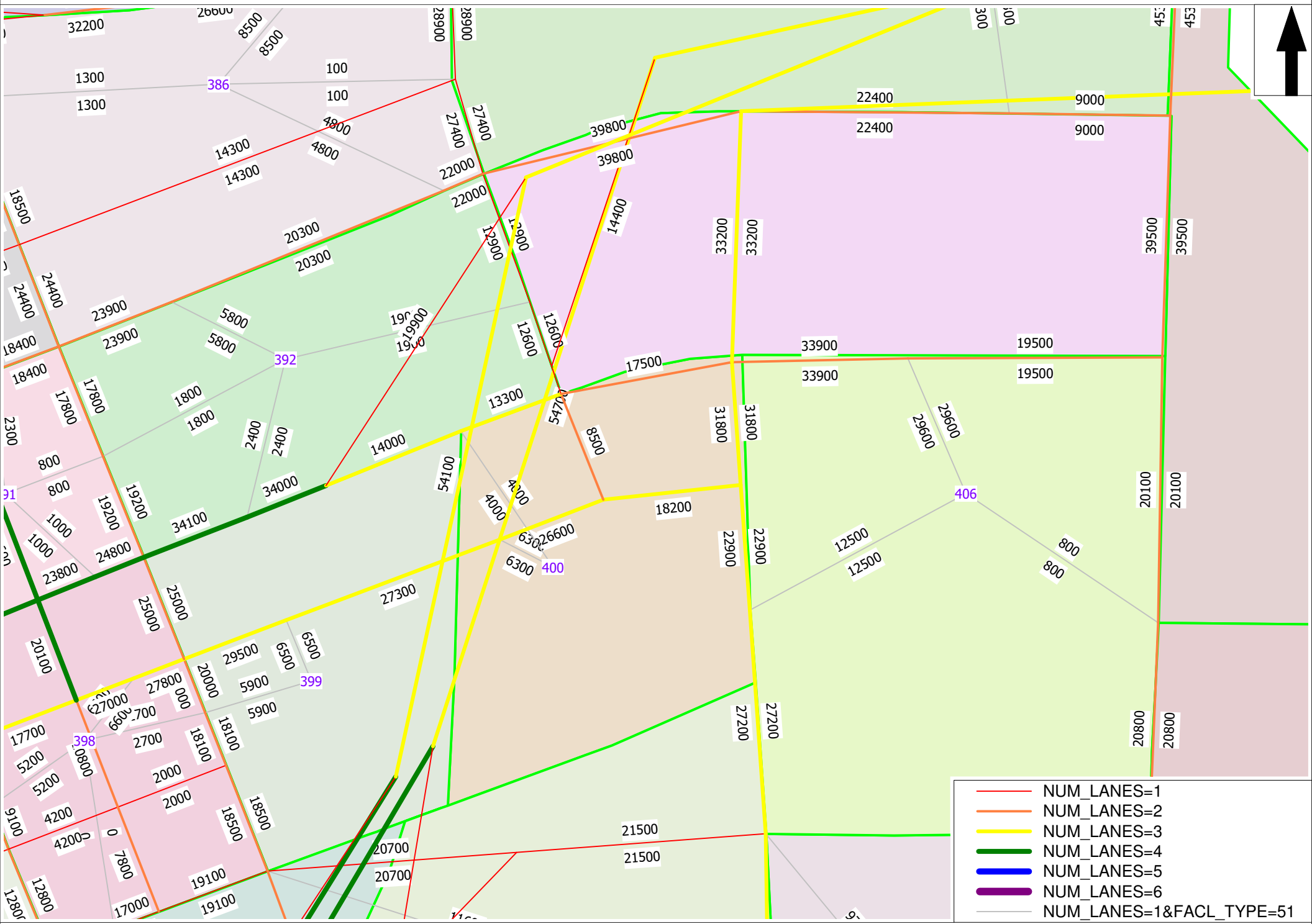
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

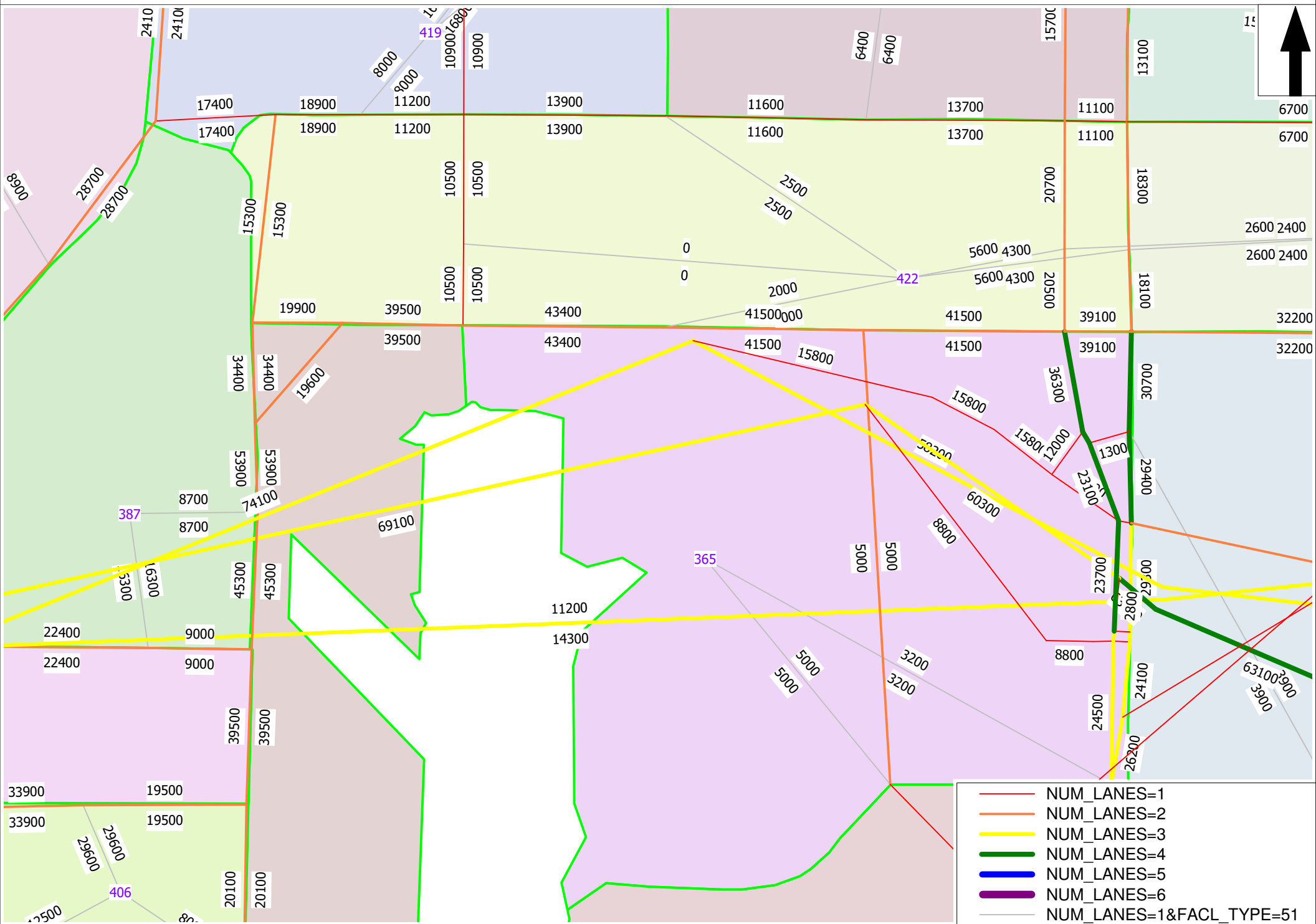
THEA TBRPM



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES=6
- NUM_LANES=1&FACL_TYPE=51

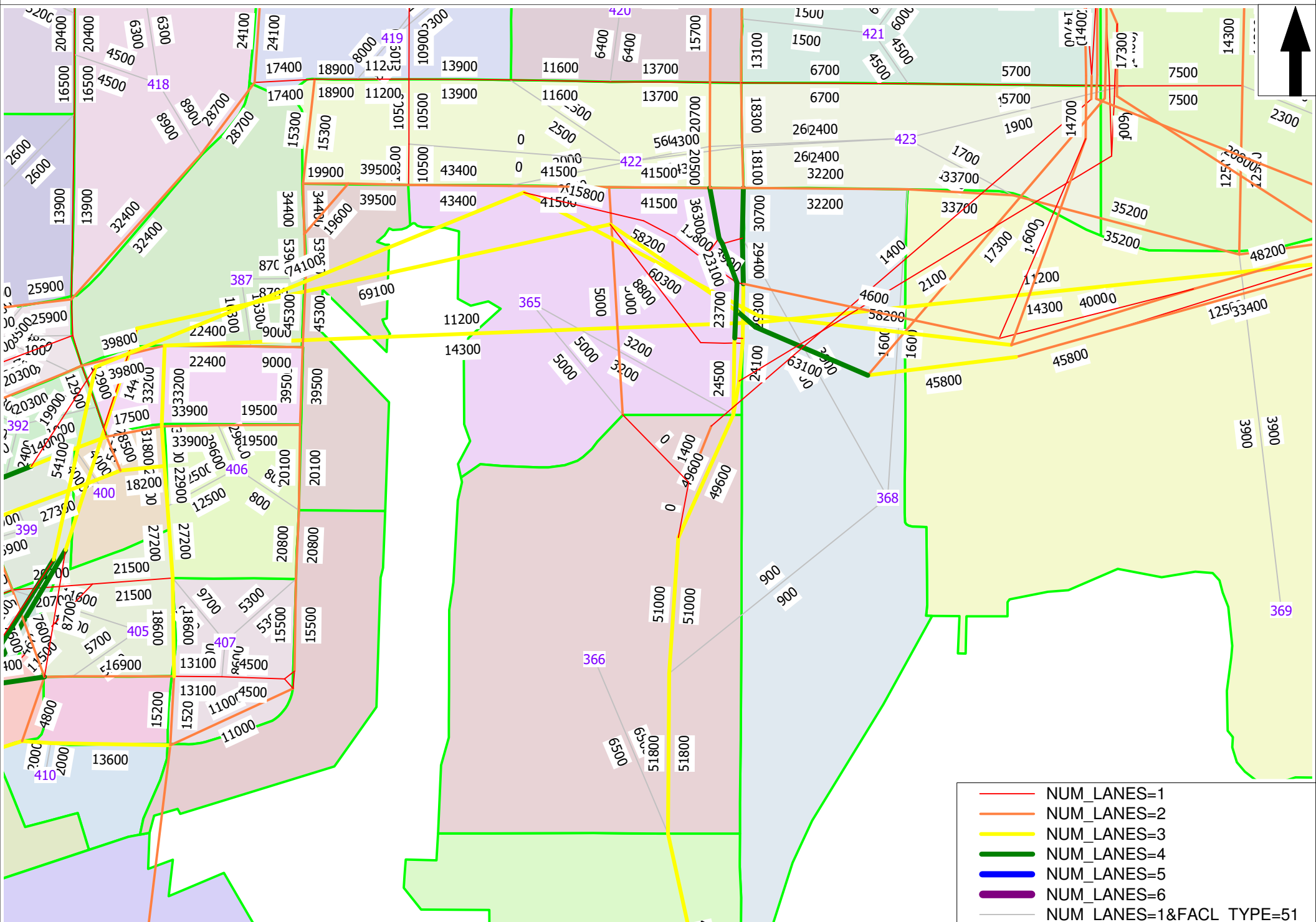
Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

THEA TBRPM



Horizon Year 2040 Build 2 AADT (duplicate posts)

AADT 2040

Build 6 (six lanes at grade) - Cube

S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay				E of Willow		E of Plant				E of Morgan		E of Whiting
		From Euclid		From Bay to Bay		To Willow			From Willow		From Plant		To Florida		To Whiting		From Jefferson
S Selmon EB		5100		6800		-8600			12300		10100		-4300		-11000		8900
	34500		39600		46400		37800		50100		60200		55900		44900		53800

-11000 min 12300 max
34500 min 60200 max

S Selmon	E of Whiting		E of Morgan		E of Franklin		E of Plant		E of Willow				E of Bay to Bay		E of Euclid		E of Dale Mabry
		To Morgan		From Morgan		From Tampa		To Plant		To Willow			From Willow		To Bay to Bay		To Euclid
S Selmon WB		-10400		10100		6900		-11300		-10800		7800		-6000		-5400	
	53700		43300		53400		60300		49000		38200		46000		40000		34600

-11300 min 10100 max
34600 min 60300 max

AADT 2040

Build 2 (eight lanes at grade) - Cube

S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay				E of Willow		E of Plant				E of Morgan		E of Whiting
		From Euclid		From Bay to Bay		To Willow			From Willow		From Plant		To Florida		To Whiting		From Jefferson
S Selmon EB		5200		7200		-8800			12700		10200		-4800		-11500		8700
	35800		41000		48200		39400		52100		62300		57500		46000		54700

-11500 min 12700 max
35800 min 62300 max

S Selmon	E of Whiting		E of Morgan		E of Franklin		E of Plant		E of Willow				E of Bay to Bay		E of Euclid		E of Dale Mabry
		To Morgan		From Morgan		From Tampa		To Plant		To Willow			From Willow		To Bay to Bay		To Euclid
S Selmon WB		-10100		11000		7200		-11400		-11000		8100		-6400		-5600	
	54100		44000		55000		62200		50800		39800		47900		41500		35900

-11400 min 11000 max
35900 min 62200 max

AA DT 2040

Build 6 and 2 Comparison (B2-B6)

Build 6 (six lanes at grade)

Build 2 (eight lanes at grade)

S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay				E of Willow		E of Plant				E of Morgan		E of Whiting
		From Euclid		From Bay to Bay		To Willow			From Willow		From Plant		To Florida		To Whiting		From Jefferson
S Selmon EB (at grade)		100		400		200			400		100		500		500		-200
	1300		1400		1800		1600		2000		2100		1600		1100		900

-200 min 500 max
900 min 2100 max

S Selmon	E of Whiting		E of Morgan		E of Franklin		E of Plant		E of Willow				E of Bay to Bay		E of Euclid		E of Dale Mabry
		To Morgan		From Morgan		From Tampa		To Plant		To Willow		From Willow		To Bay to Bay		To Euclid	
S Selmon WB (at grade)		-300		900		300		100		200		300		400		200	
	400		700		1600		1900		1800		1600		1900		1500		1300

-300 min 900 max
400 min 1900 max

Appendix L

Future Volume Calculations

Whiting Street Off Ramp Volume Calculations

AAADT	Loop ramp to FL	To Channelside	K	0.10
Cube 2015	2700	4100	D	0.57
Cube 2040 NB	Loop ramp to FL	To Whiting	AM Peak Direction	EB
Cube 2040 B2	3600	9700	PM Peak Direction	WB
	4800	11500	Minimum growth rate	2.5%

Whiting off ramp control volumes

			AAADT	AM	PM
2019	Loop ramp to FL	To Channelside	0	0	0
Existing Design AAADT Volumes	4400	1600	7500	855	645
Existing Design AM Volumes	685	220	10400	1185	895
Existing Design PM Volumes	440	160	11500	1310	990
			2046	13200	1505
					1135

AA DT 2040 Iteration 1 (balancing THEA TBRPM 2040 Build 2 AAD T)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Segment ID
S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay			E of Willow			E of Plant		E of Morgan			E of Whiting		
S Selmon EB		From Euclid		From Bay to Bay		To Willow		From Willow		From Plant		To Florida		To Whiting		From Jefferson		read in from AAD T selected below yellow cell is the intended control.
	35800	9600	45400	7200	52600	-8500	44100	12700	56800	10200	67000	-6700	60300	-11500	48800	8700	57500	
	35800	5200	41000	7200	48100	8800	39400	12700	52100	10200	62300	4800	57500	11500	46000	8700	54700	Unbalanced one-way AAD T
	35800	5400	41200	6800	48000	8500	39600	11900	51500	10800	62300	6000	56300	11300	45000	9400	54400	Balanced one-way AAD T
	71600	10800	82400	13600	96000	17000	79200	23800	103000	21600	124600	12000	112600	22600	90000	18800	108800	Total two-way AAD T
	Balanced c	Balanced c	Balanced c	Unbalance	Unbalance	Balanced c	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Balanced or Unbalanced AAD T
	23600	9600	33200	7900	41200	5200	36000	14600	50600	9800	60400	6700	53700	2400	51200	10500	61800	Unbalanced one-way AAD T from growth rate (use if percent differences are negative or too low)
	35800	9600	41200	7200	48100	8500	39400	12700	52100	10200	62300	6700	57500	11500	46000	8700	54700	AAD T selected, highlighted cells use growth rate
	15500	6300	21800	5200	27000	3400	23600	9600	33200	6400	39600	4400	35200	1600	33600	6900	40500	2019 AAD T
	20300	3300	23600	2000	25600	5100	20500	3100	23600	3800	27400	2300	25100	9900	15200	1800	17000	difference (2040 AAD T - 2019 AAD T)
	6.2%	2.5%	5.2%	1.8%	4.5%	7.1%	4.1%	1.5%	3.4%	2.8%	3.3%	2.5%	3.4%	29.5%	2.2%	1.2%	2.0%	annual growth

	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Segment ID
S Selmon	E of Whiting		E of Morgan		E of Franklin			E of Plant			E of Willow			E of Bay to Bay		E of Euclid		E of Dale Mabry
S Selmon WB		To Morgan		From Morgan		From Tampa		To Plant		To Willow		From Willow		To Bay to Bay		To Euclid		read in from AAD T selected below yellow cell is the intended control.
	62100	-10100	52000	11000	63000	7200	70200	-11400	58800	-11000	47800	8500	56300	-10800	45500	-9600	35900	
	54100	10100	44000	11000	55000	7200	62200	11400	50800	11000	39800	8100	47800	6400	41400	5600	35800	Unbalanced one-way AAD T
	54400	9400	45000	11300	56300	6000	62300	10800	51500	11900	39600	8500	48000	6800	41200	5400	35800	Balanced one-way AAD T
	108800	18800	90000	22600	112600	12000	124600	21600	103000	23800	79200	17000	96000	13600	82400	10800	71600	Total two-way AAD T
	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Unbalance	Balanced c	Unbalance	Unbalance	Balanced c	Balanced c	Balanced c	Balanced or Unbalanced AAD T
	52500	7800	44700	5500	50200	6400	56600	8100	48500	9500	39000	5200	44200	10800	33400	9600	23800	Unbalanced one-way AAD T from growth rate (use if percent differences are negative or too low)
	62100	10100	44000	11000	55000	7200	62200	11400	50800	11000	39800	8500	47800	10800	41200	9600	35800	AAD T selected, highlighted cells use growth rate
	34400	5100	29300	3600	32900	4200	37100	5300	31800	6200	25600	3400	29000	7100	21900	6300	15600	2019 AAD T
	27700	5000	22700	7400	30100	3000	33100	6100	27000	4800	22200	5100	27300	3700	23600	3300	20300	difference (2040 AAD T - 2019 AAD T)
	3.8%	4.7%	3.7%	9.8%	4.4%	3.4%	4.2%	5.5%	4.0%	3.7%	4.1%	7.1%	4.5%	2.5%	5.1%	2.5%	6.2%	annual growth

DDHV 2040 AM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Segment ID	
S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay			E of Willow			E of Plant		E of Morgan			E of Whiting			
S Selmon EB		From Euclid		From Bay to Bay		To Willow		From Willow		From Plant		To Florida		To Whiting		From Jefferson			
	4095	1095	5190	820	6010	-970	5040	1450	6490	1165	7655	-1045	6610	-1310	5300	990	6290	from Selected DDHV, highlighted cells use growth rate from calc, yellow cell is control	
	71800	19200	91000	14400	105200	17000	88200	25400	113600	20400	134000	13400	120600	23000	97600	17400	115000	AADT	
	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K
	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	D
	4095	1095	5185	820	5995	970	5025	1450	6475	1165	7640	765	6875	1310	5565	990	6555	DDHV	
	1605	745	2350	520	2870	460	2410	690	3100	430	3530	685	2845	0	2625	380	3005	2019 AM DDHV	
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	growth rate (may be used if AADT*K*D method produces unreasonable results)
	2450	1135	3585	795	4375	700	3675	1050	4730	655	5385	1045	4340	0	4005	580	4585	DDHV from growth	
	4095	1095	5185	820	5995	970	5025	1450	6475	1165	7640	1045	6875	1310	5565	990	6555	DDHV selected, highlighted cells use growth rate	
	2490	350	2840	300	3140	510	2630	760	3390	735	4125	360	3765	1310	2675	610	3285	difference (2040 AADT - 2019 AADT)	
	7.4%	2.2%	5.8%	2.7%	5.2%	5.3%	5.2%	5.2%	5.2%	8.1%	5.6%	2.5%	6.3%	0.0%	4.9%	7.6%	5.2%	annual growth	
	41000	11000	51900	8200	60100	9700	50400	14500	64900	11700	76600	10500	66100	13100	53000	9900	62900	AADT back-calculated (one-way unbalanced)	
	65200	19200	84400	17500	101900	17000	84900	24000	108800	21500	130300	16700	113600	22600	91100	25300	116300	AADT back-calculated (two-way)	

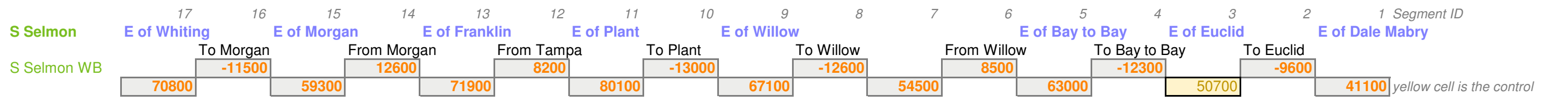
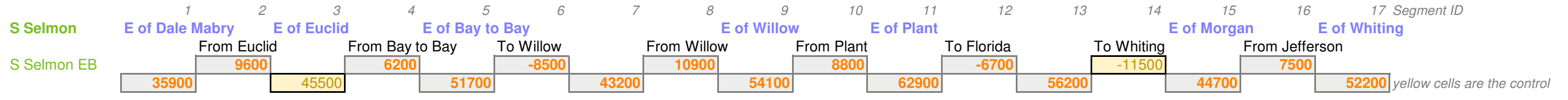
	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Segment ID	
S Selmon	E of Whiting		E of Morgan		E of Franklin			E of Plant		E of Willow			E of Bay to Bay		E of Euclid		E of Dale Mabry		
S Selmon WB		To Morgan		From Morgan		From Tampa		To Plant		To Willow		From Willow		To Bay to Bay		To Euclid			
	5340	-1535	3805	945	4750	620	5370	-980	4390	-945	3445	730	4175	-930	3245	-825	2420	from Selected DDHV, highlighted cells use growth rate from calc, yellow cell is control	
	124200	20200	104000	22000	126000	14400	140400	22800	117600	22000	95600	17000	112600	21600	91000	19200	71800	AADT	
	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K
	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	D
	5340	870	4470	945	5420	620	6035	980	5055	945	4110	730	4840	930	3915	825	3085	DDHV	
	4280	1005	3275	280	3555	280	3835	785	3050	750	2300	285	2585	570	2015	500	1515	2019 AM DDHV	
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	growth rate (may be used if AADT*K*D method produces unreasonable results)
	6525	1535	4995	425	5420	425	5850	1195	4650	1145	3510	435	3940	870	3075	765	2310	DDHV from growth	
	5340	1535	4470	945	5420	620	6035	980	5055	945	4110	730	4840	930	3915	825	3085	DDHV selected, highlighted cells use growth rate	
	1060	530	530	665	1195	340	1535	195	1340	195	1145	445	1590	360	1230	325	905	difference (2040 AADT - 2019 AADT)	
	1.2%	2.5%	0.8%	11.3%	1.6%	5.8%	1.9%	1.2%	2.1%	1.2%	2.4%	7.4%	2.9%	3.0%	2.9%	3.1%	2.8%	annual growth	
	53400	15400	38100	9500	47500	6200	53700	9800	43900	9500	34500	7300	41800	9300	32500	8300	24200	AADT back-calculated (one-way unbalanced)	
	116300	25300	91100	22600	113600	16700	130300	21500	108800	24000	84900	17000	101900	17500	84400	19200	65200	AADT back-calculated (two-way)	

DDHV 2040 PM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Segment ID
S Selmon	E of Dale Mabry		E of Euclid		E of Bay to Bay			E of Willow			E of Plant		E of Morgan			E of Whiting		
S Selmon EB		From Euclid		From Bay to Bay		To Willow		From Willow		From Plant		To Florida		To Whiting		From Jefferson		
	3085	825	3910	620	4530	-730	3800	1090	4890	875	5765	-670	5095	-990	4105	750	4855	from Selected DDHV, highlighted cells use growth rate from calc, yellow cell is control
	71800	19200	91000	14400	105200	17000	88200	25400	113600	20400	134000	13400	120600	23000	97600	17400	115000	AADT
	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K
	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	D
	3085	825	3915	620	4525	730	3795	1090	4885	875	5760	575	5185	990	4195	750	4945	DDHV
	1620	500	2120	520	2640	285	2355	955	3310	640	3950	440	3510	0	3350	685	4035	2019 PM DDHV
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	growth rate (may be used if AADT*K*D method produces unreasonable results)
	2470	765	3235	795	4025	435	3590	1455	5050	975	6025	670	5355	0	5110	1045	6155	DDHV from growth
	3085	825	3915	620	4525	730	3795	1090	4885	875	5760	670	5185	990	4195	750	4945	DDHV selected, highlighted cells use growth rate
	1465	325	1790	100	1890	445	1445	135	1580	235	1815	230	1585	990	755	65	820	difference (2040 AADT - 2019 AADT)
	4.3%	3.1%	4.0%	0.9%	3.4%	7.4%	2.9%	0.7%	2.3%	1.7%	2.2%	2.5%	2.2%	0.0%	1.1%	0.5%	1.0%	annual growth
	30900	8300	39100	6200	45300	7300	38000	10900	48900	8800	57700	6700	51000	9900	41100	7500	48600	AADT back-calculated (one-way unbalanced)
	71800	19200	91000	18500	109500	17000	92500	23500	116000	21800	137700	14900	122800	22500	100400	19000	119400	AADT back-calculated (two-way)

	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Segment ID	
S Selmon	E of Whiting		E of Morgan		E of Franklin			E of Plant		E of Willow			E of Bay to Bay		E of Euclid		E of Dale Mabry		
S Selmon WB		To Morgan		From Morgan		From Tampa		To Plant		To Willow		From Willow		To Bay to Bay		To Euclid			
	7080	-1150	5930	1255	7185	820	8005	-1300	6705	-1255	5450	970	6420	-1230	5190	-1095	4095	from Selected DDHV, highlighted cells use growth rate from calc, yellow cell is control	
	124200	20200	104000	22000	126000	14400	140400	22800	117600	22000	95600	17000	112600	21600	91000	19200	71800	AADT	
	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	K	
	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	D	
	7080	1150	5930	1255	7180	820	8005	1300	6705	1255	5450	970	6420	1230	5185	1095	4095	DDHV	
	3435	510	2925	360	3285	415	3700	530	3170	620	2550	390	2940	705	2235	755	1480	2019 PM DDHV	
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	growth rate (may be used if AADT*K*D method produces unreasonable results)	
	5240	780	4460	550	5010	635	5645	810	4835	945	3890	595	4485	1075	3410	1150	2255	DDHV from growth	
	7080	1150	5930	1255	7180	820	8005	1300	6705	1255	5450	970	6420	1230	5185	1095	4095	DDHV selected, highlighted cells use growth rate	
	3645	640	3005	895	3900	405	4305	770	3535	635	2900	580	3480	525	2955	340	2615	difference (2040 AADT - 2019 AADT)	
	5.1%	6.0%	4.9%	11.8%	5.7%	4.6%	5.5%	6.9%	5.3%	4.9%	5.4%	7.1%	5.6%	3.5%	6.3%	2.1%	8.4%	annual growth	
	70800	11500	59300	12600	71900	8200	80100	13000	67100	12600	54500	9700	64200	12300	51900	11000	41000	AADT back-calculated (one-way unbalanced)	
	119400	19000	100400	22500	122800	14900	137700	21800	116000	23500	92500	17000	109500	18500	91000	19200	71800	AADT back-calculated (two-way)	

AA DT 2040 Iteration 2 (back-calculated from PM DDHVs)



2040 AADT Calcs

Summary

Initial AADT (from THEA TBRPM 2040 Build 2 Plots)

Iteration 1 (balanced from Initial AADT)

Iteration 2 (back-calculated from PM DDHV)

Segment ID	Description	Initial AADT (from THEA TBRPM 2040 Build 2 Plots)		Iteration 1 (balanced from Initial AADT)		Iteration 2 (back-calculated from PM DDHV)							
		Base Selected EB/NB	Base Selected WB/SB	Balanced Base Selected per Ramp	Balanced Base Selected Total AADT	Initial for DDHV EB/NB	Initial for DDHV WB/SB	Balanced Initial for DDHV per Ramp	Balanced Initial for DDHV Total AADT	Final Selected EB/NB	Final Selected WB/SB	Balanced Final Selected per Ramp	Balanced Final Selected Total AADT
1	S Selmon E of Dale Mabry	35800	35800	35800	71600	35800	35900	35900	71800	35900	41100	38500	77000
2	Ramps N of Euclid	5200	5600	5400	10800	9600	9600	9600	19200	9600	9600	9600	19200
3	S Selmon E of Euclid	41000	41400	41200	82400	45400	45500	45500	91000	45500	50700	48100	96200
4	Ramps N of Bay to Bay	7200	6400	6800	13600	7200	10800	9000	18000	6200	12300	9300	18500
5	S Selmon E Bay to Bay	48100	47800	48000	96000	52600	56300	54500	109000	51700	63000	57400	114700
6	Ramps S of Willow	8800	8100	8500	17000	8500	8500	8500	17000	8500	8500	8500	17000
7	Between Ramps at Willow	39400	39800	39600	79200	44100	47800	46000	92000	43200	54500	48900	97700
8	Ramps N of Willow	12700	11000	11900	23800	12700	11000	11900	23800	10900	12600	11800	23500
9	S Selmon E of Willow	52100	50800	51500	103000	56800	58800	57800	115600	54100	67100	60600	121200
10	Ramps N of Plant	10200	11400	10800	21600	10200	11400	10800	21600	8800	13000	10900	21800
11	S Selmon E of Plant	62300	62200	62300	124600	67000	70200	68600	137200	62900	80100	71500	143000
12	Ramps at Tampa/Florida	4800	7200	6000	12000	6700	7200	7000	14000	6700	8200	7500	14900
13	S Selmon Dummy Segment	57500	55000	56300	112600	60300	63000	61700	123400	56200	71900	64100	128100
14	Ramps S of Morgan	11500	11000	11300	22600	11500	11000	11300	22600	11500	12600	12100	24100
15	S Selmon E of Morgan	46000	44000	45000	90000	48800	52000	50400	100800	44700	59300	52000	104000
16	Ramps N of Morgan/Jefferson	8700	10100	9400	18800	8700	10100	9400	18800	7500	11500	9500	19000
17	S Selmon E of Whiting	54700	54100	54400	108800	57500	62100	59800	119600	52200	70800	61500	123000

AM DDHV Summary

Year	S Selmon	E of Dale Mabry	E of Euclid	E of Bay to Bay	E of Willow	E of Plant	E of Morgan	E of Whiting	
2019	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Morgan	From Jefferson
	1605	745	520	-460	690	430	-685	-220	380
	2350	2870	2410	3100	3530	2845	2625	3005	
2026	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
	2435	860	620	-630	945	675	-805	-855	585
	3295	3915	3285	4230	4905	4100	3245	3830	
2036	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
	3620	1030	765	-875	1305	1025	-975	-1185	875
	4650	5415	4540	5845	6870	5895	4710	5585	
2040	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
	4095	1095	820	-970	1450	1165	-1045	-1310	990
	5190	6010	5040	6490	7655	6610	5300	6290	
2046	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
	4805	1195	905	-1115	1665	1375	-1150	-1505	1165
	6000	6905	5790	7455	8830	7680	6175	7340	

AM DDHV Summary

Year	Category	From Willow	To Morgan	From Morgan	From Tampa	To Plant	To Willow	From Willow	To Bay to Bay	To Euclid	E of Dale Mabry
2019	S Selmon							E of Bay to Bay	E of Euclid	E of Dale Mabry	
	S Selmon WB	4280	-1005	280	280	-785	-750	285	-570	-500	1515
2026	S Selmon							E of Bay to Bay	E of Euclid	E of Dale Mabry	
	S Selmon WB	4635	-1180	500	395	-850	-815	435	-690	-610	1820
2036	S Selmon							E of Bay to Bay	E of Euclid	E of Dale Mabry	
	S Selmon WB	5140	-1435	820	555	-945	-910	645	-860	-765	2245
2040	S Selmon							E of Bay to Bay	E of Euclid	E of Dale Mabry	
	S Selmon WB	5340	-1535	945	620	-980	-945	730	-930	-825	2420
2046	S Selmon							E of Bay to Bay	E of Euclid	E of Dale Mabry	
	S Selmon WB	5645	-1685	1135	715	-1035	-1000	855	-1035	-920	2675

PM DDHV Summary

Year	S Selmon	E of Dale Mabry	E of Euclid	E of Bay to Bay	E of Willow	E of Plant	E of Morgan	E of Whiting		
2019	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Morgan	From Jefferson	
		500	520	-285	955	640	-440	-160	685	
		1620	2120	2640	2355	3310	3950	3510	3350	4035
2026	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson	
		610	555	-435	1000	720	-515	-645	705	
		2110	2720	3275	2840	3840	4560	4045	3400	4105
2036	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson	
		765	600	-645	1065	830	-625	-895	740	
		2805	3570	4170	3525	4590	5420	4795	3900	4640
2040	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson	
		825	620	-730	1090	875	-670	-990	750	
		3085	3910	4530	3800	4890	5765	5095	4105	4855
2046	S Selmon EB	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson	
		920	650	-855	1130	940	-735	-1135	770	
		3505	4425	5075	4220	5350	6290	5555	4420	5190

PM DDHV Summary

Year	Category	E of Whiting	E of Morgan	E of Franklin	E of Plant	E of Willow	E of Bay to Bay	E of Euclid	E of Dale Mabry
2019	S Selmon								
	S Selmon WB	3435	2925	3285	3700	3170	2550	2235	1480
2026	S Selmon								
	S Selmon WB	4650	3925	4585	5135	4350	3520	3225	2355
2036	S Selmon								
	S Selmon WB	6385	5355	6440	7185	6030	4895	4625	3595
2040	S Selmon								
	S Selmon WB	7080	5930	7185	8005	6705	5450	5190	4095
2046	S Selmon								
	S Selmon WB	8120	6785	8295	9230	7710	6275	6030	4840

AA DT Summary

Year	S Selmon	E of Dale Mabry	E of Euclid	E of Bay to Bay	E of Willow	E of Plant	E of Morgan	E of Whiting
2019	15500	21800	27000	23600	39600	35200	40500	
	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Morgan	From Jefferson
S Selmon EB	6300	5200	-3400	9600	6400	-4400	-1600	6900
2026	22400	29800	35400	30300	47500	42300	41900	
	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
S Selmon EB	7400	5600	-5100	10000	7200	-5200	-7500	7100
2036	32000	41000	47000	39400	58400	52100	49100	
	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
S Selmon EB	9000	6000	-7600	10700	8300	-6300	-10400	7400
2040	35900	45500	51700	43200	62900	56200	52200	
	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
S Selmon EB	9600	6200	-8500	10900	8800	-6700	-11500	7500
2046	41800	52400	58900	48900	69600	62200	56700	
	From Euclid	From Bay to Bay	To Willow	From Willow	From Plant	To Florida	To Whiting	From Jefferson
S Selmon EB	10600	6500	-10000	11300	9400	-7400	-13200	7700

AA DT Summary

Year	S Selmon	E of Whiting	To Morgan	E of Morgan	From Morgan	E of Franklin	From Tampa	E of Plant	To Plant	E of Willow	To Willow	From Willow	E of Bay to Bay	To Bay to Bay	E of Euclid	To Euclid	E of Dale Mabry
2019	S Selmon WB	34400	-5100	29300	3600	32900	4200	37100	-5300	31800	-6200	25600	29000	-7100	21900	-6300	15600
2026	S Selmon WB	46500	-7300	39200	6600	45800	5500	51300	-7900	43400	-8300	35100	40200	-8800	31400	-7400	24000
2036	S Selmon WB	63900	-10300	53600	10900	64500	7500	72000	-11600	60400	-11400	49000	56600	-11300	45300	-9000	36300
2040	S Selmon WB	70800	-11500	59300	12600	71900	8200	80100	-13000	67100	-12600	54500	63000	-12300	50700	-9600	41100
2046	S Selmon WB	81200	-13400	67800	15100	82900	9400	92300	-15200	77100	-14400	62700	72700	-13800	58900	-10600	48300

AADT Summary

Segment ID	Description	2019	2019	2019	2019	2026	2026	2026	2026	2036	2036	2036	2036
		Final Selected	Final Selected	Balanced Final Selected per Ramp	Balanced Final Total AADT	Final Selected	Final Selected	Balanced Final Selected per Ramp	Balanced Final Total AADT	Final Selected	Final Selected	Balanced Final Selected per Ramp	Balanced Final Total AADT
1	S Selmon E of Dale Mabry	15500	15600	15600	31100	22400	24000	23200	46400	32000	36300	34200	68300
2	Ramps N of Euclid	6300	6300	6300	12600	7400	7400	7400	14800	9000	9000	9000	18000
3	S Selmon E of Euclid	21800	21900	21900	43700	29800	31400	30600	61200	41000	45300	43200	86300
4	Ramps N of Bay to Bay	5200	7100	6200	12300	5600	8800	7200	14400	6000	11300	8700	17300
5	S Selmon E Bay to Bay	27000	29000	28000	56000	35400	40200	37800	75600	47000	56600	51800	103600
6	Ramps S of Willow	3400	3400	3400	6800	5100	5100	5100	10200	7600	7600	7600	15200
7	Between Ramps at Willow	23600	25600	24600	49200	30300	35100	32700	65400	39400	49000	44200	88400
8	Ramps N of Willow	9600	6200	7900	15800	10000	8300	9200	18300	10700	11400	11100	22100
9	S Selmon E of Willow	33200	31800	32500	65000	40300	43400	41900	83700	50100	60400	55300	110500
10	Ramps N of Plant	6400	5300	5900	11700	7200	7900	7600	15100	8300	11600	10000	19900
11	S Selmon E of Plant	39600	37100	38400	76700	47500	51300	49400	98800	58400	72000	65200	130400
12	Ramps at Tampa/Florida	4400	4200	4300	8600	5200	5500	5400	10700	6300	7500	6900	13800
13	S Selmon Dummy Segment	35200	32900	34100	68100	42300	45800	44100	88100	52100	64500	58300	116600
14	Ramps S of Morgan	1600	3600	2600	5200	7500	6600	7100	14100	10400	10900	10700	21300
15	S Selmon E of Morgan	33600	29300	31500	62900	34800	39200	37000	74000	41700	53600	47700	95300
16	Ramps N of Morgan/Jefferson	6900	5100	6000	12000	7100	7300	7200	14400	7400	10300	8900	17700
17	S Selmon E of Whiting	40500	34400	37500	74900	41900	46500	44200	88400	49100	63900	56500	113000

AADT Summary

Segment ID	Description	2040	2040	2040	2040	2046	2046	2046	2046
		Final Selected	Final Selected	Balanced Final Selected per Ramp	Balanced Final Total AADT	Final Selected	Final Selected	Balanced Final Selected per Ramp	Balanced Final Total AADT
1	S Selmon E of Dale Mabry	35900	41100	38500	77000	41800	48300	45100	90100
2	Ramps N of Euclid	9600	9600	9600	19200	10600	10600	10600	21200
3	S Selmon E of Euclid	45500	50700	48100	96200	52400	58900	55700	111300
4	Ramps N of Bay to Bay	6200	12300	9300	18500	6500	13800	10200	20300
5	S Selmon E Bay to Bay	51700	63000	57400	114700	58900	72700	65800	131600
6	Ramps S of Willow	8500	8500	8500	17000	10000	10000	10000	20000
7	Between Ramps at Willow	43200	54500	48900	97700	48900	62700	55800	111600
8	Ramps N of Willow	10900	12600	11800	23500	11300	14400	12900	25700
9	S Selmon E of Willow	54100	67100	60600	121200	60200	77100	68700	137300
10	Ramps N of Plant	8800	13000	10900	21800	9400	15200	12300	24600
11	S Selmon E of Plant	62900	80100	71500	143000	69600	92300	81000	161900
12	Ramps at Tampa/Florida	6700	8200	7500	14900	7400	9400	8400	16800
13	S Selmon Dummy Segment	56200	71900	64100	128100	62200	82900	72600	145100
14	Ramps S of Morgan	11500	12600	12100	24100	13200	15100	14200	28300
15	S Selmon E of Morgan	44700	59300	52000	104000	49000	67800	58400	116800
16	Ramps N of Morgan/Jefferson	7500	11500	9500	19000	7700	13400	10600	21100
17	S Selmon E of Whiting	52200	70800	61500	123000	56700	81200	69000	137900

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
1. Euclid Ave/Himes Ave	W	EB	16800	10	565	60	635	2.5%	15	862	92	15	830	90	935	10.0%	25500	8700
	W	WB	16800	140	495	30	665	2.5%	214	755	46	215	785	45	1045	10.0%		
	E	EB	17000	165	565	50	780	2.5%	252	862	76	240	830	70	1140	10.0%	25800	8800
	E	WB	17000	90	495	55	640	2.5%	137	755	84	140	785	90	1015	10.0%		
	S	NB	10700	140	305	165	610	2.5%	214	465	252	215	465	240	920	10.0%	16400	5700
	S	SB	10700	60	200	90	350	2.5%	0	305	496	90	305	140	535	10.0%		
	N	NB	6800	10	305	55	370	2.5%	0	465	0	15	465	90	570	10.0%	10300	3500
	N	SB	6800	50	200	30	280	2.5%	76	305	46	70	305	45	420	10.0%		

2. Euclid Ave/WB Selmon Off Ramp	W	EB	17200	0	780	0	780	2.5%	0	1190	0	0	1140	0	1140	10.0%	25800	8600
	W	WB	17200	0	315	325	640	2.5%	0	480	496	0	480	535	1015	10.0%		
	E	EB	12700	0	780	175	955	2.5%	0	1190	267	0	1140	290	1430	10.0%	19800	7100
	E	WB	12700	0	315	0	315	2.5%	0	480	0	0	480	0	480	10.0%		
	S	NB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	S	SB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	6400	0	0	0	0	2.5%	0	0	61	0	0	0	0	10.0%	11000	4600
	N	SB	6400	175	0	325	500	2.5%	267	0	496	290	0	535	825	10.0%		

3. Euclid Ave/EB Selmon On Ramp	W	EB	12500	510	415	30	955	2.5%	778	633	46	750	635	45	1430	10.0%	19800	7300
	W	WB	12500	40	275	0	315	2.5%	61	419	0	60	420	0	480	10.0%		
	E	EB	10100	20	415	0	435	2.5%	31	633	0	30	635	0	665	10.0%	15900	5800
	E	WB	10100	15	275	205	495	2.5%	23	419	313	25	420	300	745	10.0%		
	S	NB	1600	40	30	20	90	2.5%	61	46	31	60	45	30	135	10.0%	2600	1000
	S	SB	1600	30	0	15	45	2.5%	0	0	23	45	0	25	70	10.0%		
	N	NB	6400	510	30	205	745	2.5%	0	46	46	750	45	300	1095	10.0%	8300	1900
	N	SB	6400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

4. Bay to Bay/Concordia	W	EB	17600	5	790	10	805	2.5%	8	1205	15	10	1205	15	1230	10.0%	27100	9500
	W	WB	17600	30	770	15	815	2.5%	46	1174	23	45	1250	25	1320	10.0%		
	E	EB	18000	50	790	20	860	2.5%	76	1205	31	75	1205	30	1310	10.0%	27800	9800
	E	WB	18000	15	770	25	810	2.5%	23	1174	38	25	1250	40	1315	10.0%		
	S	NB	1000	30	15	50	95	2.5%	46	23	76	45	25	75	145	10.0%	1700	700
	S	SB	1000	10	5	15	30	2.5%	0	8	15	15	10	25	50	10.0%		
	N	NB	600	5	15	25	45	2.5%	0	23	534	10	25	40	75	10.0%	900	300
	N	SB	600	20	5	15	40	2.5%	31	8	23	30	10	25	65	10.0%		

5. Bay to Bay/WB Selmon Off Ramp	W	EB	18300	10	935	0	945	2.5%	15	1426	0	15	1380	0	1395	10.0%	28000	9700
	W	WB	18300	350	530	10	890	2.5%	534	808	15	570	810	15	1395	10.0%		
	E	EB	14800	215	935	15	1165	2.5%	328	1426	23	350	1380	25	1755	10.0%	22400	7600
	E	WB	14800	0	530	10	540	2.5%	0	808	15	0	810	15	825	10.0%		
	S	NB	7200	350	5	215	570	2.5%	534	8	328	570	10	350	930	10.0%	12300	5100
	S	SB	7200	0	0	0	0	2.5%	0	0	122	0	0	0	0	10.0%		
	N	NB	1700	10	5	10	25	2.5%	0	8	236	15	10	15	40	10.0%	2500	800
	N	SB	1700	15	0	10	25	2.5%	23	0	15	25	0	15	40	10.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
6. Bay to Bay/MacDill	W	EB	14400	225	815	125	1165	2.5%	343	1243	191	345	1220	190	1755	10.0%	22400	8000
	W	WB	14400	155	305	80	540	2.5%	236	465	122	235	470	120	825	10.0%		
	E	EB	13800	125	815	195	1135	2.5%	191	1243	297	190	1220	295	1705	10.0%	21500	7700
	E	WB	13800	40	305	115	460	2.5%	61	465	175	60	470	175	705	10.0%		
	S	NB	15200	155	490	125	770	2.5%	236	747	191	235	745	190	1170	10.0%	23200	8000
	S	SB	15200	125	340	40	505	2.5%	0	519	0	190	520	60	770	10.0%		
	N	NB	14900	225	490	115	830	2.5%	0	747	8	345	745	175	1265	10.0%	22800	7900
	N	SB	14900	195	340	80	615	2.5%	297	519	122	295	520	120	935	10.0%		

7. Bay to Bay/EB Selmon On Ramp	W	EB	13900	410	720	5	1135	2.5%	625	1098	8	645	1050	10	1705	10.0%	21500	7600
	W	WB	13900	5	455	0	460	2.5%	8	694	0	10	695	0	705	10.0%		
	E	EB	12300	5	720	0	725	2.5%	8	1098	0	10	1050	0	1060	10.0%	19200	6900
	E	WB	12300	0	455	110	565	2.5%	0	694	168	0	695	175	870	10.0%		
	S	NB	100	5	0	5	10	2.5%	8	0	8	10	0	10	20	10.0%	400	300
	S	SB	100	5	0	0	5	2.5%	0	0	374	10	0	0	10	10.0%		
	N	NB	5300	410	0	110	520	2.5%	0	0	313	645	0	175	820	10.0%	6200	900
	N	SB	5300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

8. Bay to Bay/Bayshore	W	EB	8900	300	0	210	510	2.5%	458	0	320	485	0	335	820	10.0%	14300	5400
	W	WB	8900	205	0	245	450	2.5%	313	0	374	315	0	375	690	10.0%		
	E	EB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	E	WB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	28400	205	1340	0	1545	2.5%	313	2044	0	315	2045	0	2360	10.0%	43600	15200
	S	SB	28400	210	875	0	1085	2.5%	0	1334	0	335	1335	0	1670	10.0%		
	N	NB	30200	300	1340	0	1640	2.5%	0	2044	0	485	2045	0	2530	10.0%	46500	16300
	N	SB	30200	0	875	245	1120	2.5%	0	1334	374	0	1335	375	1710	10.0%		

9. Willow/Platt	W	EB	13200	25	1095	20	1140	2.5%	38	1670	31	40	1670	30	1740	10.0%	17100	3900
	W	WB	13200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	17200	115	1095	140	1350	2.5%	175	1670	214	175	1670	215	2060	10.0%	23300	6100
	E	WB	17200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	4200	0	160	115	275	2.5%	0	244	175	0	245	175	420	10.0%	6400	2200
	S	SB	4200	20	110	0	130	2.5%	0	168	0	30	170	0	200	10.0%		
	N	NB	6300	25	160	0	185	2.5%	0	244	0	40	245	0	285	10.0%	9600	3300
	N	SB	6300	140	110	0	250	2.5%	214	168	0	215	170	0	385	10.0%		

10. Willow/Platt NE Approach	W	EB	3500	185	240	35	460	2.5%	282	366	53	390	505	75	970	10.0%	7300	3800
	W	WB	3500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	1200	0	240	0	240	2.5%	0	366	0	0	505	0	505	10.0%	3600	2400
	E	WB	1200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	800	500
	S	SB	300	35	0	0	35	2.5%	0	0	137	75	0	0	75	10.0%		
	N	NB	1000	185	0	0	185	2.5%	0	0	297	390	0	0	390	10.0%	3000	2000
	N	SB	1000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
11. Willow/Cleveland	W	EB	21000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	39900	18900
	W	WB	21000	195	1405	90	1690	2.5%	297	2143	137	355	2095	135	2585	10.0%		
	E	EB	21300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	40000	18700
	E	WB	21300	90	1405	145	1640	2.5%	137	2143	221	135	2095	220	2450	10.0%		
	S	NB	7400	195	175	0	370	2.5%	297	267	0	355	320	0	675	10.0%	12600	5200
	S	SB	7400	0	160	90	250	2.5%	0	244	92	0	250	135	385	10.0%		
	N	NB	7900	0	175	145	320	2.5%	0	267	183	0	320	220	540	10.0%	13000	5100
	N	SB	7900	0	160	90	250	2.5%	0	244	137	0	250	135	385	10.0%		

12. Willow/Kennedy	W	EB	28700	55	930	120	1105	2.5%	84	1418	183	85	1420	185	1690	10.0%	44100	15400
	W	WB	28700	120	945	60	1125	2.5%	183	1441	92	205	1440	90	1735	10.0%		
	E	EB	24900	25	930	35	990	2.5%	38	1418	53	45	1420	55	1520	10.0%	38100	13200
	E	WB	24900	15	945	40	1000	2.5%	23	1441	61	25	1440	60	1525	10.0%		
	S	NB	7800	120	175	25	320	2.5%	183	267	38	205	290	45	540	10.0%	13000	5200
	S	SB	7800	120	115	15	250	2.5%	0	175	0	185	175	25	385	10.0%		
	N	NB	5800	55	175	40	270	2.5%	0	267	0	85	290	60	435	10.0%	9400	3600
	N	SB	5800	35	115	60	210	2.5%	53	175	92	55	175	90	320	10.0%		

13. S Boulevard/Platt	W	EB	8300	105	790	55	950	2.5%	160	1205	84	165	915	85	1165	10.0%	15200	6900
	W	WB	8300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	10400	115	790	105	1010	2.5%	175	1205	160	175	915	160	1250	10.0%	18300	7900
	E	WB	10400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	8500	0	195	115	310	2.5%	0	297	175	0	295	175	470	10.0%	13500	5000
	S	SB	8500	55	250	0	305	2.5%	0	381	61	85	380	0	465	10.0%		
	N	NB	9100	105	195	0	300	2.5%	0	297	99	165	295	0	460	10.0%	14200	5100
	N	SB	9100	105	250	0	355	2.5%	160	381	0	160	380	0	540	10.0%		

14. S Boulevard/Cleveland	W	EB	14900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	26800	11900
	W	WB	14900	65	1040	40	1145	2.5%	99	1586	61	100	1560	95	1755	10.0%		
	E	EB	17200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	30700	13500
	E	WB	17200	85	1040	240	1365	2.5%	130	1586	366	130	1560	345	2035	10.0%		
	S	NB	9300	65	235	0	300	2.5%	99	358	0	100	360	0	460	10.0%	14200	4900
	S	SB	9300	0	270	85	355	2.5%	0	412	23	0	410	130	540	10.0%		
	N	NB	10100	0	235	240	475	2.5%	0	358	0	0	360	345	705	10.0%	15700	5600
	N	SB	10100	0	270	40	310	2.5%	0	412	61	0	410	95	505	10.0%		

15. Brorein/Hyde	W	EB	16700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	29600	12900
	W	WB	16700	0	1390	15	1405	2.5%	0	2120	23	0	2045	30	2075	10.0%		
	E	EB	19900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	35700	15800
	E	WB	19900	610	1390	0	2000	2.5%	930	2120	0	875	2045	0	2920	10.0%		
	S	NB	9700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	16200	6500
	S	SB	9700	0	755	610	1365	2.5%	0	1151	0	0	1150	875	2025	10.0%		
	N	NB	6400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	10200	3800
	N	SB	6400	0	755	15	770	2.5%	0	1151	23	0	1150	30	1180	10.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
16. Plant/Platt	W	EB	10200	145	605	0	750	2.5%	221	923	0	295	925	0	1220	10.0%	15700	5500
	W	WB	10200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	7300	45	605	0	650	2.5%	69	923	0	70	925	0	995	10.0%	11100	3800
	E	WB	7300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	11400	0	1035	45	1080	2.5%	0	1578	69	0	2100	70	2170	10.0%	17600	6200
	S	SB	11400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	14400	145	1035	0	1180	2.5%	0	1578	38	295	2100	0	2395	10.0%	22200	7800
	N	SB	14400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

17. Plant/EB Selmon On Ramp	W	EB	800	5	5	0	10	2.5%	8	8	0	10	10	0	20	10.0%	1300	500
	W	WB	800	25	0	0	25	2.5%	38	0	0	40	0	0	40	10.0%		
	E	EB	100	0	5	0	5	2.5%	0	8	0	0	10	0	10	10.0%	300	200
	E	WB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	9400	25	845	0	870	2.5%	38	1289	0	40	1290	0	1330	10.0%	14700	5300
	S	SB	9400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	9200	5	845	0	850	2.5%	0	1289	0	10	1290	0	1300	10.0%	14300	5100
	N	SB	9200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

18. Plant/EB Selmon On Ramp Cardy Approach	W	EB	100	5	0	0	5	2.5%	8	0	0	10	0	0	10	10.0%	300	200
	W	WB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	100	25	0	0	25	2.5%	38	0	0	40	0	0	40	10.0%	200	100
	E	WB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	6200	0	425	25	450	2.5%	0	648	38	0	1155	40	1195	10.0%	8700	2500
	S	SB	6200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	6500	5	425	0	430	2.5%	0	648	686	10	1155	0	1165	10.0%	8800	2300
	N	SB	6500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

19. Plant/Brerein	W	EB	15800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	23200	7400
	W	WB	15800	450	855	0	1305	2.5%	686	1304	0	690	1360	0	2050	10.0%		
	E	EB	10400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	15000	4600
	E	WB	10400	0	855	50	905	2.5%	0	1304	76	0	1360	75	1435	10.0%		
	S	NB	9400	450	400	0	850	2.5%	686	610	0	690	610	0	1300	10.0%	14300	4900
	S	SB	9400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	3900	0	400	50	450	2.5%	0	610	0	0	610	75	685	10.0%	6100	2200
	N	SB	3900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

20. Plant/Brerein NW Approach	W	EB	3600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	12500	8900
	W	WB	3600	0	695	0	695	2.5%	0	1060	0	0	870	0	870	10.0%		
	E	EB	5400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	13000	7600
	E	WB	5400	0	695	90	785	2.5%	0	1060	137	0	870	110	980	10.0%		
	S	NB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	S	SB	0	0	0	0	0	2.5%	0	0	61	0	0	0	0	10.0%		
	N	NB	100	0	0	90	90	2.5%	0	0	0	0	0	110	110	10.0%	500	400
	N	SB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
21. Tampa/Whiting	W	EB	3600	0	185	75	260	2.5%	0	282	114	0	280	125	405	10.0%	5800	2200
	W	WB	3600	0	85	40	125	2.5%	0	130	61	0	130	60	190	10.0%		
	E	EB	4600	0	185	375	560	2.5%	0	282	572	0	280	570	850	10.0%	7300	2700
	E	WB	4600	45	85	0	130	2.5%	69	130	0	75	130	0	205	10.0%		
	S	NB	12300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	21500	9200
	S	SB	12300	75	845	45	965	2.5%	0	1289	511	125	1375	75	1575	10.0%		
	N	NB	13000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	22300	9300
	N	SB	13000	375	845	40	1260	2.5%	572	1289	61	570	1375	60	2005	10.0%		

22. Brorein/Tampa	W	EB	21700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	35700	14000
	W	WB	21700	0	1810	335	2145	2.5%	0	2760	511	0	2245	465	2710	10.0%		
	E	EB	16100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	28000	11900
	E	WB	16100	40	1810	0	1850	2.5%	61	2760	0	60	2245	0	2305	10.0%		
	S	NB	3600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	5500	1900
	S	SB	3600	0	270	40	310	2.5%	0	412	0	0	370	60	430	10.0%		
	N	NB	9100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	13200	4100
	N	SB	9100	0	270	335	605	2.5%	0	412	511	0	370	465	835	10.0%		

23. Brorein/Tampa Parking Lot	W	EB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	W	WB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	200	100
	E	WB	100	80	0	0	80	2.5%	122	0	0	120	0	0	120	10.0%		
	S	NB	200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	300	100
	S	SB	200	0	80	80	160	2.5%	0	122	61	0	120	120	240	10.0%		
	N	NB	100	0	0	0	0	2.5%	0	0	541	0	0	0	0	10.0%	200	100
	N	SB	100	0	80	0	80	2.5%	0	122	0	0	120	0	120	10.0%		

24. Brorein/Franklin	W	EB	16500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	28200	11700
	W	WB	16500	355	1535	40	1930	2.5%	541	2341	61	540	1825	60	2425	10.0%		
	E	EB	13700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	23900	10200
	E	WB	13700	275	1535	25	1835	2.5%	419	2341	38	400	1825	40	2265	10.0%		
	S	NB	6100	355	205	0	560	2.5%	541	313	0	540	315	0	855	10.0%	9100	3000
	S	SB	6100	0	120	275	395	2.5%	0	183	0	0	185	400	585	10.0%		
	N	NB	3600	0	205	25	230	2.5%	0	313	153	0	315	40	355	10.0%	5600	2000
	N	SB	3600	0	120	40	160	2.5%	0	183	61	0	185	60	245	10.0%		

25. Brorein/Florida	W	EB	14000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	23900	9900
	W	WB	14000	100	1735	0	1835	2.5%	153	2646	0	155	2110	0	2265	10.0%		
	E	EB	13600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	22900	9300
	E	WB	13600	0	1735	410	2145	2.5%	0	2646	625	0	2110	625	2735	10.0%		
	S	NB	14300	100	1340	0	1440	2.5%	153	2044	0	155	2040	0	2195	10.0%	22700	8400
	S	SB	14300	0	0	0	0	2.5%	0	0	244	0	0	0	0	10.0%		
	N	NB	13900	0	1340	410	1750	2.5%	0	2044	69	0	2040	625	2665	10.0%	21700	7800
	N	SB	13900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
26. Brorein/Morgan	W	EB	14600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	25900	11300
	W	WB	14600	45	1625	160	1830	2.5%	69	2478	244	55	2475	245	2775	10.0%		
	E	EB	10800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	19000	8200
	E	WB	10800	75	1625	0	1700	2.5%	114	2478	0	115	2475	0	2590	10.0%		
	S	NB	2100	45	150	0	195	2.5%	69	229	0	55	175	0	230	10.0%	3600	1500
	S	SB	2100	0	165	75	240	2.5%	0	252	0	0	250	115	365	10.0%		
	N	NB	4500	0	150	0	150	2.5%	0	229	0	0	175	0	175	10.0%	8100	3600
	N	SB	4500	0	165	160	325	2.5%	0	252	244	0	250	245	495	10.0%		

27. Brorein/Morgan SW Approach	W	EB	500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	2000	1500
	W	WB	500	0	410	0	410	2.5%	0	625	0	0	630	0	630	10.0%		
	E	EB	5200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	11500	6300
	E	WB	5200	595	410	0	1005	2.5%	907	625	0	905	630	0	1535	10.0%		
	S	NB	2600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	9500	6900
	S	SB	2600	0	0	595	595	2.5%	0	0	236	0	0	905	905	10.0%		
	N	NB	0	0	0	0	0	2.5%	0	0	31	0	0	0	0	10.0%	0	0
	N	SB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

28. Brorein/Jefferson	W	EB	10700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	19000	8300
	W	WB	10700	20	1525	155	1700	2.5%	31	2326	236	30	2325	235	2590	10.0%		
	E	EB	8700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	15300	6600
	E	WB	8700	0	1525	125	1650	2.5%	0	2326	191	0	2325	190	2515	10.0%		
	S	NB	1900	20	135	0	155	2.5%	31	206	0	30	205	0	235	10.0%	3000	1100
	S	SB	1900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	4300	0	135	125	260	2.5%	0	206	0	0	205	190	395	10.0%	7300	3000
	N	SB	4300	0	0	155	155	2.5%	0	0	236	0	0	235	235	10.0%		

29. Brorein/Jefferson Ramp Approach	W	EB	3500	55	0	0	55	2.5%	84	0	0	145	0	0	145	10.0%	3600	100
	W	WB	3500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	500	100
	E	WB	400	0	0	195	195	2.5%	0	0	297	0	0	505	505	10.0%		
	S	NB	3400	0	130	0	130	2.5%	0	198	0	0	340	0	340	10.0%	3500	100
	S	SB	3400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	7000	55	130	195	380	2.5%	0	198	0	145	340	505	990	10.0%	7500	500
	N	SB	7000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

30. Channelside/Florida	W	EB	21300	595	625	315	1535	2.5%	907	953	480	905	955	480	2340	10.0%	32800	11500
	W	WB	21300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	13800	35	625	0	660	2.5%	53	953	0	55	955	0	1010	10.0%	21300	7500
	E	WB	13800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	5600	0	160	35	195	2.5%	0	244	53	0	245	55	300	10.0%	8600	3000
	S	SB	5600	315	0	0	315	2.5%	0	0	0	480	0	0	480	10.0%		
	N	NB	10500	595	160	0	755	2.5%	0	244	0	905	245	0	1150	10.0%	16000	5500
	N	SB	10500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

AM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
31. Channelside/Morgan	W	EB	13800	100	515	45	660	2.5%	153	785	69	155	785	70	1010	10.0%	21300	7500
	W	WB	13800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	14300	5	515	95	615	2.5%	8	785	145	10	785	145	940	10.0%	21900	7600
	E	WB	14300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	1400	0	50	5	55	2.5%	0	76	8	0	75	10	85	10.0%	2600	1200
	S	SB	1400	45	145	0	190	2.5%	0	221	0	70	220	0	290	10.0%		
	N	NB	1900	100	50	0	150	2.5%	0	76	0	155	75	0	230	10.0%	3600	1700
	N	SB	1900	95	145	0	240	2.5%	145	221	0	145	220	0	365	10.0%		

32. Channelside/Morgan SE Approach	W	EB	1600	45	160	15	220	2.5%	69	244	23	0	0	0	0	10.0%	0	-1600
	W	WB	1600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	900	0	160	0	160	2.5%	0	244	0	0	0	0	0	10.0%	0	-900
	E	WB	900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	S	SB	0	15	0	0	15	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	100	45	0	0	45	2.5%	0	0	0	0	0	0	0	10.0%	0	-100
	N	SB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
1. Euclid Ave/Himes Ave	W	EB	16800	35	600	195	830	2.5%	53	915	297	55	965	295	1315	10.0%	25500	8700
	W	WB	16800	45	770	15	830	2.5%	69	1174	23	70	1140	25	1235	10.0%		
	E	EB	17000	105	600	20	725	2.5%	160	915	31	170	965	30	1165	10.0%	25800	8800
	E	WB	17000	150	770	30	950	2.5%	229	1174	46	225	1140	45	1410	10.0%		
	S	NB	10700	45	250	105	400	2.5%	69	381	160	70	380	170	620	10.0%	16400	5700
	S	SB	10700	195	325	150	670	2.5%	0	496	885	295	495	225	1015	10.0%		
	N	NB	6800	35	250	30	315	2.5%	0	381	0	55	380	45	480	10.0%	10300	3500
	N	SB	6800	20	325	15	360	2.5%	31	496	23	30	495	25	550	10.0%		

2. Euclid Ave/WB Selmon Off Ramp	W	EB	17200	0	725	0	725	2.5%	0	1106	0	0	1165	0	1165	10.0%	25800	8600
	W	WB	17200	0	370	580	950	2.5%	0	564	885	0	565	845	1410	10.0%		
	E	EB	12700	0	725	175	900	2.5%	0	1106	267	0	1165	250	1415	10.0%	19800	7100
	E	WB	12700	0	370	0	370	2.5%	0	564	0	0	565	0	565	10.0%		
	S	NB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	S	SB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	6400	0	0	0	0	2.5%	0	0	61	0	0	0	0	10.0%	11000	4600
	N	SB	6400	175	0	580	755	2.5%	267	0	885	250	0	845	1095	10.0%		

3. Euclid Ave/EB Selmon On Ramp	W	EB	12500	325	500	75	900	2.5%	496	763	114	535	765	115	1415	10.0%	19800	7300
	W	WB	12500	40	330	0	370	2.5%	61	503	0	60	505	0	565	10.0%		
	E	EB	10100	15	500	0	515	2.5%	23	763	0	25	765	0	790	10.0%	15900	5800
	E	WB	10100	20	330	160	510	2.5%	31	503	244	30	505	265	800	10.0%		
	S	NB	1600	40	15	15	70	2.5%	61	23	23	60	25	25	110	10.0%	2600	1000
	S	SB	1600	75	0	20	95	2.5%	0	0	15	115	0	30	145	10.0%		
	N	NB	6400	325	15	160	500	2.5%	0	23	8	535	25	265	825	10.0%	8300	1900
	N	SB	6400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

4. Bay to Bay/Concordia	W	EB	17600	5	745	15	765	2.5%	8	1136	23	10	1040	25	1075	10.0%	27100	9500
	W	WB	17600	5	965	10	980	2.5%	8	1472	15	10	1605	15	1630	10.0%		
	E	EB	18000	20	745	10	775	2.5%	31	1136	15	30	1040	15	1085	10.0%	27800	9800
	E	WB	18000	45	965	10	1020	2.5%	69	1472	15	70	1605	15	1690	10.0%		
	S	NB	1000	5	5	20	30	2.5%	8	8	31	10	10	30	50	10.0%	1700	700
	S	SB	1000	15	15	45	75	2.5%	0	23	137	25	25	70	120	10.0%		
	N	NB	600	5	5	10	20	2.5%	0	8	732	10	10	15	35	10.0%	900	300
	N	SB	600	10	15	10	35	2.5%	15	23	15	15	25	15	55	10.0%		

5. Bay to Bay/WB Selmon Off Ramp	W	EB	18300	10	755	0	765	2.5%	15	1151	0	15	1070	0	1085	10.0%	28000	9700
	W	WB	18300	480	485	90	1055	2.5%	732	740	137	835	745	135	1715	10.0%		
	E	EB	14800	205	755	30	990	2.5%	313	1151	46	360	1070	40	1470	10.0%	22400	7600
	E	WB	14800	0	485	15	500	2.5%	0	740	23	0	745	25	770	10.0%		
	S	NB	7200	480	20	205	705	2.5%	732	31	313	835	35	360	1230	10.0%	12300	5100
	S	SB	7200	0	0	0	0	2.5%	0	0	92	0	0	0	0	10.0%		
	N	NB	1700	10	20	15	45	2.5%	0	31	183	15	35	25	75	10.0%	2500	800
	N	SB	1700	30	0	90	120	2.5%	46	0	137	40	0	135	175	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
6. Bay to Bay/MacDill	W	EB	14400	210	570	210	990	2.5%	320	869	320	320	830	320	1470	10.0%	22400	8000
	W	WB	14400	120	320	60	500	2.5%	183	488	92	185	495	90	770	10.0%		
	E	EB	13800	170	570	190	930	2.5%	259	869	290	250	830	275	1355	10.0%	21500	7700
	E	WB	13800	90	320	105	515	2.5%	137	488	160	135	495	160	790	10.0%		
	S	NB	15200	120	460	170	750	2.5%	183	702	259	185	700	250	1135	10.0%	23200	8000
	S	SB	15200	210	480	90	780	2.5%	0	732	0	320	730	135	1185	10.0%		
	N	NB	14900	210	460	105	775	2.5%	0	702	8	320	700	160	1180	10.0%	22800	7900
	N	SB	14900	190	480	60	730	2.5%	290	732	92	275	730	90	1095	10.0%		

7. Bay to Bay/EB Selmon On Ramp	W	EB	13900	355	570	5	930	2.5%	541	869	8	425	920	10	1355	10.0%	21500	7600
	W	WB	13900	5	510	0	515	2.5%	8	778	0	10	780	0	790	10.0%		
	E	EB	12300	5	570	0	575	2.5%	8	869	0	10	920	0	930	10.0%	19200	6900
	E	WB	12300	5	510	165	680	2.5%	8	778	252	10	780	195	985	10.0%		
	S	NB	100	5	0	5	10	2.5%	8	0	8	10	0	10	20	10.0%	400	300
	S	SB	100	5	0	5	10	2.5%	0	0	458	10	0	10	20	10.0%		
	N	NB	5300	355	0	165	520	2.5%	0	0	282	425	0	195	620	10.0%	6200	900
	N	SB	5300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

8. Bay to Bay/Bayshore	W	EB	8900	245	0	180	425	2.5%	374	0	275	395	0	290	685	10.0%	14300	5400
	W	WB	8900	185	0	300	485	2.5%	282	0	458	280	0	460	740	10.0%		
	E	EB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	E	WB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	28400	185	1180	0	1365	2.5%	282	1800	0	280	1800	0	2080	10.0%	43600	15200
	S	SB	28400	180	1305	0	1485	2.5%	0	1990	0	290	1990	0	2280	10.0%		
	N	NB	30200	245	1180	0	1425	2.5%	0	1800	0	395	1800	0	2195	10.0%	46500	16300
	N	SB	30200	0	1305	300	1605	2.5%	0	1990	458	0	1990	460	2450	10.0%		

9. Willow/Platt	W	EB	13200	25	1250	45	1320	2.5%	38	1906	69	40	1600	70	1710	10.0%	17100	3900
	W	WB	13200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	17200	125	1250	355	1730	2.5%	191	1906	541	190	1600	540	2330	10.0%	23300	6100
	E	WB	17200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	4200	0	115	125	240	2.5%	0	175	191	0	175	190	365	10.0%	6400	2200
	S	SB	4200	45	135	0	180	2.5%	0	206	0	70	205	0	275	10.0%		
	N	NB	6300	25	115	0	140	2.5%	0	175	0	40	175	0	215	10.0%	9600	3300
	N	SB	6300	355	135	0	490	2.5%	541	206	0	540	205	0	745	10.0%		

10. Willow/Platt NE Approach	W	EB	3500	115	140	30	285	2.5%	175	214	46	295	360	75	730	10.0%	7300	3800
	W	WB	3500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	1200	0	140	0	140	2.5%	0	214	0	0	360	0	360	10.0%	3600	2400
	E	WB	1200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	800	500
	S	SB	300	30	0	0	30	2.5%	0	0	183	75	0	0	75	10.0%		
	N	NB	1000	115	0	0	115	2.5%	0	0	160	295	0	0	295	10.0%	3000	2000
	N	SB	1000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
11. Willow/Cleveland	W	EB	21000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	39900	18900
	W	WB	21000	105	2000	120	2225	2.5%	160	3050	183	210	3590	185	3985	10.0%		
	E	EB	21300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	40000	18700
	E	WB	21300	110	2000	155	2265	2.5%	168	3050	236	170	3590	235	3995	10.0%		
	S	NB	7400	105	150	0	255	2.5%	160	229	0	210	300	0	510	10.0%	12600	5200
	S	SB	7400	0	380	110	490	2.5%	0	580	122	0	575	170	745	10.0%		
	N	NB	7900	0	150	155	305	2.5%	0	229	175	0	300	235	535	10.0%	13000	5100
	N	SB	7900	0	380	120	500	2.5%	0	580	183	0	575	185	760	10.0%		

12. Willow/Kennedy	W	EB	28700	45	965	290	1300	2.5%	69	1472	442	70	1470	440	1980	10.0%	44100	15400
	W	WB	28700	115	1385	80	1580	2.5%	175	2112	122	200	2110	120	2430	10.0%		
	E	EB	24900	30	965	70	1065	2.5%	46	1472	107	50	1470	105	1625	10.0%	38100	13200
	E	WB	24900	10	1385	35	1430	2.5%	15	2112	53	15	2110	55	2180	10.0%		
	S	NB	7800	115	160	30	305	2.5%	175	244	46	200	285	50	535	10.0%	13000	5200
	S	SB	7800	290	200	10	500	2.5%	0	305	0	440	305	15	760	10.0%		
	N	NB	5800	45	160	35	240	2.5%	0	244	0	70	285	55	410	10.0%	9400	3600
	N	SB	5800	70	200	80	350	2.5%	107	305	122	105	305	120	530	10.0%		

13. S Boulevard/Platt	W	EB	8300	75	750	40	865	2.5%	114	1144	61	115	1330	75	1520	10.0%	15200	6900
	W	WB	8300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	10400	155	750	175	1080	2.5%	236	1144	267	235	1330	265	1830	10.0%	18300	7900
	E	WB	10400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	8500	0	310	155	465	2.5%	0	473	236	0	475	235	710	10.0%	13500	5000
	S	SB	8500	40	370	0	410	2.5%	0	564	122	75	565	0	640	10.0%		
	N	NB	9100	75	310	0	385	2.5%	0	473	130	115	475	0	590	10.0%	14200	5100
	N	SB	9100	175	370	0	545	2.5%	267	564	0	265	565	0	830	10.0%		

14. S Boulevard/Cleveland	W	EB	14900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	26800	11900
	W	WB	14900	85	1420	80	1585	2.5%	130	2166	122	130	2425	120	2675	10.0%		
	E	EB	17200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	30700	13500
	E	WB	17200	160	1420	250	1830	2.5%	244	2166	381	245	2425	400	3070	10.0%		
	S	NB	9300	85	300	0	385	2.5%	130	458	0	130	460	0	590	10.0%	14200	4900
	S	SB	9300	0	385	160	545	2.5%	0	587	122	0	585	245	830	10.0%		
	N	NB	10100	0	300	250	550	2.5%	0	458	0	0	460	400	860	10.0%	15700	5600
	N	SB	10100	0	385	80	465	2.5%	0	587	122	0	585	120	705	10.0%		

15. Brorein/Hyde	W	EB	16700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	29600	12900
	W	WB	16700	0	1660	80	1740	2.5%	0	2532	122	0	2800	160	2960	10.0%		
	E	EB	19900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	35700	15800
	E	WB	19900	435	1660	0	2095	2.5%	663	2532	0	765	2800	0	3565	10.0%		
	S	NB	9700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	16200	6500
	S	SB	9700	0	560	435	995	2.5%	0	854	0	0	855	765	1620	10.0%		
	N	NB	6400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	10200	3800
	N	SB	6400	0	560	80	640	2.5%	0	854	122	0	855	160	1015	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
16. Plant/Platt	W	EB	10200	390	635	0	1025	2.5%	595	968	0	595	970	0	1565	10.0%	15700	5500
	W	WB	10200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	7300	90	635	0	725	2.5%	137	968	0	135	970	0	1105	10.0%	11100	3800
	E	WB	7300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	11400	0	1065	90	1155	2.5%	0	1624	137	0	1625	135	1760	10.0%	17600	6200
	S	SB	11400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	14400	390	1065	0	1455	2.5%	0	1624	69	595	1625	0	2220	10.0%	22200	7800
	N	SB	14400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

17. Plant/EB Selmon On Ramp	W	EB	800	20	15	0	35	2.5%	31	23	0	30	25	0	55	10.0%	1300	500
	W	WB	800	45	0	0	45	2.5%	69	0	0	70	0	0	70	10.0%		
	E	EB	100	0	15	0	15	2.5%	0	23	0	0	25	0	25	10.0%	300	200
	E	WB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	9400	45	915	0	960	2.5%	69	1395	0	70	1395	0	1465	10.0%	14700	5300
	S	SB	9400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	9200	20	915	0	935	2.5%	0	1395	0	30	1395	0	1425	10.0%	14300	5100
	N	SB	9200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

18. Plant/EB Selmon On Ramp Cardy Approach	W	EB	100	10	5	0	15	2.5%	15	8	0	15	10	0	25	10.0%	300	200
	W	WB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	100	5	5	0	10	2.5%	8	8	0	10	10	0	20	10.0%	200	100
	E	WB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	6200	0	630	5	635	2.5%	0	961	8	0	860	10	870	10.0%	8700	2500
	S	SB	6200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	6500	10	630	0	640	2.5%	0	961	877	15	860	0	875	10.0%	8800	2300
	N	SB	6500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

19. Plant/Brerein	W	EB	15800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	23200	7400
	W	WB	15800	575	1010	0	1585	2.5%	877	1540	0	875	1440	0	2315	10.0%		
	E	EB	10400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	15000	4600
	E	WB	10400	0	1010	35	1045	2.5%	0	1540	53	0	1440	55	1495	10.0%		
	S	NB	9400	575	360	0	935	2.5%	877	549	0	875	550	0	1425	10.0%	14300	4900
	S	SB	9400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	3900	0	360	35	395	2.5%	0	549	0	0	550	55	605	10.0%	6100	2200
	N	SB	3900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

20. Plant/Brerein NW Approach	W	EB	3600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	12500	8900
	W	WB	3600	0	510	0	510	2.5%	0	778	0	0	1250	0	1250	10.0%		
	E	EB	5400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	13000	7600
	E	WB	5400	0	510	20	530	2.5%	0	778	31	0	1250	50	1300	10.0%		
	S	NB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	S	SB	0	0	0	0	0	2.5%	0	0	69	0	0	0	0	10.0%		
	N	NB	100	0	0	20	20	2.5%	0	0	0	0	0	50	50	10.0%	500	400
	N	SB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
21. Tampa/Whiting	W	EB	3600	0	150	45	195	2.5%	0	229	69	0	230	90	320	10.0%	5800	2200
	W	WB	3600	0	120	45	165	2.5%	0	183	69	0	185	70	255	10.0%		
	E	EB	4600	0	150	135	285	2.5%	0	229	206	0	230	205	435	10.0%	7300	2700
	E	WB	4600	60	120	0	180	2.5%	92	183	0	110	185	0	295	10.0%		
	S	NB	12300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	21500	9200
	S	SB	12300	45	1240	60	1345	2.5%	0	1891	885	90	1950	110	2150	10.0%		
	N	NB	13000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	22300	9300
	N	SB	13000	135	1240	45	1420	2.5%	206	1891	69	205	1950	70	2225	10.0%		

22. Brorein/Tampa	W	EB	21700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	35700	14000
	W	WB	21700	0	1790	580	2370	2.5%	0	2730	885	0	2775	795	3570	10.0%		
	E	EB	16100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	28000	11900
	E	WB	16100	15	1790	0	1805	2.5%	23	2730	0	25	2775	0	2800	10.0%		
	S	NB	3600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	5500	1900
	S	SB	3600	0	340	15	355	2.5%	0	519	0	0	520	25	545	10.0%		
	N	NB	9100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	13200	4100
	N	SB	9100	0	340	580	920	2.5%	0	519	885	0	520	795	1315	10.0%		

23. Brorein/Tampa Parking Lot	W	EB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	W	WB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	200	100
	E	WB	100	10	0	0	10	2.5%	15	0	0	15	0	0	15	10.0%		
	S	NB	200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	300	100
	S	SB	200	0	10	10	20	2.5%	0	15	290	0	15	15	30	10.0%		
	N	NB	100	0	0	0	0	2.5%	0	0	404	0	0	0	0	10.0%	200	100
	N	SB	100	0	10	0	10	2.5%	0	15	0	0	15	0	15	10.0%		

24. Brorein/Franklin	W	EB	16500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	28200	11700
	W	WB	16500	265	1360	190	1815	2.5%	404	2074	290	405	2120	290	2815	10.0%		
	E	EB	13700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	23900	10200
	E	WB	13700	195	1360	10	1565	2.5%	297	2074	15	250	2120	15	2385	10.0%		
	S	NB	6100	265	85	0	350	2.5%	404	130	0	405	130	0	535	10.0%	9100	3000
	S	SB	6100	0	80	195	275	2.5%	0	122	0	0	120	250	370	10.0%		
	N	NB	3600	0	85	10	95	2.5%	0	130	305	0	130	15	145	10.0%	5600	2000
	N	SB	3600	0	80	190	270	2.5%	0	122	290	0	120	290	410	10.0%		

25. Brorein/Florida	W	EB	14000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	23900	9900
	W	WB	14000	200	1365	0	1565	2.5%	305	2082	0	305	2080	0	2385	10.0%		
	E	EB	13600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	22900	9300
	E	WB	13600	0	1365	165	1530	2.5%	0	2082	252	0	2080	205	2285	10.0%		
	S	NB	14300	200	1290	0	1490	2.5%	305	1967	0	305	1965	0	2270	10.0%	22700	8400
	S	SB	14300	0	0	0	0	2.5%	0	0	519	0	0	0	0	10.0%		
	N	NB	13900	0	1290	165	1455	2.5%	0	1967	107	0	1965	205	2170	10.0%	21700	7800
	N	SB	13900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
26. Brorein/Morgan	W	EB	14600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	25900	11300
	W	WB	14600	70	1050	340	1460	2.5%	107	1601	519	120	1860	610	2590	10.0%		
	E	EB	10800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	19000	8200
	E	WB	10800	25	1050	0	1075	2.5%	38	1601	0	40	1860	0	1900	10.0%		
	S	NB	2100	70	75	0	145	2.5%	107	114	0	120	115	0	235	10.0%	3600	1500
	S	SB	2100	0	55	25	80	2.5%	0	84	0	0	85	40	125	10.0%		
	N	NB	4500	0	75	0	75	2.5%	0	114	0	0	115	0	115	10.0%	8100	3600
	N	SB	4500	0	55	340	395	2.5%	0	84	519	0	85	610	695	10.0%		

27. Brorein/Morgan SW Approach	W	EB	500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	2000	1500
	W	WB	500	0	80	0	80	2.5%	0	122	0	0	200	0	200	10.0%		
	E	EB	5200	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	11500	6300
	E	WB	5200	430	80	0	510	2.5%	656	122	0	950	200	0	1150	10.0%		
	S	NB	2600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	9500	6900
	S	SB	2600	0	0	430	430	2.5%	0	0	343	0	0	950	950	10.0%		
	N	NB	0	0	0	0	0	2.5%	0	0	46	0	0	0	0	10.0%	0	0
	N	SB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

28. Brorein/Jefferson	W	EB	10700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	19000	8300
	W	WB	10700	30	820	225	1075	2.5%	46	1251	343	50	1450	400	1900	10.0%		
	E	EB	8700	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	15300	6600
	E	WB	8700	0	820	50	870	2.5%	0	1251	76	0	1450	75	1525	10.0%		
	S	NB	1900	30	165	0	195	2.5%	46	252	0	50	250	0	300	10.0%	3000	1100
	S	SB	1900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	4300	0	165	50	215	2.5%	0	252	0	0	250	75	325	10.0%	7300	3000
	N	SB	4300	0	0	225	225	2.5%	0	0	343	0	0	400	400	10.0%		

29. Brorein/Jefferson Ramp Approach	W	EB	3500	325	0	0	325	2.5%	496	0	0	355	0	0	355	10.0%	3600	100
	W	WB	3500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	500	100
	E	WB	400	0	0	40	40	2.5%	0	0	61	0	0	45	45	10.0%		
	S	NB	3400	0	320	0	320	2.5%	0	488	0	0	350	0	350	10.0%	3500	100
	S	SB	3400	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	7000	325	320	40	685	2.5%	0	488	0	355	350	45	750	10.0%	7500	500
	N	SB	7000	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

30. Channelside/Florida	W	EB	21300	705	1310	135	2150	2.5%	1075	1998	206	1075	2000	205	3280	10.0%	32800	11500
	W	WB	21300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	13800	85	1310	0	1395	2.5%	130	1998	0	130	2000	0	2130	10.0%	21300	7500
	E	WB	13800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	5600	0	345	85	430	2.5%	0	526	130	0	525	130	655	10.0%	8600	3000
	S	SB	5600	135	0	0	135	2.5%	0	0	0	205	0	0	205	10.0%		
	N	NB	10500	705	345	0	1050	2.5%	0	526	0	1075	525	0	1600	10.0%	16000	5500
	N	SB	10500	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		

Intersection Volumes

PM Intersection	Side of Intersection	Direction of Travel	2019 AADT	2019 Balanced Existing L	2019 Balanced Existing T	2019 Balanced Existing R	2019 Balanced Existing Total	2019 to 2046 Growth Rate	2046 Design L from Growth Rate	2046 Design T from Growth Rate	2046 Design R from Growth Rate	2046 Balanced Design L	2046 Balanced Design T	2046 Balanced Design R	2046 Balanced Design Total	k-design	2046 AADT	2046 - 2019 AADT
31. Channelside/Morgan	W	EB	13800	40	1345	10	1395	2.5%	61	2051	15	65	2050	15	2130	10.0%	21300	7500
	W	WB	13800	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	14300	30	1345	60	1435	2.5%	46	2051	92	45	2050	95	2190	10.0%	21900	7600
	E	WB	14300	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	1400	0	95	30	125	2.5%	0	145	46	0	170	45	215	10.0%	2600	1200
	S	SB	1400	10	20	0	30	2.5%	0	31	0	15	30	0	45	10.0%		
	N	NB	1900	40	95	0	135	2.5%	0	145	0	65	170	0	235	10.0%	3600	1700
	N	SB	1900	60	20	0	80	2.5%	92	31	0	95	30	0	125	10.0%		

32. Channelside/Morgan SE Approach	W	EB	1600	10	140	10	160	2.5%	15	214	15	0	0	0	0	10.0%	0	-1600
	W	WB	1600	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	E	EB	900	0	140	0	140	2.5%	0	214	0	0	0	0	0	10.0%	0	-900
	E	WB	900	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		
	S	NB	0	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%	0	0
	S	SB	0	10	0	0	10	2.5%	0	0	0	0	0	0	0	10.0%		
	N	NB	100	10	0	0	10	2.5%	0	0	0	0	0	0	0	10.0%	0	-100
	N	SB	100	0	0	0	0	2.5%	0	0	0	0	0	0	0	10.0%		