

Project Traffic Analysis Report

Whiting Street Extension and Selmon Expressway Ramps Reconfiguration PD&E Study

Hillsborough County, Florida

THEA Project Number: HI-0141-P-07

Prepared For:

Tampa Hillsborough Expressway Authority
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May 2024

Professional Engineer's Certification

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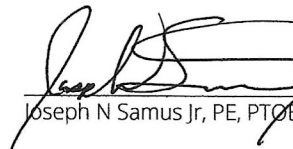
Project: Whiting Street Extension and Selmon Expressway Ramps Reconfiguration PD&E Study

County/State: Hillsborough/Florida

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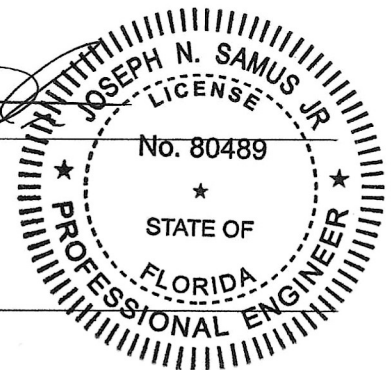
I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

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Executive Summary

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the need for improvements to the access of the Selmon Expressway and along Whiting Street within Downtown Tampa (*THEA Project Number: HI-0141-P-07*). The improvements seek to improve downtown access from the eastbound Selmon Expressway and enhance Downtown Tampa grid connectivity by relocating the Ramp 6B terminus from Channelside Street to Whiting Street accompanied by the extension of Whiting Street from Brush Street to Meridian Avenue.

This Project Traffic Analysis Report (PTAR) was prepared to evaluate the traffic operations and safety of the future No-Build and Build Alternatives. To measure effectiveness, the goal of the study is to achieve and maintain the automobile mode peak hour level of service (LOS) targets of “D” for the State Highway System within urbanized areas (*FDOT Topic No.: 000-525-006-c*). Under existing year (2019) conditions, the eastbound Selmon Expressway through the study area experienced very little congestion, with all segments operating at or above LOS “D”. All intersections also operated efficiently, operating at LOS “B” or better. Under the No-Build Alternative, while these results worsened slightly by the opening year (2026), all Selmon Expressway segments operated at LOS “D” or better and all intersections operated at LOS “B” or better. By the interim year (2036), the queue that developed at the Ramp 6B terminal at Channelside Drive backed up onto the eastbound Selmon Expressway and mainline operations failed west of the Florida Avenue off-ramp creating severe congestion. This continued to worsen through the design year (2046).

The Build Alternative showed substantial improvements over the No-Build Alternative. By the design year (2046), all segments and intersections within the study area operated with minimal congestion and while the eastbound Selmon Expressway neared capacity with a density that yields a LOS “E”, operating speeds were still 52 mph, indicating that while there was heavy traffic, it did not lead to operational breakdowns. Additionally, when comparing network-wide measures of effectiveness (MOE), while the No-Build Alternative was unable to service the demand within the simulation period, leaving 9,249 vehicles and 4,904 vehicles unserved in the AM and PM, respectively, the Build Alternative was able to fully service all the demand within the AM and PM simulation periods. This led to the Build Alternative increasing network-wide vehicle miles traveled over the No-Build Alternative by 31.7 percent and 19.0 percent in the AM and PM simulation periods, respectively. The results indicate that the Build Alternative will not only operate safely and efficiently, providing the western regions of Tampa with improved access to Downtown, but also effectively resolves the future bottlenecks that will occur due to the location of Ramp 6B under the No-Build Alternative. From a safety perspective, the Build Alternative will improve pedestrian and bicyclist visibility and improve safety through the implementation of the bidirectional cycle track and inclusion of full pedestrian phases at new intersection locations.

These results suggest that proposed improvements under the Build Alternative, will significantly enhance eastbound Selmon Expressway operations, enhance access to Downtown Tampa, enhance the grid network in Downtown Tampa, and operate efficiently and safely.

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List of Acronyms

AADT	Annual Average Daily Traffic
AGR	Annual Growth Rate
BEBR	University of Florida Bureau of Economics and Business Research
CARS	Crash Analysis Reporting System
CSX	Chessie-Seaboard Merger
DDHV	Directional Design Hour Volume
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HART	Hillsborough Area Regional Transit Authority
HCM	Highway Capacity Manual
LOS	Level of Service
MOE	Measures of Effectiveness
MPH	Miles per Hour
NCHRP	National Cooperative Highway Research Program
OD	Origin-Destination
PD&E	Project Development and Environment
PSTA	Pinellas Suncoast Transit Authority
PTAR	Project Traffic Analysis Report
RRFB	Rectangular Rapid Flashing Beacon
SIS	Strategic Intermodal System
SPP	Strategic Property Partners
TBRPM v8.2	Tampa Bay Regional Planning Model Version 8.2
THEA	Tampa Hillsborough Expressway Authority
TMC	Turning Movement Count
TMV	Turning Movement Volume
VMT	Vehicle Miles Traveled

1.0 Introduction

1.1 Project Description

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the need for improvements to the Selmon Expressway access ramps and Whiting Street within Downtown Tampa (THEA Project Number: HI-0141-P-07). The improvements seek to improve downtown access from the eastbound Selmon Expressway and enhance Downtown Tampa grid connectivity by relocating Ramp 6B terminus from Channelside Drive to Whiting Street and extending Whiting Street from Brush Street to Meridian Avenue. The project study area is shown in Figure 1.1. The purpose of this Project Traffic Analysis Report (PTAR) is to document the traffic analysis methodology, existing conditions analysis, future traffic forecasts, analysis of study alternatives, and provide a summary of results within the study area.



Figure 1.1: Project Location Map

1.2 Project Background

In July 2019, the Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, began a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending East Whiting Street (Whiting Street) and reconfiguring the eastbound on-ramp of the Selmon Expressway at North Jefferson Street (Jefferson Street) and eastbound off-ramps at South Florida Avenue (Florida Avenue) and Channelside Drive. The study considered extending Whiting Street to North Meridian Avenue (Meridian Avenue) and included improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street (Brush Street). The extension would provide a direct connection between the Whiting Street corridor and Meridian Avenue, thereby improving traffic flow and safety for all transportation modes and offering additional connections within the street network.

It was anticipated that the Florida Avenue off-ramp (Ramp 6A) would be updated for better sightlines, the Channelside Drive off-ramp (Ramp 6B) would be removed, and a new Whiting Street off-ramp would be extended from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway.

1.3 Purpose & Need

The purpose of this project is to provide a direct connection between the Whiting Street corridor and Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the eastbound on-ramp to the Selmon Expressway at Jefferson Street and remove the eastbound off-ramp from the Selmon Expressway to Channelside Drive and replace it with a ramp connection to Whiting Street. These improvements will improve safety, traffic circulation, and access between Whiting Street and Meridian Avenue.

The need for the project is based on the following criteria:

Roadway System Linkage

Based on volume forecasts found in the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the proposed additional development associated with the Water Street Development plan, and future development plans at the former Ardent Mill site, traffic demand and congestion along the capacity constrained Channelside Drive and Cumberland Avenue corridors are expected to significantly increase by the design year (2046). The proposed extension of Whiting Street to Meridian Avenue will provide a parallel route for these facilities which would better distribute vehicular demand, promote safety, and improve traffic operations along these corridors. Additionally, the Whiting Street extension will also enhance the downtown grid network in support of the City of Tampa's accessibility objectives.

Multimodal Linkage

The Tampa Center City Plan envisions Tampa as a community of livable places and connected people. One of the "building blocks" for this future is livable connections for "safe pedestrian and bicycle access around

town". Proposed improvements along Whiting Street include the addition of a ten-foot-wide two-way cycle track adjacent to the roadway and ten-foot-wide sidewalks along both the north and south sides of the roadway. These improvements will enhance multimodal linkages and provide safe travel facilities for both pedestrians and bicyclists, creating a connection within the project area between the Selmon Greenway Trail and Meridian Avenue Trail, as well as an adjacent connection to the Riverwalk via City of Tampa's proposed "Quick Build" cycle track along Whiting Street west of Jefferson Street.

Safety

The Channelside Drive off-ramp (Ramp 6B) currently terminates at a five-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. This creates both safety and operational concerns at this location. Six years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed and higher volume interactions at this ramp. As such, eliminating pedestrian conflicts, and redirecting Downtown East traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

Transportation Demand

Based upon the TBRPM Version 8.2, East Jackson Street (39,000 average annual daily traffic (AADT)) and Kennedy Boulevard (34,000 AADT) are expected to reach their operational capacity by the year 2040. As the Water Street Project develops, vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief for the parallel facilities.

1.4 Proposed Improvements

THEA has committed to providing a new connection to Meridian Avenue by extending Whiting Street between Brush Street and Meridian Avenue. To construct the extension of Whiting Street, existing railroad tracks, located between Whiting Street and Meridian Avenue, will be removed. Removing the railroad tracks and completing the extension to Meridian Avenue offers an additional connection within the street network, thereby providing additional route choices and alleviating congestion. Proposed project improvements are situated at four distinct locations as illustrated in **Figure 1.2**.

Below is a detailed description of the proposed improvements for each location.

Location A

Whiting Street currently ends at Brush Street, west of the existing railroad tracks. The preferred alternative proposes to extend Whiting Street, from Brush Street to Meridian Avenue, with a new signal at the T-intersection of Whiting Street and Meridian Avenue. The proposed typical section for the Whiting Street extension includes two 11-foot-wide travel lanes in the eastern direction, one 11-foot-wide travel lane in

the western direction, a ten-foot-wide cycle track separated from the north side of the westbound travel lane by a four-foot traffic separator, curb and gutter, and ten-foot-wide sidewalks on both the north and south sides of the road. The eastbound approach to Meridian Avenue includes one 11-foot-wide dedicated left turn lane and one 11-foot-wide left/right turn lane. The existing grassed median on Meridian Avenue will be split to accommodate the proposed signalized intersection. The preferred alternative includes the addition of a northbound dedicated left turn lane from Meridian Avenue to Whiting Street and the opening of the median to feed a southbound left turn lane from Meridian Avenue to Whiting Street. The preferred alternative does not propose any other improvements to Meridian Avenue.

Location B

East of Jefferson Street, Whiting Street is a two-lane roadway with on-street parking on both the north and south sides of the road and transitions to a brick roadway in need of repair east of the Selmon Expressway. The preferred alternative proposes to widen and reconstruct Whiting Street from two to three lanes with two 11-foot-wide travel lanes in the eastern direction, one 11-foot-wide travel lane in the western direction, a ten-foot-wide cycle track separated from the north side of the westbound travel lane by a four-foot traffic separator, curb and gutter, and ten-foot-wide sidewalks on both the north and south sides of the road. The ten-foot-wide cycle track will extend to Jefferson Street. The preferred alternative also includes the installation of a new traffic signal at the intersection of Whiting Street and Brush Street.

Location C

The existing exit Ramp 6B provides users with the ability to travel east along Channelside Drive, towards the Amalie Arena and the Florida Aquarium. The preferred alternative proposes relocating exit Ramp 6B approximately 700 feet north and providing a direct connection to Whiting Street. The proposed ramp includes a single 15-foot-wide ramp lane, which will remain on structure beyond the existing Jefferson Street on-ramp. From this point, the ramp profile begins to decrease, and the ramp will be supported by a Mechanically Stabilized Earth (MSE) wall, which ends approximately 100 feet south of Whiting Street. The ramp widens to three 12-foot-wide lanes at the intersection, with one dedicated left turn lane and two dedicated right turn lanes. The proposed ramp will cut off access north, along Nebraska Avenue, and therefore requires a horizontal curve to connect Nebraska Avenue to Finley Street. The existing Jefferson Street on-ramp entrance will be shifted to the north to accommodate the new Whiting Street off-ramp.

Location D

The current configuration of exit Ramp 6A includes a tight single lane loop ramp that merges onto Florida Avenue under a free-flow condition. Modifications to this ramp include striping improvements to the ramp gore. In addition, vehicle and pedestrian safety improvements are proposed to improve surface conditions, sight distance and pedestrian visibility, including the addition of a high friction surface treatment, removal of existing landscape, and installation of rectangular rapid flashing beacon (RRFB) pedestrian signals at the ramp's connection with Florida Avenue.



Figure 1.2: Locations of Proposed Improvements

Based on the proposed improvements and for the purposes of this PTAR, the following improvements were analyzed as part of this study:

- Assess the impact of the relocation of Ramp 6B from Channelside Drive to Whiting Street.
- Analyze the impact of the extension of Whiting Street from Brush Street to Meridian Avenue with two eastbound lanes and one westbound lane.

2.0 Traffic Analysis Methodology

2.1 Assumptions and Methodology

This chapter provides a summary of the data and methods used to analyze existing and future traffic conditions associated with the project. Analysis scenarios for the project across its expected lifetime include the selected existing year (2019), opening year (2026), interim year (2036), and design year (2046).

Analysis of the Existing Conditions, No-Build Alternative and Build Alternative was performed across the project lifetime to evaluate the efficacy of proposed improvements on operational capacity during normal peak hour operations, in line with the project goals. To measure effectiveness, the goal of the study is to compare the conditions of No-Build and Build alternatives and quantify the ability of the Build Alternative to either improve operations or alleviate operational bottlenecks. Formally outlined in the *Highway Capacity Manual 6th Edition* (HCM), level of service (LOS) is a qualitative performance measure that utilizes an A-to-F scale, with A being the best and F being the worst, to relate the motor vehicle traffic service experienced in varying configurations of roadways and intersections. While the City of Tampa has not defined LOS targets in the study area, for the purposes of identifying areas of operational breakdown this study will identify any operational locations that do not achieve and maintain the automobile mode peak hour LOS targets of “D” for the State Highway System within urbanized areas as outlined in *Florida Department of Transportation (FDOT) Topic No.: 000-525-006-c*.

2.1.1 Methodology

For the purposes of this study, all analysis and forecasting was conducted in accordance with the *Traffic Methodology Statement* approved by THEA during the initial project efforts and can be found in **Appendix A**. While the approved methodology statement is applicable to a much larger study area, this analysis was conducted on a smaller study area. Due to the tight spacing of intersections along the study corridors of Whiting Street and Meridian Avenue, only signalized intersection analysis were reported within the study area. Along the eastbound Selmon Expressway study corridor, the system was broken down into segments based on on/off-ramp gore points. To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* was used and are provided in Table 2.1. Per this handbook, mainline speeds were evaluated against the posted speed. Intersections and mainline Selmon Expressway analysis segments can be found in Table 2.2 and Table 2.3, respectively.

Table 2.1: Congestion Level Thresholds

Segment	Posted Speed (55 mph)
Uncongested	>=53
Lightly Congested	<53-48
Moderately Congested	< 48-43
Heavily Congested	<43

Table 2.2: Existing Study Intersections

ID	Intersection	Control
1	Whiting Street at Jefferson Street	Signalized
2	Whiting Street at Nebraska Avenue	Unsignalized
3	Whiting Street at Brush Street	Unsignalized
4	Whiting Street (South) at Meridian Avenue	Signalized

Table 2.3: Existing Study Limited Access Analysis Segments

Roadway ID	From	To	Lanes	Speed (mph)
10002000 (Selmon Expressway)	Project Begin	Plant Avenue On-Ramp	2	60 mph
10002000 (Selmon Expressway)	Plant Avenue On-Ramp	Florida Avenue Off-Ramp	3	60 mph
10002000 (Selmon Expressway)	Florida Avenue Off-Ramp	Jefferson Street On-Ramp	2	60 mph
10002000 (Selmon Expressway)	Jefferson Street On-Ramp	Project End	3	60 mph

2.2 Traffic Analysis Tools

Due to the urban context and development plans within the area, the Whiting Street PD&E study area is expected to become oversaturated during the study period, therefore stochastic analysis software utilizing HCM methodologies are appropriate for use (*FDOT Traffic Analysis Handbook, 2021*). PTV Vissim 2023, Service Pack 3 (Vissim) was used to analyze roadway segments and intersections.

2.3 Data Collection

To support the development of demand volumes and to calibrate the study microsimulation models, data collection efforts for this study were conducted within the study area in late 2019. While part of a larger data collection effort, the following data outlined in this section was used to support this PTAR. Field collected data are provided in Appendix B.

2.3.1 Turning Movement Counts

6-hour Turning Movement Counts (TMC) were collected from 6:30 AM – 9:30 AM and 4:00 PM – 7:00 PM at the following locations during September of 2019.

- Whiting Street at Jefferson Street
- Whiting Street at Nebraska Avenue
- Whiting Street at Meridian Avenue (South)

2.3.2 Tube Counts

Tube counts were collected at the following locations and dates to determine the vehicle daily demand within the study area.

Selmon Expressway (48-Hour Counts – May 2019)

- Eastbound Selmon Off-Ramp to Florida Avenue (Ramp 6A)
- Eastbound Selmon Off-Ramp to Channelside Drive (Ramp 6B)
- Eastbound Selmon On-Ramp from Jefferson Street

Whiting Street (72-Hour Counts – September 2019)

- Whiting Street East of Jefferson Street
- Whiting Street West of Jefferson Street/East of Nebraska Avenue
- Whiting Street East of Nebraska Avenue
- Whiting Street East of Meridian Avenue

Meridian Avenue (72-Hour Counts – September 2019)

- Meridian Avenue North of Whiting Street (South)
- Meridian Avenue South of Whiting Street (South)

Cross Streets (72-Hour Counts – September 2019)

- Jefferson Street North of Whiting Street
- Jefferson Street South of Whiting Street
- Nebraska Avenue North of Whiting Street

2.3.3 Speed Data

Three-day speed data were collected over 3-hour AM (6:30 to 9:30) and 3-hour PM (4:00 to 7:00) peak periods at the following locations during October and November of 2019.

- Whiting Street from Jefferson Street to Nebraska Avenue.
- Jefferson Street from the Selmon Expressway on-ramp to Whiting Street.

2.4 Signal Timing Plans

Existing signal timing plans at the following locations have been obtained from the City of Tampa for each of the following traffic signals within the study area. Additional signal timings for signals at ramp terminals were collected to calibrate the microsimulation model but will not be otherwise documented. Signal timing information can be found in **Appendix C**.

- Channelside Drive and Florida Avenue (Calibration)
- Channelside Drive and Morgan Street (Calibration)
- Brorein Street and Florida Avenue (Calibration)
- Whiting Street and Jefferson Street (Analysis)
- Whiting Street and Meridian Avenue (Analysis)

3.0 Existing Conditions Analysis

3.1 Roadway Characteristics

For each roadway analyzed in this study, a summary of roadway characteristics within the study area are given in Table 3.1. It should also be noted that the Selmon Expressway is a limited access SIS corridor. Discontinuity in the Whiting Street corridor is present west of Meridian Avenue, due to the Chessie-Seaboard Merger (CSX) railway adjacent to the roadway.

For consistency with the existing year (2019) volume development and operational analysis, 2019 lane geometry was used for this PTAR as the existing lane geometry, although network and geometry changes have occurred since 2019. The 2019 lane geometry for each intersection in the study area are displayed in Figure 3.1.

Table 3.1: Roadway Characteristics

Roadway	From	To	Functional Classification	Length (mi)	Speed (mph)	Lanes	Directionality
East-West Corridors							
Whiting Street	Jefferson St	Brush St	Local Road	0.2	25	2	Two-Way
	Florida Ave	Jefferson St	Minor Collector - Urban	0.2	25	4	Two-Way
North-South Corridors							
Meridian Avenue	Channelside Dr	Cumberland Ave	Major Collector Urban	0.1	40	5	Two-Way
	Cumberland Ave	Whiting St	Principal Arterial - Other Urban	0.3	40	6	Two-Way
	Whiting St	Kennedy Blvd	Principal Arterial - Other Urban	0.3	40	6	Two-Way
Freeways							
Selmon Expressway	Plant Ave	Jefferson St	Principal Arterial Expressway Urban	0.7	55	4	Two-Way

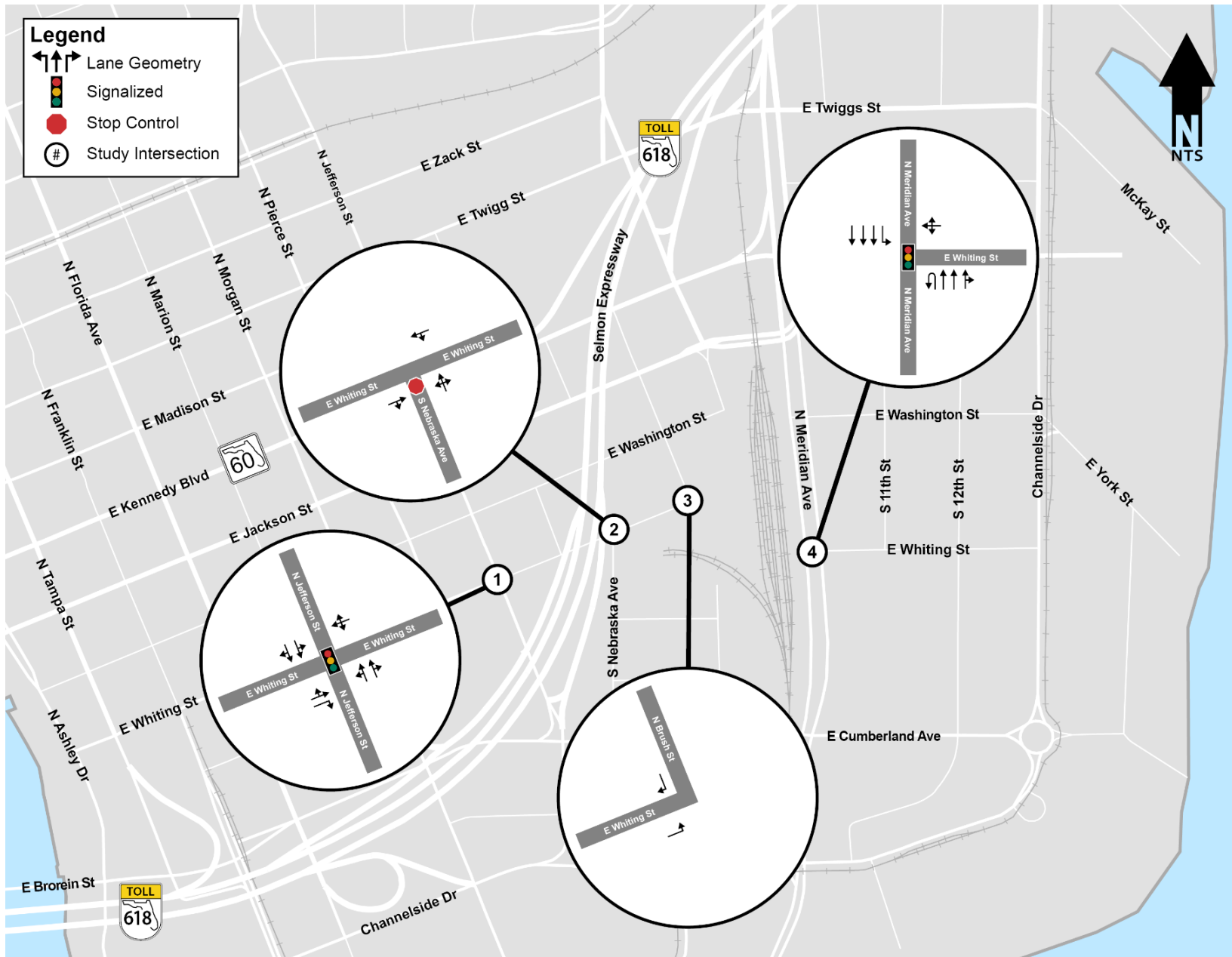


Figure 3.1: Existing (2019) Lane Geometry

3.2 Existing Year (2019) Volume Development

3.2.1 Design Traffic Factors

Design traffic factors were determined for the study based on the collected traffic data. The factors were developed based on the procedures outlined in the *FDOT Project Traffic Forecasting Handbook, 2019*. The recommended design traffic factors that support the development of the existing year (2019) design hour turning movement volumes can be found in Table 3.2.

Table 3.2: Recommended Design Traffic Factors

Factor	Value
Peak Hour Factor	0.95
Peak-to-Daily Ratio (K Factor)	9.0%
Directional Factor	50.1% to 67.1%
Design Hour Truck Factor	2.0%

3.2.2 Field Collected AADT

Existing year (2019) field collected AADT was computed by multiplying the tube count data by seasonal and axle adjustment factors, which is provided in Appendix D. Seasonal and axle correction factors were downloaded from Florida Traffic Online for 2018, prior to the release of the 2019 data. The existing year (2019) AADTs are displayed in Figure 3.2.

3.2.3 Existing Year (2019) Turning Movement Volumes

Field collected turning movement volumes were distributed through the network and balanced. The AM and PM peak hours were determined to occur from 7:30 AM to 8:30 AM and from 4:30 PM to 5:30 PM, respectively. The existing year (2019) turning movement volumes for the study are given in Figure 3.3.

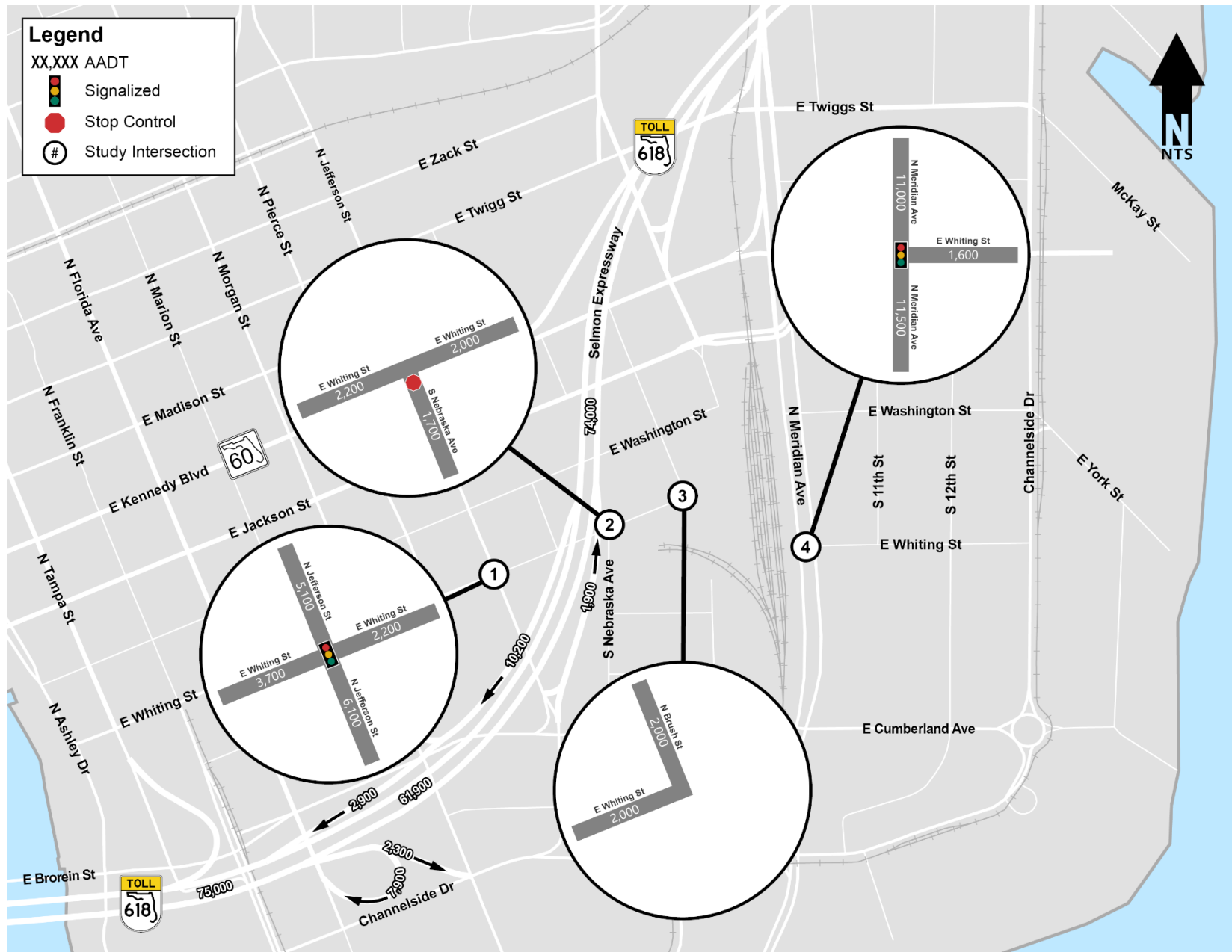


Figure 3.2: Existing Year (2019) AADT

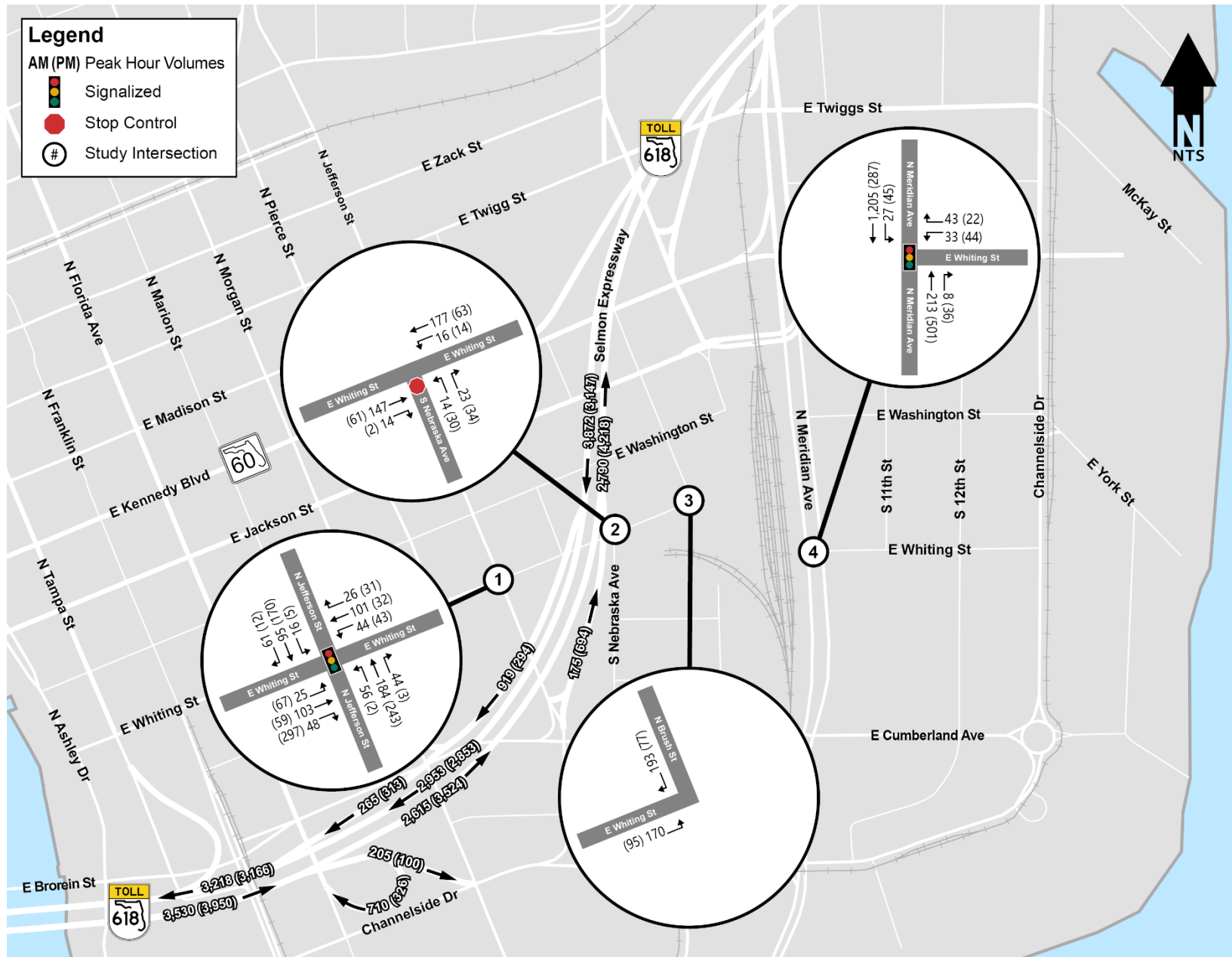


Figure 3.3: Existing Year (2019) Turning Movement Volumes

3.3 Simulation Model Development

The microsimulation model for this study was developed using Vissim and the network basis was created using the North American Default model file included with the software per the *FDOT Traffic Analysis Handbook, 2021*. The model assumptions, parameters, and information used in developing the microsimulation model are documented in this section.

3.3.1 Data Inputs

The following data types were included for calibration purposes in this microsimulation effort:

- Directional Design Hour Volumes (DDHV)
- Turning Movement Volumes (TMV)
- Travel Time
- Travel Speed

3.3.2 Model Geometrics

Aerial photography was scaled to develop the base roadway network. This scaled aerial photography was used to ensure that the roadways were aligned appropriately, link lengths are correct, and stop bar placements and other features are correct. Sources and sinks were coded in as needed to represent parking.

3.3.3 Vehicle Inputs

Vehicle inputs were generated as origin-destination (OD) matrices for every 15 minutes of the study period which includes a 30-minute warmup period, a 1-hour shoulder before the peak hour, the peak hour, and a 1-hour shoulder after the peak hour. These shoulder periods and warm up periods are included to allow for buildup and dissipation of traffic in the model area. The 15-minute periods in the model were developed as percentages of the peak hour using the collected counts to develop a temporal distribution. The total percentage of design hour trucks used for this study was 2 percent.

3.3.4 Vehicle Models and Distribution

Car and heavy vehicle distributions were based on the Vissim North American default vehicle fleet developed by PTV and recommended by the *FDOT Traffic Analysis Handbook, 2021*. The model distribution for cars is given in Table 3.3 and the model distribution for trucks is provided in Table 3.4

Table 3.3 Car Vehicle Distribution

Vehicle	Type	Share
Honda Accord	Car	12.9%
Nissan Altima	Car	6.0%
Nissan Quest	Car	6.4%
Plymouth Voyager	Car	5.5%
Toyota Avensis	Car	13.5%
Ford Explorer	SUV	10.6%
GMC Yukon	SUV	5.0%
Jeep Grand Cherokee	SUV	5.8%
Ford F-150	Light Truck	19.2%
Chevrolet Silverado	Light Truck	15.1%

Table 3.4 Truck Vehicle Distribution

Vehicle	Type	Share
US AASHTO WB-40	HGV	10.5%
US AASHTO WB-50	HGV	48.0%
US AASHTO WB-65	HGV	4.5%
US AASHTO WB-67	HGV	4.5%
Flatbed	HGV	5.0%
EU 04	HGV	27.5%

3.3.5 Vehicle Routing

Vehicle routing was performed using dynamic traffic assignment in Vissim. The network does not include route choice and all edges were reviewed to ensure that no illogical movements would be made. The model was run to convergence where the percentage change for 95 percent of paths in all evaluation intervals was less than 15 percent for four consecutive runs. This is more conservative than the standard of 20 percent found in the *FDOT Traffic Analysis Handbook, 2021*.

3.3.6 Speed Distributions

Speed limits were used to define the speed distributions throughout the model with the exception of the Selmon Expressway mainline which used the speed distribution from the *South Selmon PD&E Study* for consistency. Desired speed distributions are added anywhere in the model where a vehicle would need to change speed (e.g., turning onto a new road). The distributions are provided in Table 3.5.

Table 3.5 Desired Speed Distribution

Speed Function	Posted Speed	Minimum Speed	Maximum Speed
40 mph	40	35	50
50 mph	50	45	60
55 mph	55	50	65
5 mph	5	4	6
10 mph	10	2	18
15 mph	15	7	23
20 mph	20	12	28
25 mph	25	17	33
30 mph	30	22	38
35 mph	35	27	43
40 mph	40	32	48
45 mph	45	37	53
50 mph	50	42	58
55 mph	55	47	63
60 mph	60	52	68
65 mph	65	57	73
70 mph	70	62	78
NB Selmon (Update)	55	50	76
9 mph	9	2	17

3.3.7 Lane Change and Emergency Stop Distance

The lane change distance is the distance at which vehicles attempt to change lanes in the model. The larger this distance, the farther back the driver will make the lane change resulting in better lane utilization. A default lane change distance of 656 feet and emergency stop distance of 16.4 feet were used initially throughout the model. Any modifications to lane change distance and emergency stop distance for calibration purposes are documented.

3.3.8 Signal Operations and Stop/Yield Control

Signal timing and phasing was collected from the City of Tampa in 2019. The collected signal timings were coded into as Vissim ring and barrier controllers (RBC). Detectors were placed for each signal head. Stop and yield control was coded in the model for both unsignalized intersections and right turn on red.

3.3.9 Multiple Model Runs and Simulation Output

Ten model runs were selected to be averaged for reporting.

3.4 Simulation Model Calibration

The model was calibrated through an iterative process until the model could reliably replicate driver behaviors and traffic flow patterns of the existing conditions observed in field-collected data. Following FDOT and Federal Highway Administration (FHWA) provided guidelines, the model was calibrated within acceptable ranges of the existing conditions.

3.4.1 Visual Checking and Error Correction

Visual checking and error correction was performed to ensure the model followed appropriate driver behaviors and traffic flow patterns that could affect the model output results when compared against existing conditions.

The error correction step is essential to the calibration of a model. To eliminate major errors in demand and network coding, the steps of error correction include reviewing coded input data and visually checking model animations during simulation. Data input was reviewed for errors to ensure network geometry, control points, traffic demand, and driver behaviors were correctly input and reasonable for the network. Network link summaries and visual overview of the two-dimensional network were performed to identify any input errors.

Visual checking of the model animation during simulation further identifies any errors, as the modeled vehicles should perform appropriate driver behaviors. The analyst watched for errors including vehicles overlapping, control devices failing to activate phases, vehicles failing to follow traffic control devices, vehicle movements that did not follow prescribed links, vehicles being removed from the network without reaching the end of a link, and other abnormal driving behaviors. Error reports produced after the completion of a model simulation were addressed to ensure any outstanding corrections were made.

3.4.2 Calibration Targets

Calibration targets set a pre-determined threshold of acceptable error for model results in comparison to field-collected data. The range of allowable errors is used to account for software limitations and the inability of limited field observations to provide all possible driver behaviors within a network. The following model calibration targets from the *FDOT Traffic Analysis Handbook, 2021* were utilized for this study:

- More than 85% of individual simulated link or turning movement volume flows should fall within the following criteria:
 - Volumes greater than 2700 vehicles per hour (vph) should be calibrated within ± 400 vph of observed target.
 - Volumes less than 2,700 vph but greater than 700 vph should be calibrated within ± 15 percent of observed target value vph.
 - Volumes less than 700 vph should be calibrated within ± 100 vph of observed target.
- Sum of all simulated volumes should be calibrated within 5 percent of the observed target.
- More than 85 percent of individual simulated volumes and the sum of simulated volumes should have a Geoffrey E. Havers (GEH) statistic value of five or lower compared to observed target. Calculation of this statistic is available in the *FDOT Traffic Analysis Handbook, 2021*.
- Modeled average speeds should be calibrated within ± 10 miles per hour (mph)

3.4.3 Mainline Calibration Parameters

Mainline calibration parameters for the study included global driver behavior parameters related to car following and lane changing. To best replicate field observed driving behaviors, parameters were varied based on the link capacity, need for lane change in merge/diverge/weave movements and overall driver aggressiveness. Seven total sets of driving behavior parameters were utilized to model the various driver needs dependent upon network link types, including standard freeway, higher capacity merge, interstate merge/diverge/weave, and interstate inside lane merge/diverge/weave. The mainline car-following and lane-changing behavior parameters can be found in **Table 3.6** and **Table 3.7**, respectively. The Wiedemann 99 car following model was used across the mainline. No changes were made to these parameters during the calibration efforts.

Table 3.6 Vissim Mainline Car-Following Parameters

Driver Behavior	Max Look Ahead Distance (ft)	Observed Vehicles	CC0 (ft)	CC1 (ft)	CC3	CC4	CC5	CC6	CC7 (ft/s ²)	CC8 (ft/s ²)	CC9 (ft/s ²)
Freeway (free lane selection)	1,000.00	6	4.92	1	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway Higher Capacity Merge - Modified	820.21	6	4.92	0.9	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway (free lane selection) - Interstate Mainline	820.21	6	4.92	0.9	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway (free lane selection) - Interstate Merge	820.21	6	4.92	0.95	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway (free lane selection) - Interstate Diverge	820.21	6	4.92	0.95	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway (free lane selection) - Interstate Weave	820.21	6	4.92	0.95	-8	-0.35	0.35	11.44	0.82	11.48	4.92
Freeway (free lane selection) - Interstate Merge/Diverge/Weave Inside Lane	820.21	6	4.92	1.05	-8	-0.35	0.35	11.44	0.82	11.48	4.92

Table 3.7 Vissim Mainline Lane Change Parameters

Driver Behavior	Own			Trailing			Safety Distance Factor	Max Decel. for Cooperative Breaking (ft/s ²)	Cooperative Lane Change		
	Max Decel (ft/s ²)	-1 ft/s ² per distance	Accepted Decel (ft/s ²)	Max Decel (ft/s ²)	-1 ft/s ² per distance	Accepted Decel (ft/s ²)			Y/N	Max Speed Difference (mph)	Max Collision Time (s)
Freeway (free lane selection)	-13.12	200	-3.28	-9.84	200	-1.64	0.3	-15	1	15	10
Freeway Higher Capacity Merge - Modified	-13.12	200	-3.28	-9.84	200	-1.64	0.3	-15	1	15	15
Freeway (free lane selection) - Interstate Mainline	-13.12	200	-3.28	-9.84	200	-1.64	0.6	-9.84	0	6.71	10
Freeway (free lane selection) - Interstate Merge	-13.12	200	-3.28	-9.84	200	-1.64	0.6	-9.84	1	15	10
Freeway (free lane selection) - Interstate Diverge	-13.12	200	-3.28	-9.84	200	-1.64	0.3	-15	1	15	10
Freeway (free lane selection) - Interstate Weave	-13.12	200	-3.28	-9.84	200	-1.64	0.3	-15	1	15	10
Freeway (free lane selection) - Interstate Merge/Diverge/Weave Inside Lane	-13.12	200	-3.28	-9.84	200	-1.64	0.3	-15	1	15	10

3.4.4 Arterial and Ramp Calibration Parameters

Arterial and ramp calibration parameters for the study included global driver behavior parameters related to car following and lane changing. To best replicate field observed driving behaviors, parameters were varied to allow cooperative lane changing with a maximum speed differential of 10 mph and maximum collision time of 10 seconds, while maximum deceleration for cooperative braking was adjusted to -15 feet per second squared (ft/s²). Arterial driver behavior parameters are outlined below in **Table 3.8**. The Wiedemann 74 car following model was used in these driver behaviors.

Table 3.8 Vissim Arterial Driver Behavior Parameters

Driver Behavior	Units	Vissim Default	Urban (motorized)
Car Following - W74			
Average Standstill Distance	ft	6.56	3.28
W74bxAdditive	-	2.0	1.0
W74bxMultiplicative	-	3.0	2.0
Car Following - Other			
Max Look Ahead Distance	ft	820	492
Observed Vehicles	-	4	4
Lane Change - 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
Lane Change - 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	-1.64
Lane Change - Other Parameters			
Waiting Time before Diffusion	s	60	150
Min Headway	ft	1.64	1.64
Safety Distance Factor	-	0.60	0.6
Max Deceleration for Cooperative Braking	ft/s ²	-9.84	-9.84
Advanced Merging	Boolean	Y	Y
Cooperative Lane Change	Boolean	N	N
Max Speed Difference	mph	6.71	6.71
Max Collision Time	s	10	10

3.4.5 Localized Calibration Parameters

Localized adjustments to network elements were required to best model congestion levels within the network. Lane change distances were modified to adjust lane utilization, travel times, speeds and congestion levels to best replicate existing field observations. Conflict areas were reviewed and established in conflict zones, particularly in cases of two-dimensional flattening of non-conflicting three-dimensional links. Priority rules were added as needed where the geometry is too complicated to be controlled by a conflict area.

Based on the calibration efforts, the following changes were made where the model deviated from default parameters:

- The eastbound approach at Channelside Drive and Florida Avenue was modified to 1,000 feet for the through/right and 3,000 feet for the left-turn to address issues with lane utilization at the edge of the model.
- At Florida Avenue and Brorein Street, the westbound approach was modified to 2,000 feet to address lane utilization at the fringe of the model and was modified to 3,000 feet in the northbound direction to help resolve lane utilization issues on this short segment.
- Lane change distance was modified to 3,000 feet on the eastbound approach to Morgan Street at Channelside Drive to address some lane change issues.
- Lane change distances for the Selmon Expressway ramps were set to 1,000 feet with the exception of the Platt Street on-ramp which was modified to 2,371 feet.

3.4.6 Volume Calibration Results

The Vissim model was calibrated to meet the existing year (2019) balanced field-measured volumes for the Selmon mainline and ramps as well as the study intersections in both the AM and PM peak periods. After model calibration, all simulated volumes for individual links and movements as well as the sum of all link and movement volumes met specified volume criteria and maintained a GEH statistical value equal to or less than 0.6. Volume calibration results for both the AM and PM peak periods are found in **Appendix E**.

3.4.7 Speed Calibration Results

The Vissim model was calibrated to meet the existing year (2019) field-measured speeds for study segments along the Selmon mainline and surface streets in both the AM and PM peak periods. After model calibration, all simulated segment speeds were within the specified ± 10 mph acceptable calibration criteria. Speed calibration results for both the AM and PM peak periods are found in **Appendix F**.

3.5 Existing Year (2019) Operational Analysis

3.5.1 Existing Year (2019) Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the existing year (2019). The results of the existing year (2019) freeway analysis for the AM and PM peak hours are shown in Table 3.9. Any observed failures are denoted with a red highlight and white text.

Table 3.9: Existing Year (2019) Freeway Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Density (pc/mi/ln)	LOS
AM Peak Hour							
Network End to Plant Ave	2	3,100	3,100	100%	55	28	D
Plant Ave On-Ramp to Florida Ave Off-Ramp	3	3,530	3,524	100%	56	23	C
Florida Ave Off-Ramp to Jefferson St On-Ramp	2	2,615	2,611	100%	55	24	C
Jefferson St On-Ramp to Network End	3	2,790	2,783	100%	55	22	C
PM Peak Hour							
Network End to Plant Ave	2	3,310	3,309	100%	55	30	D
Plant Ave On-Ramp to Florida Ave Off-Ramp	3	3,950	3,939	100%	55	34	D
Florida Ave Off-Ramp to Jefferson St On-Ramp	2	3,524	3,507	100%	54	33	D
Jefferson St On-Ramp to Network End	3	4,218	4,196	99%	54	29	D

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

3.5.2 Existing Year (2019) Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the existing year (2019). The results of the existing year (2019) intersection analysis for the AM and PM peak hours are shown in Table 3.10. Any observed failures are denoted with a red highlight and white text.

Table 3.10: Existing Year (2019) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	Demand Volume	AM Peak Hour				PM Peak Hour				
						Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
1	Whiting St and Jefferson St	EB	T/R/L	500	176	176	19.8	B	150	423	420	11.9	B	125
			Approach		176	176	19.8	B	-	423	420	11.9	B	-
		WB	T/R/L	450	171	170	24.9	C	200	106	106	19.8	B	125
			Approach		171	170	24.9	C	-	106	106	19.8	B	-
		NB	T/R/L	600	284	286	6.3	A	150	248	250	5.8	A	125
			Approach		284	286	6.3	A	-	248	250	5.8	A	-
		SB	T/R/L	500	172	175	4.7	A	75	187	190	5.9	A	75
			Approach		172	175	4.7	A	-	187	190	5.9	A	-
Overall Intersection					803	807	12.8	B	-	964	966	10.0	B	-
4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	76	78	41.2	D	150	66	64	55.1	E	125
			Approach		76	78	41.2	D	-	66	64	55.1	E	-
		NB	Through/Right	650	221	222	3.9	A	100	537	541	4.7	A	125
			Approach		221	222	3.9	A	-	537	541	4.7	A	-
		SB	Left	200	27	28	62.7	E	50	45	44	64.0	E	100
			Through	200	1,205	1,204	2.5	A	125	287	287	2.0	A	50
			Approach		1,232	1,232	3.9	A	-	332	331	10.2	B	-
		Overall Intersection					1,529	1,532	5.8	A	-	935	936	10.1

3.5.3 Existing Year (2019) Operational Analysis Summary

Based on the existing year (2022) analysis, the Selmon Expressway within the study area experiences very little congestion with the segments all operating at LOS “D” or better and all study intersections operating at LOS “B” or better. Any individual movements that may report as failing are due to the cycle length and split distribution of the existing signal timing. However, all demand at these movements are fully serviced and do not impact corridor operations.

3.6 Historical Crash Data

Crash data from January 2014 to December 2018 were extracted from FDOT’s Crash Analysis Reporting System (CARS), and Florida’s Signal Four Analytics (S4A) within the influence area for this study. Long form crash reports were reviewed for trends. Additionally, the most recent available crash data from January 2019 to December 2022 were reviewed but no changes in trends were present. During the study period, there were 18 crashes documented within the influence area. The overall crash frequency was 3.6 crashes per year; 11 crashes occurred at the study intersections and seven within the study segments. The most common crash types were attributed to seven rear end crashes (38.9 %), four angle crashes (22.2 %), and three left turn crashes (16.67 %). Under dark lighting conditions, 11 crashes occurred (61.1%), which is significantly higher than the statewide average of 35 percent. Under wet roadway conditions, one crash occurred (5.6 %). Of the 18 crashes, there were no fatal or severe crashes, two minor injuries (11.1 %), six possible injuries (33.3 %), and the remaining ten crashes were property damage only (55.6 %). There were no crashes which involved bicycles or pedestrians during the periods reviewed for this study. A more detailed assessment of the historical crash data is provided in the *Safety Analysis Technical Memorandum* in Appendix G.

3.7 Multimodal Accommodations

3.7.1 Pedestrians and Bicyclists

Pedestrian and bicycle count data for the study intersections within the Downtown Tampa study area was recorded concurrently with the turning movement count data. Currently, marked crosswalks are provided at all the signalized intersections within the study area, and midblock crosswalks are provided on Whiting Street and Washington Street underneath the Selmon Expressway overpasses. Sidewalks are provided along each while bicycle lanes are provided along Jackson Street from Jefferson Street to Nebraska Avenue. Additionally, the Meridian Avenue Greenway mixed-use path runs along Meridian Avenue from Channelside Drive to Kennedy Boulevard, connecting to the Selmon Greenway mixed-use path at Kennedy Boulevard that runs along Kennedy Boulevard from Meridian Avenue to the Selmon Expressway where it turns and runs under the Selmon Expressway terminating west of the study area at the Hillsborough River.

3.7.2 Public Transit

The Hillsborough Area Regional Transit Authority (HART) and Pinellas Suncoast Transit Authority (PSTA) provide bus services throughout much of Downtown Tampa. The following bus routes are provided within the study area:

Local Routes (HART)

- The TECO Line Streetcar System provides connection from Downtown Tampa to Ybor City via Old Water Street and Channelside Drive.
- Route 1 provides connection from Downtown Tampa to the University Area via Florida Avenue and Whiting Street.
- Route 8 provides connection from Downtown Tampa to Brandon Mall via Jackson Street, Kennedy Boulevard, Channelside Drive, and Meridian Avenue.
- Route 9 provides connection from Downtown Tampa to the University Area via Channelside Drive, Kennedy Boulevard, Meridian Avenue, Cumberland Avenue, Jefferson Street, and Whiting Street.
- Route 19 provides connection from Downtown Tampa/Tampa General Hospital to Britton Plaza via Channelside Drive and Florida Avenue.
- Route 30 provides connection from Downtown Tampa to Tampa International Airport via Florida Avenue and Whiting Street.
- Route 400 (MetroRapid) provides connection from Downtown Tampa to the University Area via Jackson Street, Kennedy Boulevard, and Nebraska Avenue.

Limited Express Routes (HART)

- Route 24LX provides connection from Downtown Tampa to Fish Hawk via the Selmon Expressway, Florida Avenue, Jackson Street, Nebraska Avenue, and Kennedy Boulevard.
- Route 25LX provides connection from Downtown Tampa to South Tampa and to Bloomingdale via the Selmon Expressway, Florida Avenue, Jackson Street, Nebraska Avenue, and Kennedy Boulevard.
- Route 360LX provides connection from South Tampa to Downtown Tampa and to Brandon via the Selmon Expressway, Florida Avenue, Jackson Street, Nebraska Avenue, and Kennedy Boulevard.

Express Routes (PSTA)

- Route 100X provides connection from Downtown St. Petersburg to Downtown Tampa via the Selmon Expressway, Florida Avenue, Whiting Street, Morgan Street, and Brorein Street.
- Route 300X provides connection from Largo to Downtown Tampa via Pierce Street, and Whiting Street.
- The City of Tampa recently completed the *InVision: Tampa Streetcar PD&E Study* in April 2020 and is currently seeking funding from the Federal Transit Administration (FTA), with a request submitted in August 2020. The project will expand and modernize the Tampa Streetcar system with connections in Downtown Tampa, the Channelside District, and the Ybor City historic district. A portion of this project will travel along Florida Avenue from Brorein Street to north of Whiting Street, which lies within the study area.

4.0 Development of Future Traffic

4.1 Travel Demand Modeling

The travel demand model used for forecasting in the study is a modified version of the TBRPM v8.2 created for THEA with a base year of 2015, interim year of 2030, and a horizon year of 2040. This model was validated and provided by THEA for this analysis.

4.2 Methodology for Development of Forecasted Demand

Traffic volumes were developed for both the No-Build and Build alternative scenarios using the same inputs (productions and attractions from the external zones) for the design year (2046). The No-Build Alternative includes roadway improvements which have been committed as part of the on-going Downtown Tampa redevelopment of Water Street Tampa, which includes:

- Cumberland Avenue is extended from Meridian Avenue to Morgan Street.
- Channelside Drive is converted to a two-way roadway from Morgan Street to Meridian Avenue.
- Roadway network supporting Water Street Tampa development, without connection to Whiting Street are included and can be found in **Appendix H**.
- Water Street, Nebraska Avenue and Jefferson Street from Channelside Drive to Cumberland Avenue are extended and converted from one-way to two-way directional roadways.
- The Selmon Expressway Direct Connection, connecting the general-purpose lanes and reversible lanes, is constructed and operational.
- The *Selmon South PD&E Study* recommended ultimate widening (Alternative 2) is used for this analysis. This scenario was chosen to ensure the Selmon Expressway could process all the mainline demand and ensure the maximum amount of demand could reach the ramp terminals within the system. The *Selmon South PD&E* Alternative 2 design concept within the study area can be found in **Appendix I**.

No-Build Alternative intersection lane geometries at study intersections can be found in **Figure 4.1**.

The Build Alternative scenario includes all of the improvements included in under the No-Build Alternative and the additional proposed roadway improvements proposed by this study which include:

- The relocation of Ramp 6B from Channelside Drive to Whiting Street.
- The extension of Whiting Street from Brush Street to Meridian Avenue with two eastbound lanes and one westbound lane.

Build Alternative intersection lane geometries at study intersections can be found in **Figure 4.2**. The Build Alternative design concept can be found in **Appendix J**.

AADTs were developed through the forecasting process, identified in **Table 4.1** and were used in conjunction with the design traffic factors to develop design year (2046) network inputs at each of the external zones. The design year (2046) volumes and the existing year (2019) OD matrix were used to develop the design year (2046) OD matrix.

Table 4.1: Forecasting Methods

Method	Context	Description
1	Zone links exist within the TBRPM	Use TBRPM outputs to define growth rate using National Cooperative Highway Research Program (NCHRP) methodologies
2	Zone link for a surface street does not exist within the TBRPM	Use a weighted average growth rate of surface streets from method 1
3	Zone corresponds to planned SPP development	No growth rate, trip generation for these developments found in the Comprehensive Downtown Channelside Traffic Study Technical Memorandum was used for forecasts directly
4	Zone does not correspond to a roadway and is based on internal trip generation	The study area is in an urban core and well-built out. The major developments were from SPP and all other zones in the study area were grown using Bureau of Economic and Business Research low population forecasts

Water Street Tampa development trips found in the THEA *Comprehensive Downtown Channelside Traffic Study Technical Memorandum* are not included in the TBRPM v8.2 model. These development trips were added on top of these developed design year (2046) volumes. The Water Street Tampa trips OD matrix was developed by distributing the trips generated in the THEA *Comprehensive Downtown Channelside Traffic Study Technical Memorandum* using distribution patterns found in the TBRPM. The traffic study field count data for THEA *Comprehensive Downtown Channelside Traffic Study* can be found in **Appendix K**.

Following the development of the design year (2046) OD matrix, trips along the Selmon Expressway were reviewed and adjustments were made as necessary to better match the traffic patterns from the horizon year TBRPM and past studies. The volumes on the western edge of the study area on the Selmon Expressway were compared with the *South Selmon PD&E Study* to ensure consistency. Opening year (2026) and interim year (2036) peak hour volumes were subsequently derived by interpolating between the existing year (2019) and design year (2046) peak hour volumes at the network periphery. The OD matrices were then again assigned utilizing the calibrated PTV Visum 2023 (Visum) network to produce the link-level traffic volumes and AADTs.

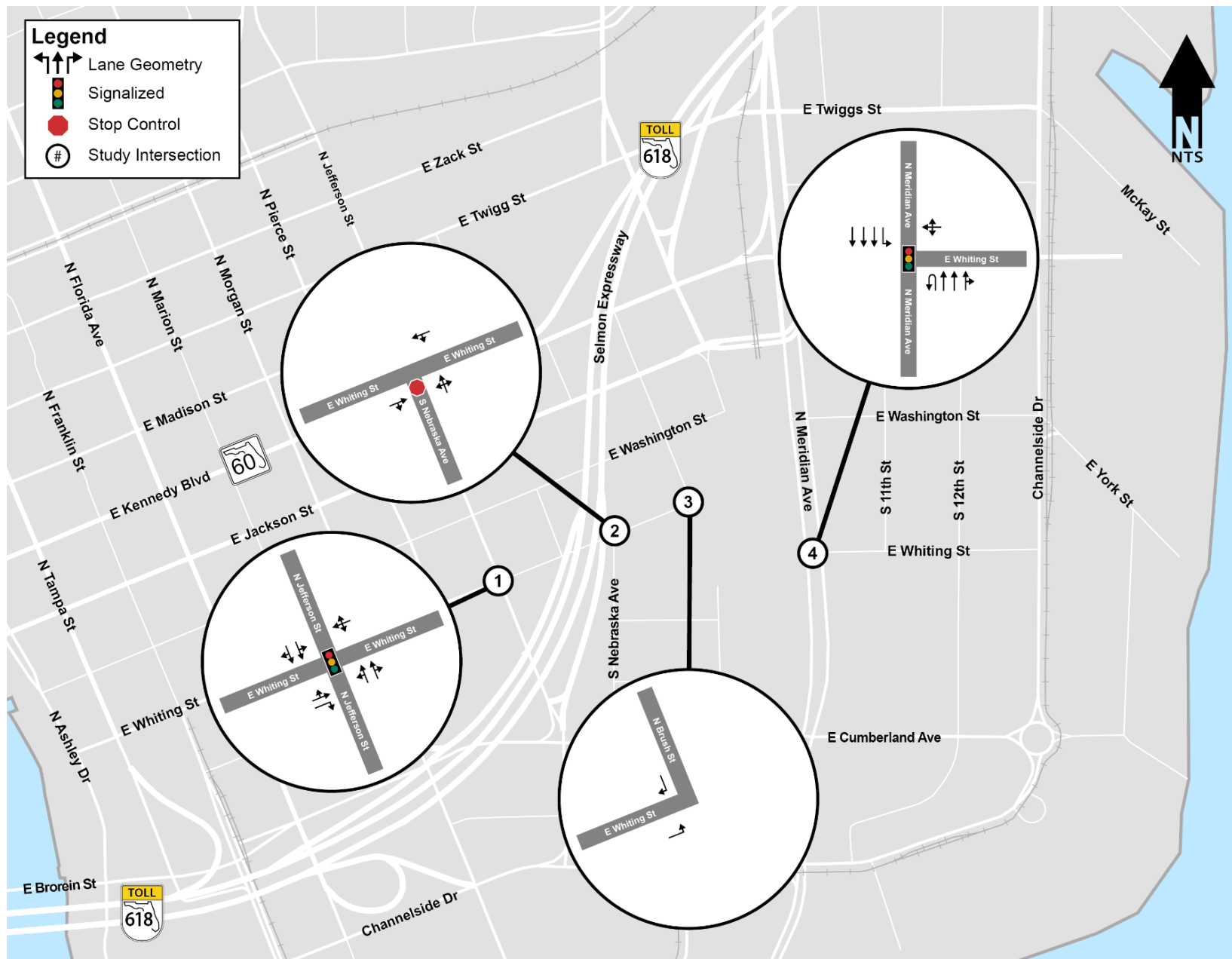


Figure 4.1: No-Build Alternative Geometry

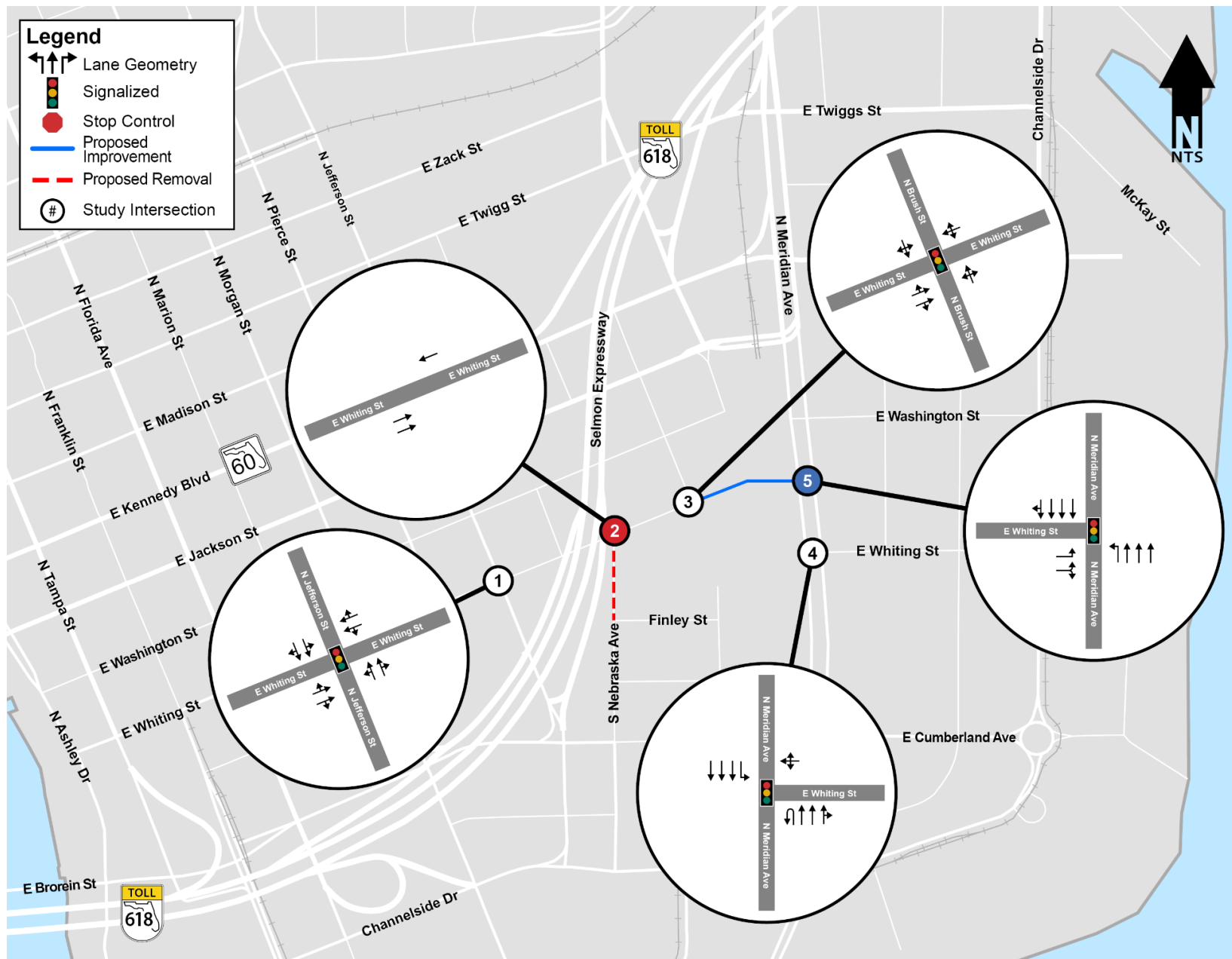


Figure 4.2: Proposed Build Alternative Geometry

4.3 Annual Average Daily Traffic Forecast

No-Build Alternative design year (2046) AADTs were developed using a combination of the forecasting provided by the TBRPM v8.2 and forecast adjustments to account for network changes not present within TBRPM v8.2. Due to absence within the TBRPM v8.2, network demand corresponding to the Water Street development, found in the *THEA Comprehensive Downtown Channelside Traffic Study Technical Memorandum*, was added to background demand and was distributed using distribution patterns found in the TBRPM v8.2. Weighted average annual growth rates for the study area streets from the TBRPM v8.2 model are provided in Table 4.2. Volumes on the Selmon Expressway, from the South Selmon PD&E Study, were compared to the developed volumes on the Selmon Expressway entering the study area and matched to ensure consistency with the study. Table 4.3 provides this volume for comparison. A weighted average of the developed forecasted volumes and associated annual growth rates after balancing the volumes both with and without the SPP developments are provided in Table 4.4.

When comparing the forecasted design year (2046) TBRPM v8.2 AADTs against the No-Build Alternative, the impacts of the inclusion of the Water Street development can be noted in the change in growth rates on surface streets between the TBRPM v8.2 weighted annual growth rate (AGR) of 2.3% the balanced No-Build Alternative weighted AGR of 1.9% and the No-Build Alternative plus SPP development weighted AGR of 3.8%. The No-Build Alternative weighted AGR of 1.9% is in between the 'Medium' (1.37%) and 'High (2.31%)' Hillsborough County population forecast developed by the University of Florida Bureau of Economics and Business Research (BEBR). AADT graphics for the No-Build and Build alternatives for opening year (2026), interim year (2036), and design year (2046) can be found in Figure 4.3 to Figure 4.8, respectively.

Table 4.2: TBRPMv8.2 Weighted Average Annual Growth Rates

Location	2015 AADT	2040 AADT	AGR
TBRPM Surface Streets	180,000	283,500	2.3%
Selmon, east of Study Area	82,000	141,700	2.9%
Selmon, west of Study Area	60,700	105,900	3.0%

Table 4.3: South Selmon PD&E Volumes for Comparison

Location	Period	South Selmon PD&E		Whiting Street PD&E	
		2019	2046	2019	2046
From Willow Avenue On-Ramp to Plant Avenue On-Ramp	AM	3,100	7,455	3,100	7,455
	PM	3,310	5,350	3,310	5,350
Plant Avenue On-Ramp	AM	430	1,375	430	1,375
	PM	640	940	640	940

Table 4.4: Forecasted Weighted Average Annual Growth Rates

Location	2015 AADT	2040 AADT	AGR
TBRPM Surface Streets			
Background Traffic	138,300	203,400	1.9%
SPP Development	-	67,000	-
Total	138,300	270,400	3.8%
Selmon, East of Study Area			
Background Traffic	53,500	108,500	4.1%
SPP Development	-	5,100	-
Total	53,500	109,500	4.2%
Selmon, West of Study Area			
Background Traffic	43,900	96,000	4.7%
SPP Development	-	2,100	-
Total	43,900	98,100	4.9%

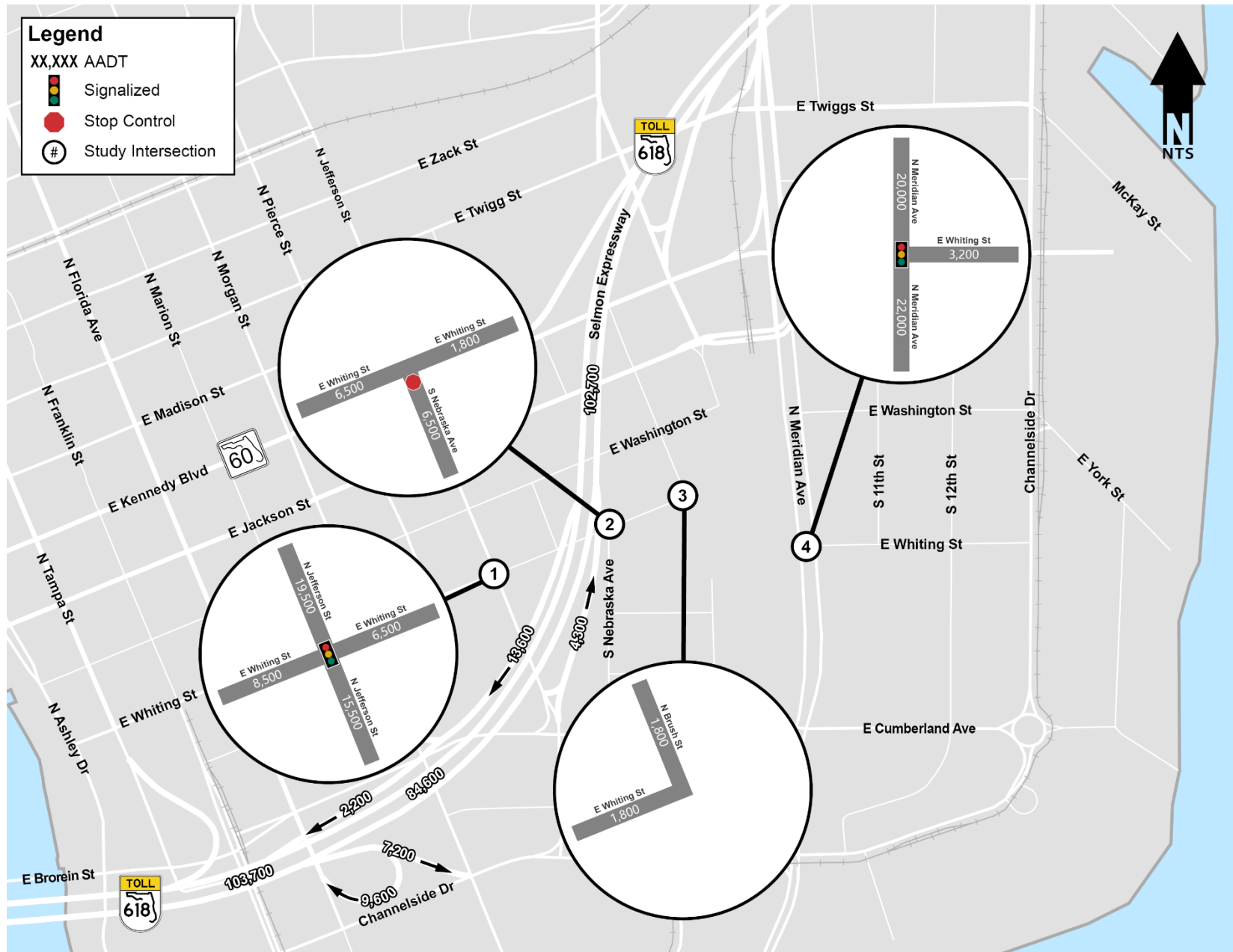


Figure 4.3: Opening Year (2026) No-Build Alternative AADTs

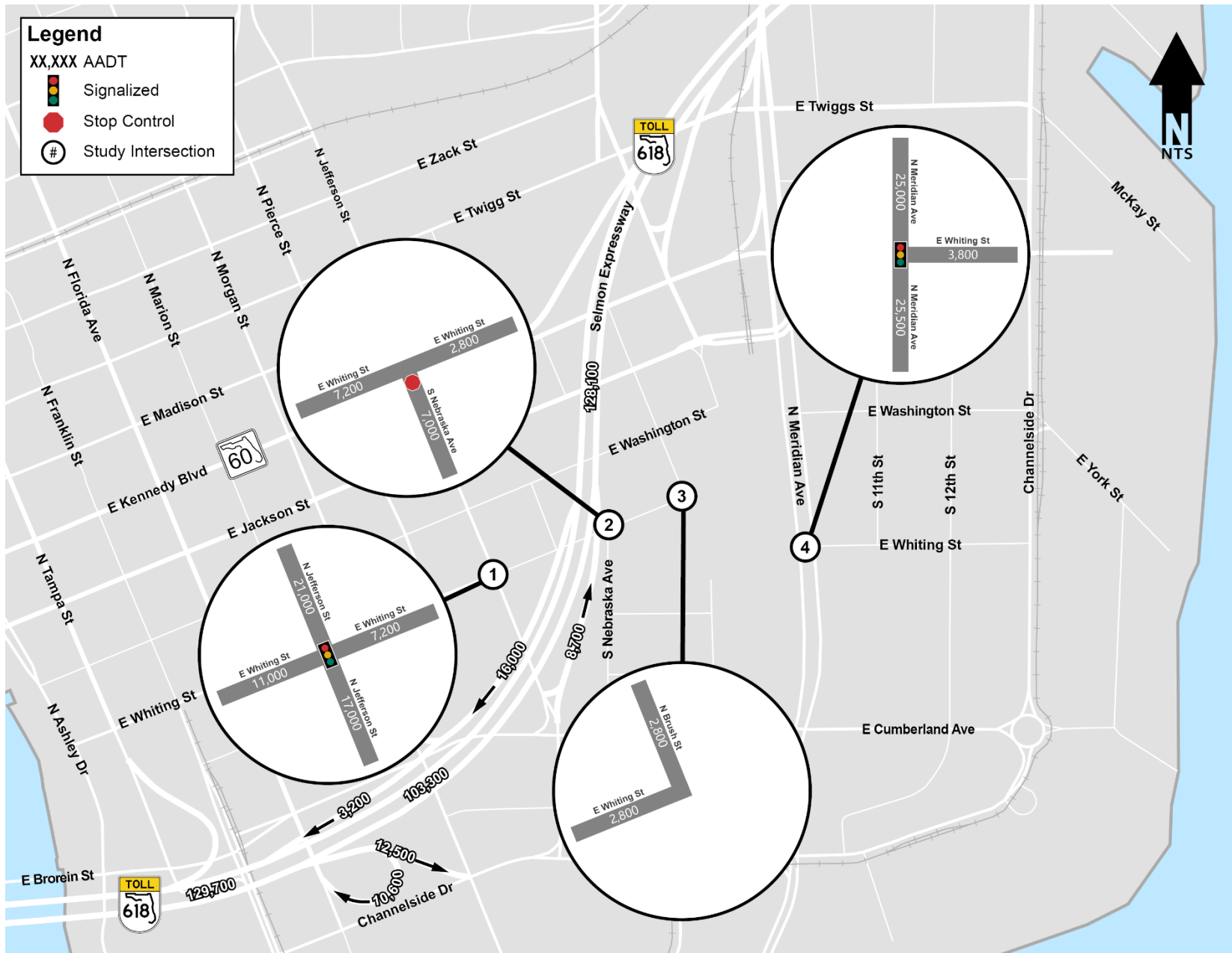


Figure 4.4: Interim Year (2036) No-Build Alternative AADTs

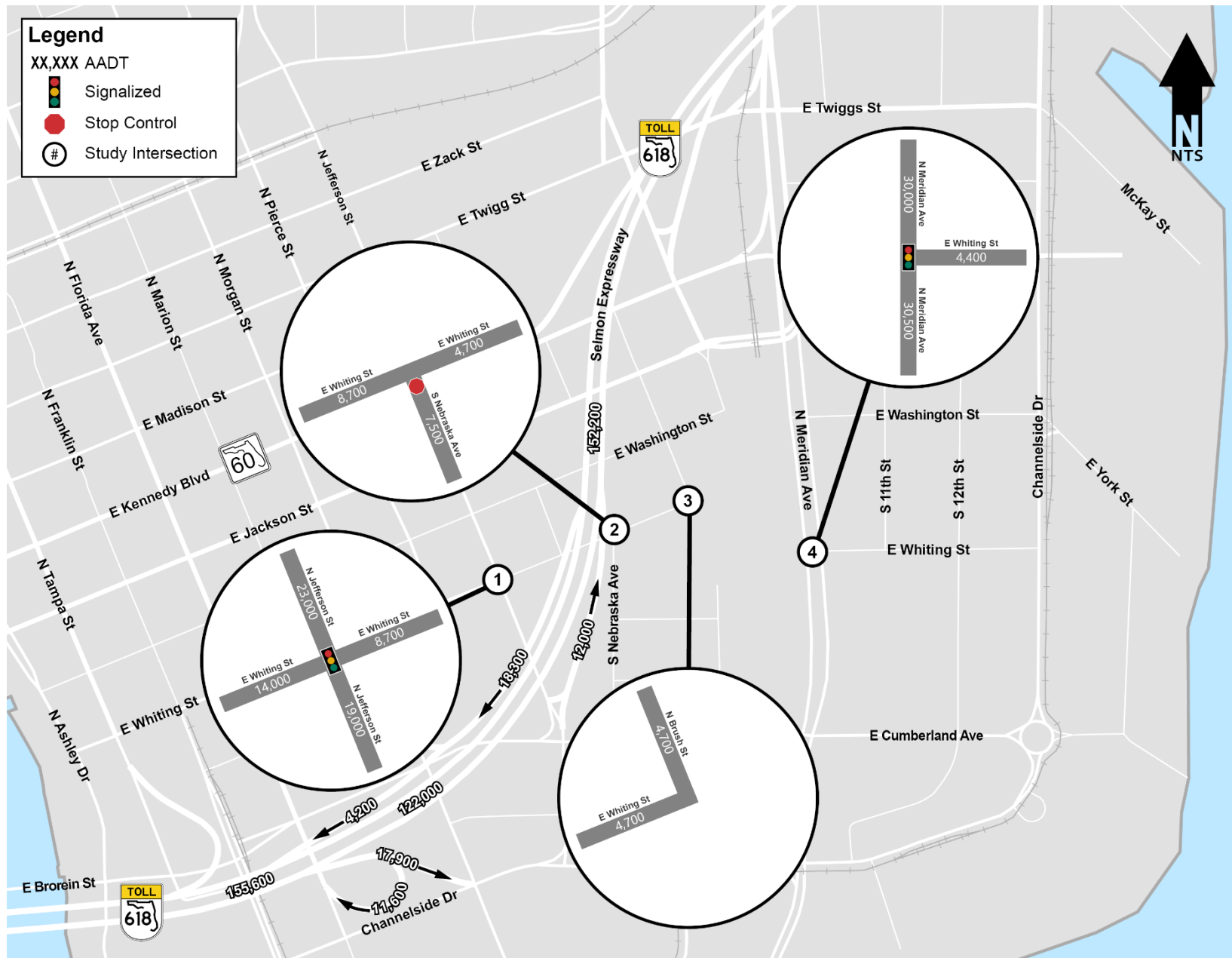


Figure 4.5: Design Year (2046) No-Build Alternative AADTs

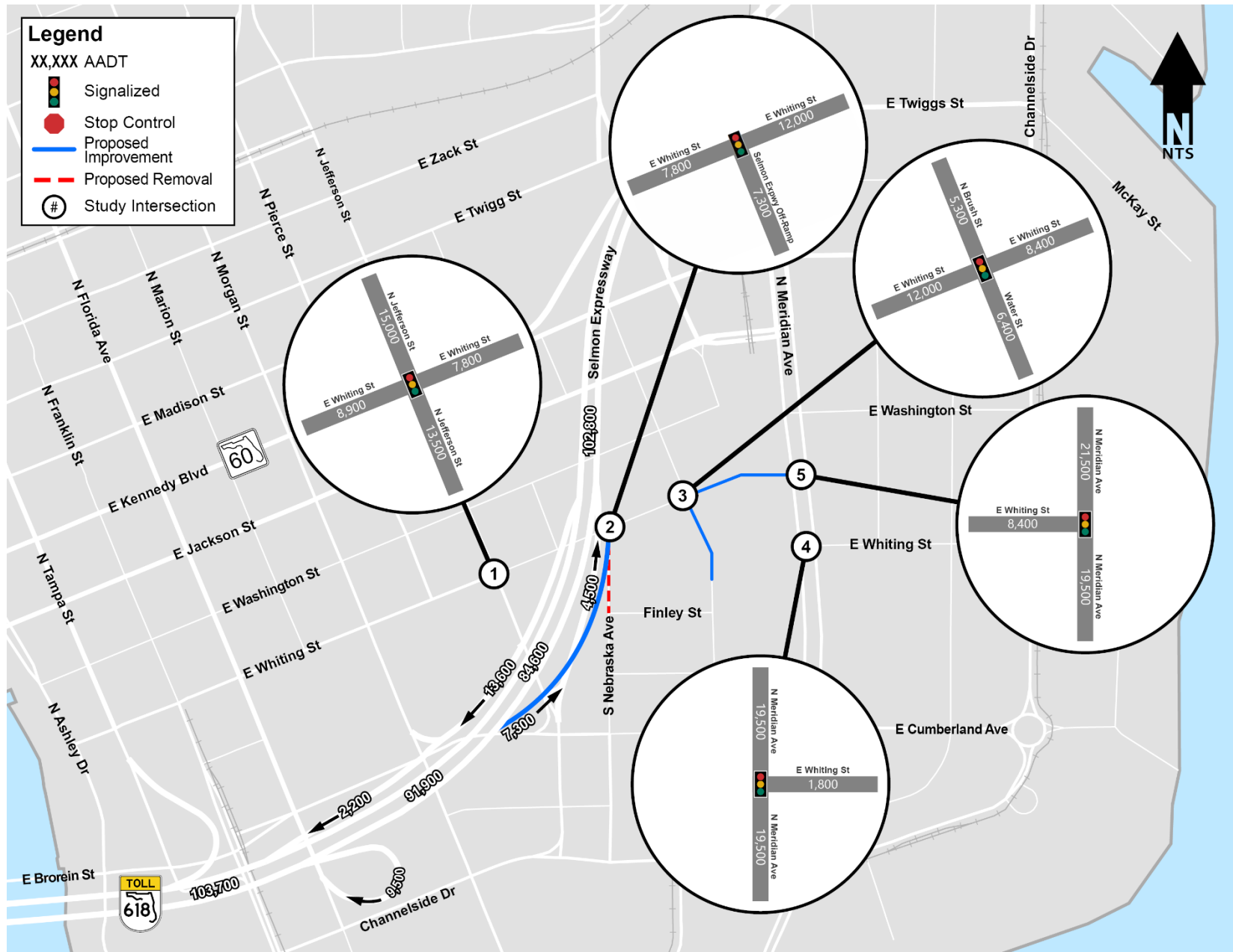


Figure 4.6: Opening Year (2026) Build Alternative AADTs

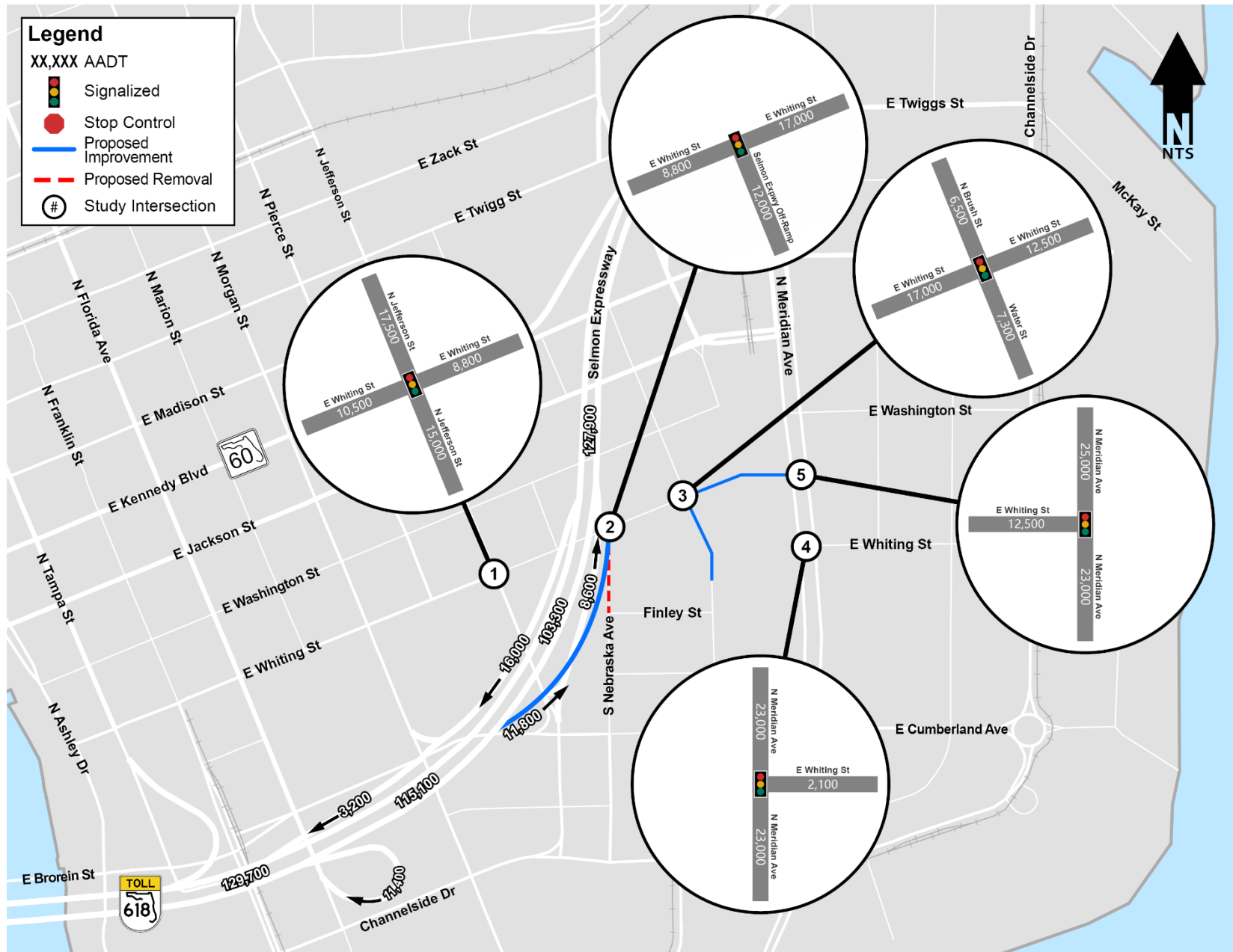


Figure 4.7: Interim Year (2036) Build Alternative AADTs

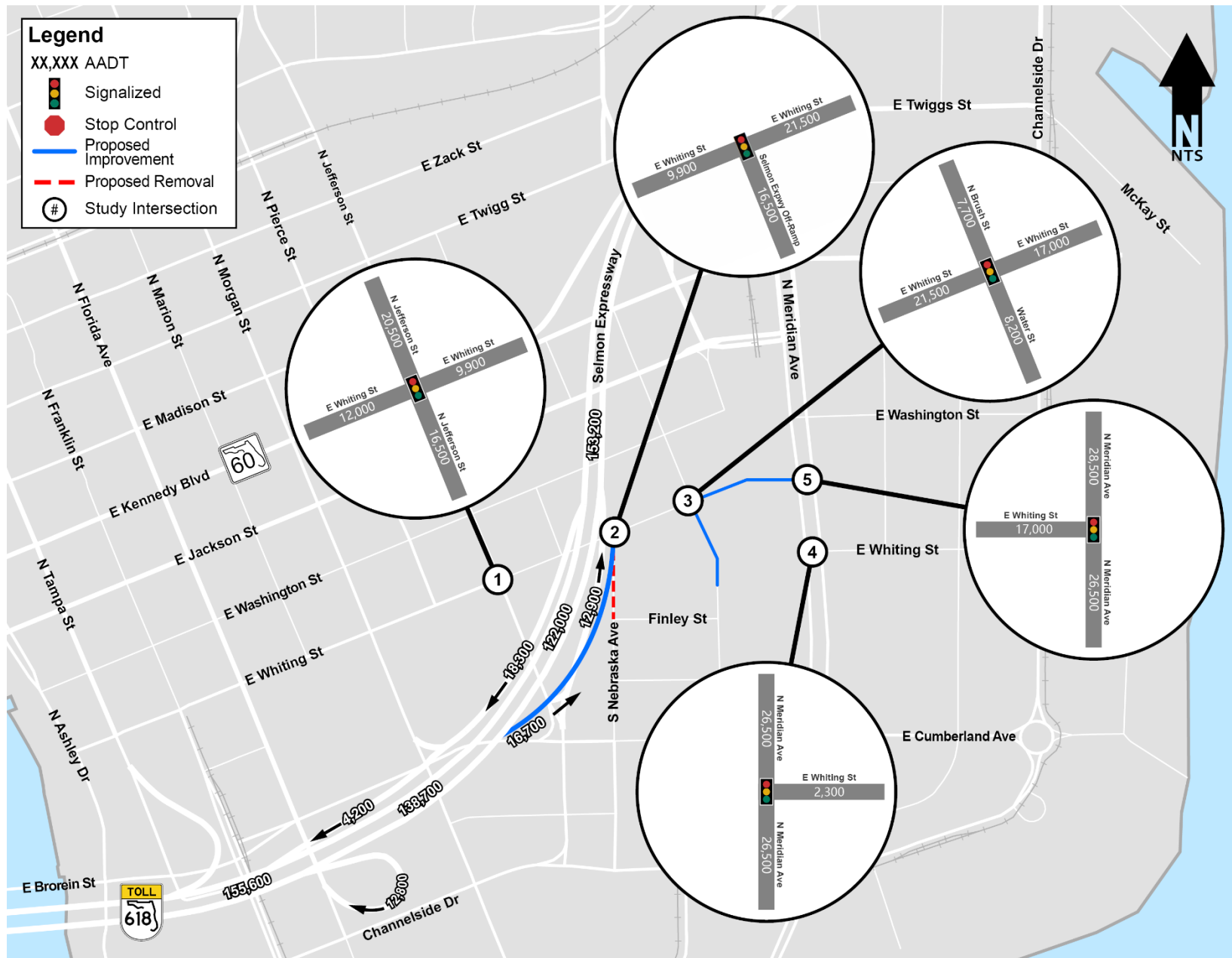


Figure 4.8: Design Year (2046) Build Alternative AADTs

4.4 Turning Movement Volume Forecast

The design year (2046) AM and PM turning movement volumes were developed by first applying traffic factors to the forecast year AADTs. The calculated demand was then assigned to the network via a Visum mesoscopic model which encompasses a large portion of downtown Tampa bounded by Florida Avenue to the west, Kennedy Boulevard to the north, Channelside Drive to the south, and Meridian Avenue to the east. The demand was held constant between the No-Build and Build alternatives. This means that changes in movement volumes, up or down, were the result of re-assignment within the network and not increased or decreased demand. Furthermore, the initial OD matrix developed for this mesoscopic modeling step had positive growth in all OD pairs, meaning that growth always increased between the base year (2019) and design year (2046).

A manual effort was conducted to shift vehicles between certain OD pairs onto the Selmon Expressway to account for a future direct connection that was not included in the current modeling efforts. This provided a more realistic account of design year (2046) volumes as opposed to over-design for volumes on surface streets that will likely not exist. These manual shifts were carried out between the Selmon Expressway west of the study area, the Selmon Expressway east of the study area, Channelside Drive west of Florida Avenue, Channelside Drive north of Kennedy Boulevard, Brorein Street west of Florida Avenue, and Meridian Avenue north of Kennedy Boulevard. To ensure that there was always positive growth in the system, these movements were grouped together according to direction of travel and analyzed to verify that there was always positive growth. The opening year (2026) and interim year (2036) demands were created via interpolation of input AADTs between the existing year (2019) and design year (2046).

The resulting assignment for each of the analysis years was checked for reasonableness. This effort was conducted with an understanding that traffic would shift due to differences between the No-Build and Build alternatives' networks, but the total demand within the system would remain the same. Peak hour volume graphics for the No-Build and Build alternatives for opening year (2026), interim year (2036), and design year (2046) can be found in [Figure 4.9](#) to [Figure 4.14](#).

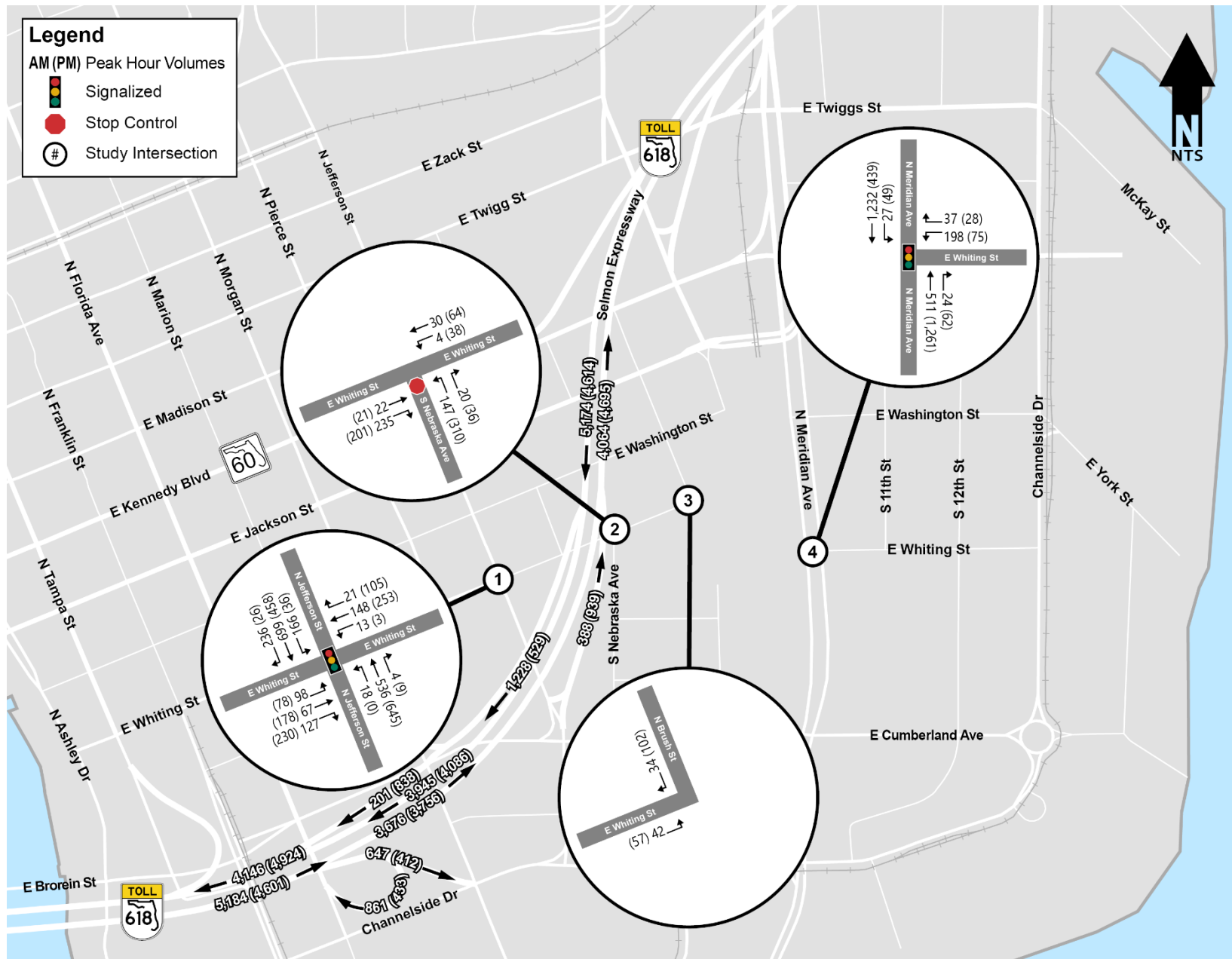


Figure 4.9: Opening Year (2026) No-Build Alternative Turning Movement Volumes

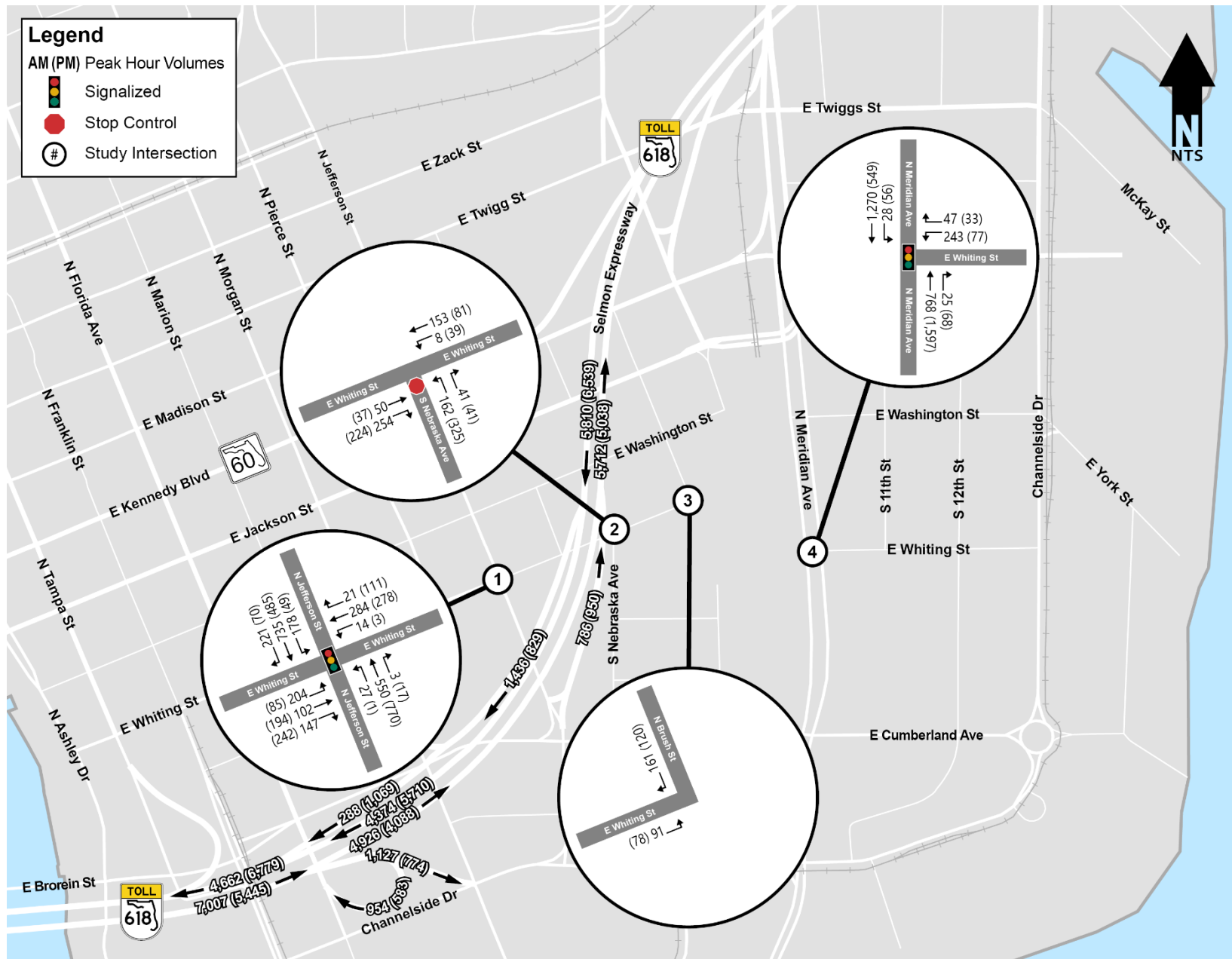


Figure 4.10: Interim Year (2036) No-Build Alternative Turning Movement Volumes

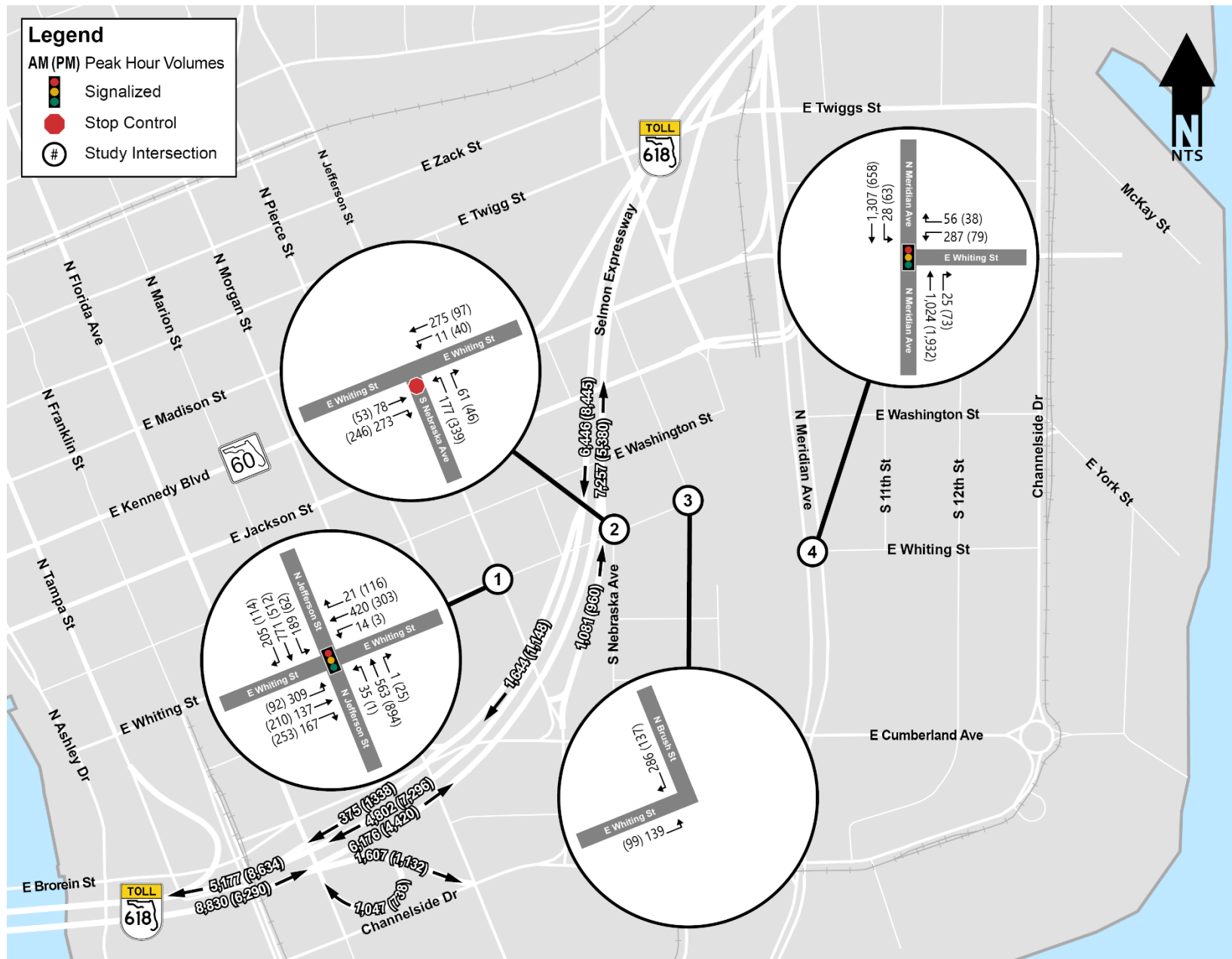


Figure 4.11: Design Year (2046) No-Build Alternative Turning Movement Volumes

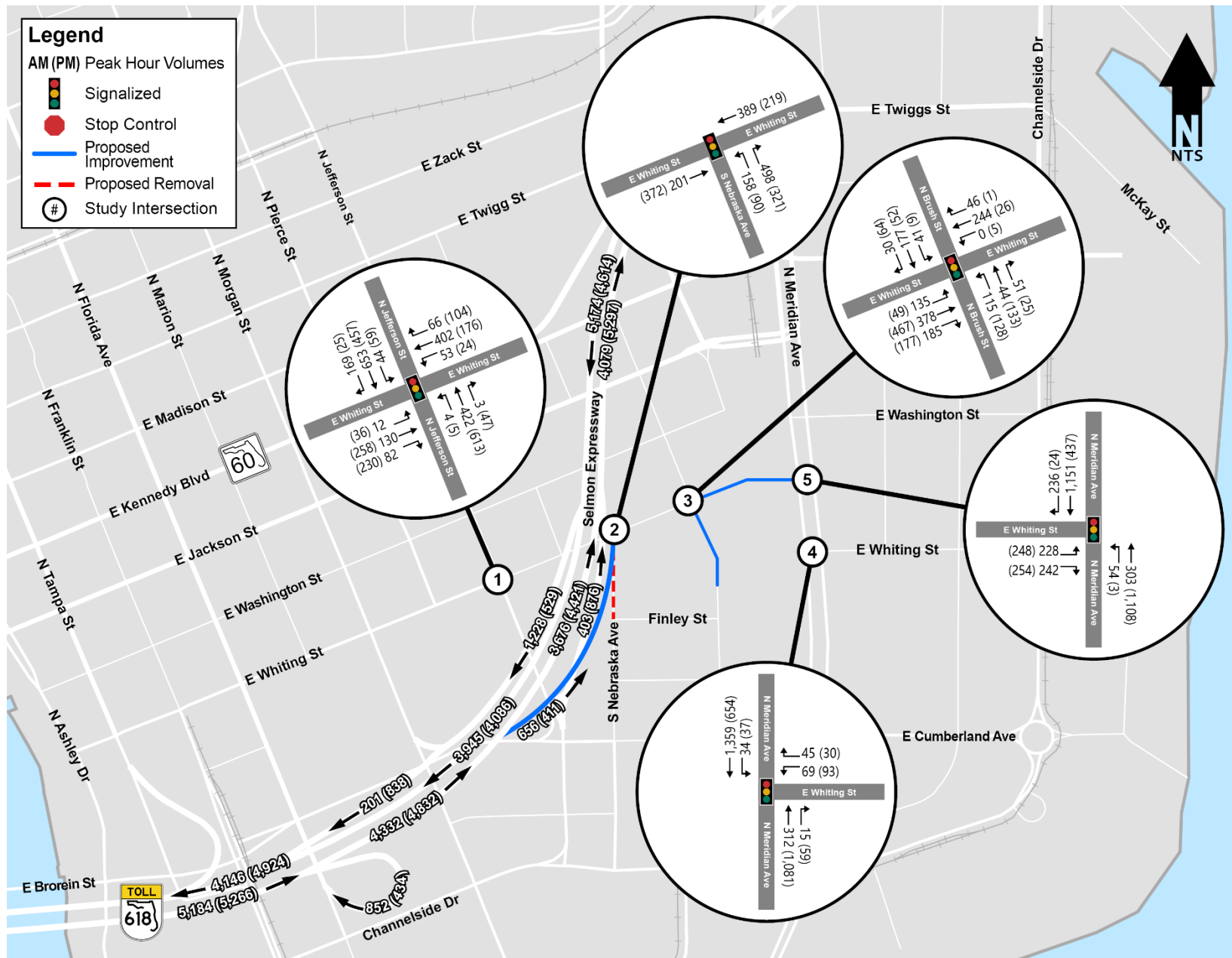


Figure 4.12: Opening Year (2026) Build Alternative Turning Movement Volumes

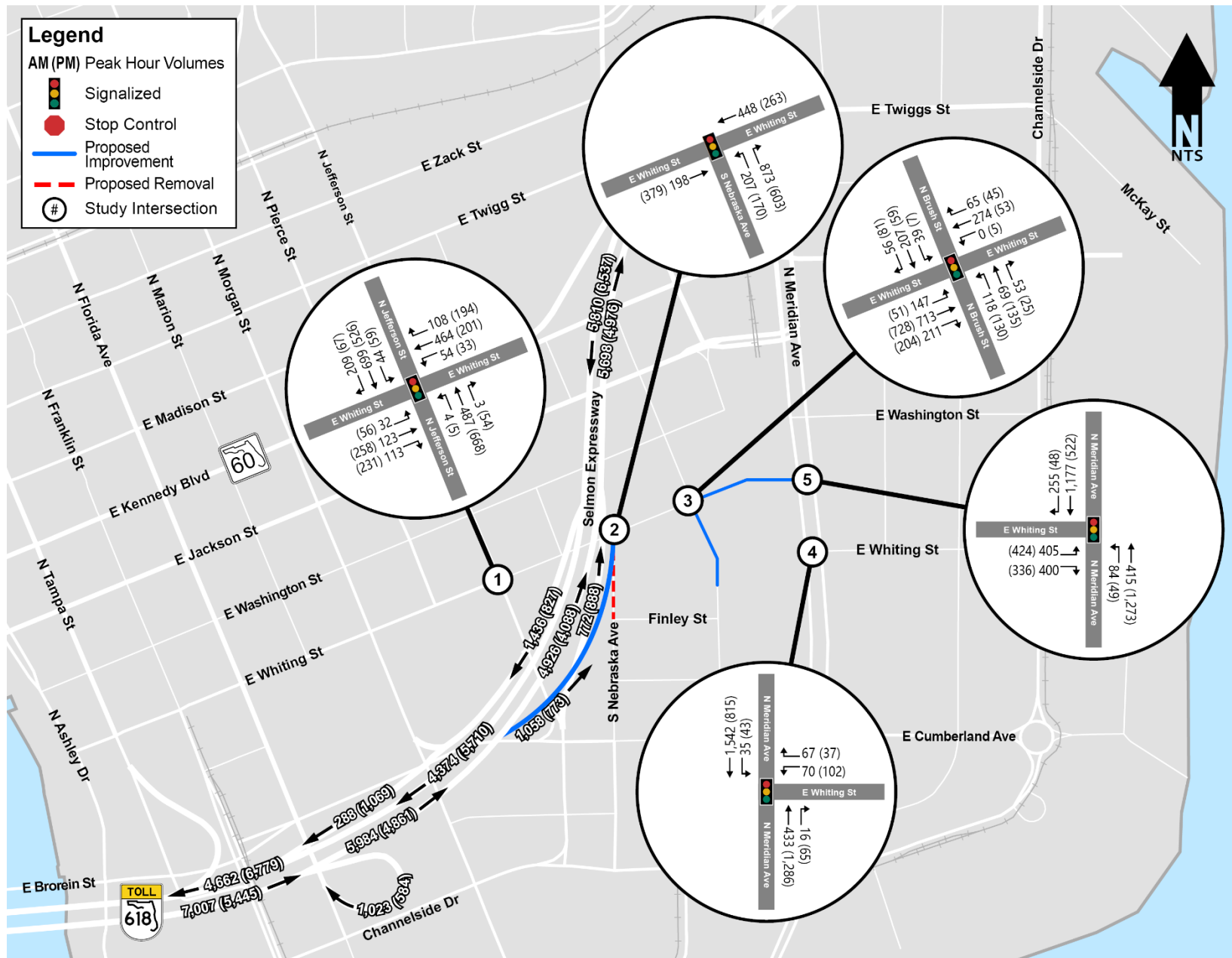


Figure 4.13: Interim Year (2036) Build Alternative Turning Movement Volumes

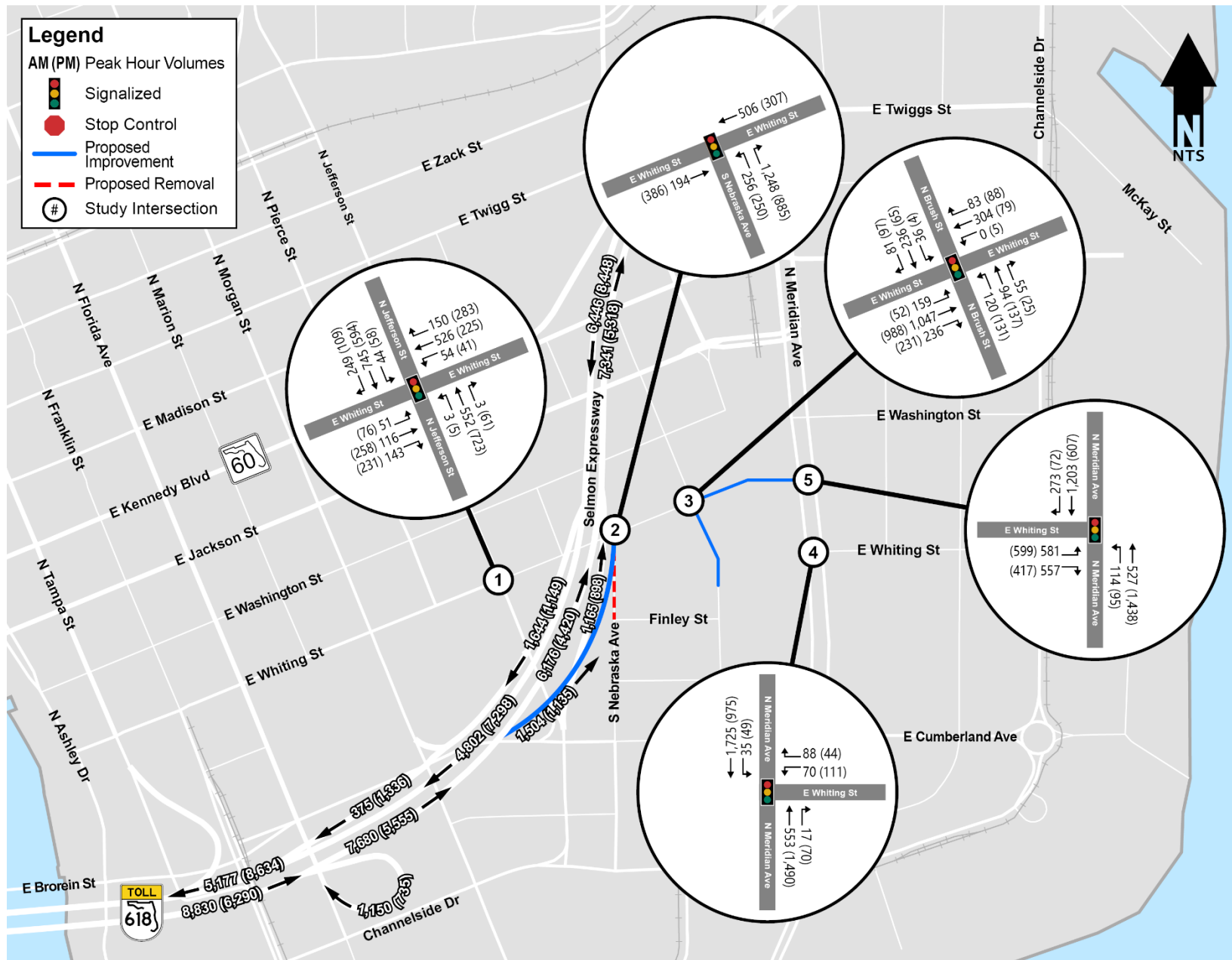


Figure 4.14: Design Year (2046) Build Alternative Turning Movement Volumes

5.0 No-Build Alternative Analysis

To evaluate the operational characteristics of the No-Build Alternative an analysis using Vissim was conducted for the opening year (2026), interim year (2036), and design year (2046). Analysis for the No-Build Alternative consisted of freeway segment analysis, intersection analysis, queue analysis, and overall congestion through the system. Vissim was used for the operational analysis and HCM methodologies were utilized to estimate the LOS for the Selmon Expressway analysis.

5.1 No-Build Alternative Description

Under the No-Build Alternative, the existing year (2019) lane geometry and traffic control is maintained throughout the study area. In line with the Water Street Tampa development, the following improvements are included as part of the No-Build Alternative analysis and will impact network demand:

- Cumberland Avenue is extended from Meridian Avenue to Morgan Street.
- Channelside Drive is converted to a two-way roadway from Morgan Street to Meridian Avenue.
- Roadway network supporting Water Street Tampa development, without connection to Whiting Street are included and can be found in Appendix H.
- Water Street, Nebraska Avenue and Jefferson Street from Channelside Drive to Cumberland Avenue are extended and converted from one-way to two-way directional roadways.
- The Selmon Expressway Direct Connection, connecting the general-purpose lanes and reversible lanes, is constructed and operational.
- The *Selmon South PD&E* recommended ultimate widening (Alternative 2) is used for this analysis. This scenario was chosen to ensure the Selmon Expressway could process all the mainline demand to ensure the maximum amount of demand could reach the ramp terminals within the system. The *Selmon South PD&E* Alternative 2 design concept within the study area can be found in Appendix I.

5.2 Opening Year (2026) No-Build Alternative Operational Analysis

5.2.1 Opening Year (2026) No-Build Alternative Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the opening year (2026). The results of the opening year (2026) freeway analysis for the AM and PM peak hours are shown in Table 5.1. Any observed failures are denoted with a red highlight and white text.

Table 5.1: No-Build Alternative Opening Year (2026) Freeway Segment Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Estimated Density (pc/mi/ln)	Estimated LOS
AM Peak Hour							
Network End to Plant Ave	4	4,509	4,509	100%	56	21	C
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	5,184	5,177	100%	56	21	C
Florida Ave Off-Ramp to Jefferson St On-Ramp	3	3,676	3,670	100%	56	22	C
Jefferson St On-Ramp to Network End	3	4,064	4,012	99%	56	21	C
PM Peak Hour							
Network End to Plant Ave	4	3,883	3,881	100%	57	17	B
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	4,601	4,589	100%	56	19	C
Florida Ave Off-Ramp to Jefferson St On-Ramp	3	3,756	3,740	99%	55	23	C
Jefferson St On-Ramp to Network End	3	4,695	4,669	99%	56	21	C

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

5.2.2 Opening Year (2026) No-Build Alternative Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the opening year (2026) under the No-Build Alternative. The results of the opening year (2026) No-Build Alternative intersection analysis for the AM and PM peak hours are shown in Table 5.2. Any observed failures are denoted with a red highlight and white text.

5.2.3 Opening Year (2026) No-Build Alternative Operational Analysis Summary

Based on the opening year (2026) No-Build Alternative analysis, the Selmon Expressway within the study area experienced very little congestion with the mainline segments all operating at LOS “D” or better and all study intersections operating at LOS “B” or better. Any individual movements that failed were due to the cycle length and split distribution of the existing signal timing. All demand at these movements was fully serviced and did not impact corridor operations.

Table 5.2: No-Build Alternative Opening Year (2026) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	AM Peak Hour					PM Peak Hour						
					Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)		
1	Whiting St and Jefferson St	EB	T/R/L	500	292	248	20.7	C	175	486	484	18.2	B	250		
			Approach		292	248	20.7	C	-	486	484	18.2	B	-		
		WB	T/R/L	450	182	182	22.1	C	175	361	359	19.6	B	250		
			Approach		182	182	22.1	C	-	361	359	19.6	B	-		
		NB	T/R/L	600	558	561	8.2	A	175	654	653	9.7	A	225		
			Approach		558	561	8.2	A	-	654	653	9.7	A	-		
		SB	T/R/L	500	1,101	1,106	11.4	B	275	520	522	10.1	B	150		
			Approach		1,101	1,106	11.4	B	-	520	522	10.1	B	-		
		Overall Intersection					2,133	2,097	12.6	B	-	2,021	2,018	13.6	B	-
		4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	235	237	57.2	E	325	103	101	59.8	E	200
Approach					235	237	57.2	E	-	103	101	59.8	E	-		
NB	Through/Right			650	535	537	8.5	A	125	1,323	1,332	7.1	A	225		
	Approach				535	537	8.5	A	-	1,323	1,332	7.1	A	-		
SB	Left			200	27	28	71.7	E	75	49	48	66.2	E	100		
	Through			200	1,232	1,233	6.0	A	175	439	439	2.8	A	75		
	Approach				1,259	1,261	7.5	A	-	488	487	9.1	A	-		
Overall Intersection					2,029	2,035	13.5	B	-	1,914	1,920	10.4	B	-		

5.3 Interim Year (2036) No-Build Alternative Operational Analysis

5.3.1 Interim Year (2036) No-Build Alternative Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the interim year (2036). The results of the interim year (2036) freeway analysis for the AM and PM peak hours are shown in Table 5.3. Any observed failures are denoted with a red highlight and white text.

Table 5.3: No-Build Alternative Interim Year (2036) Mainline Segment Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Estimated Density (pc/mi/ln)	Estimated LOS
AM Peak Hour							
Network End to Plant Ave	4	5,982	3,959	66%	10	135	F
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	7,007	4,602	66%	9	136	F
Florida Ave Off-Ramp to Jefferson St On-Ramp	3	4,926	3,260	66%	56	19	C
Jefferson St On-Ramp to Network End	3	5,661	3,977	70%	56	18	C
PM Peak Hour							
Network End to Plant Ave	4	4,617	4,614	100%	56	27	D
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	5,446	5,309	97%	47	54	F
Florida Ave Off-Ramp to Jefferson St On-Ramp	3	4,088	3,907	96%	55	23	C
Jefferson St On-Ramp to Network End	3	5,038	4,845	96%	55	22	C

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

5.3.2 Interim Year (2036) No-Build Alternative Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the interim year (2036). The results of the opening year (2036) intersection analysis for the AM and PM peak hours are shown in Table 5.4. Any observed failures are denoted with a red highlight and white text.

Table 5.4: No-Build Alternative Interim Year (2036) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	AM Peak Hour					PM Peak Hour				
					Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
1	Whiting St and Jefferson St	EB	T/R/L	500	429	365	25.1	C	250	518	514	21.0	C	275
			Approach		429	365	25.1	C	-	518	514	21.0	C	-
		WB	T/R/L	450	300	299	21.0	C	250	387	383	18.4	B	250
			Approach		300	299	21.0	C	-	387	383	18.4	B	-
		NB	T/R/L	600	657	658	10.5	B	200	786	782	10.7	B	275
			Approach		657	658	10.5	B	-	786	782	10.7	B	-
		SB	T/R/L	500	1,141	1,142	17.1	B	325	610	610	10.7	B	175
			Approach		1,141	1,142	17.1	B	-	610	610	10.7	B	-
Overall Intersection					2,527	2,464	17.0	B	-	2,301	2,289	14.3	B	-
4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	298	302	55.9	E	375	113	109	57.5	E	175
			Approach		298	302	55.9	E	-	113	109	57.5	E	-
		NB	Through/Right	650	787	789	9.8	A	200	1,629	1,641	7.9	A	300
			Approach		787	789	9.8	A	-	1,629	1,641	7.9	A	-
		SB	Left	200	28	28	65.6	E	75	56	56	70.1	E	100
			Through	200	1,288	1,261	7.2	A	200	533	533	2.9	A	75
			Approach		1,316	1,289	8.5	A	-	589	589	9.3	A	-
		Overall Intersection					2,401	2,380	14.9	B	-	2,331	2,339	10.6

5.3.3 Interim Year (2036) No-Build Alternative Operational Analysis Summary

Based on the interim year (2036) analysis, the Selmon Expressway within the study area experienced an operational bottleneck as queuing from Ramp 6B backed up onto the eastbound Selmon Expressway mainline during the AM and PM peak hours. All study intersections operated efficiently at LOS "C" or better. Any individual movements that failed were due to the cycle length and split distribution of the existing signal timing. All demand at these movements was fully serviced and did not impact corridor operations.

5.4 Design Year (2046) No-Build Alternative Operational Analysis

5.4.1 Design Year (2046) No-Build Alternative Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the design year (2046). The results of the design year (2046) freeway analysis for the AM and PM peak hours are shown in Table 5.5. Any observed failures are denoted with a red highlight and white text.

Table 5.5: No-Build Alternative Design Year (2046) Mainline Segment Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Estimated Density (pc/mi/ln)	Estimated LOS
AM Peak Hour							
Network End to Plant Ave	4	7,455	3,562	48%	8	144	F
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	8,830	3,954	45%	7	146	F
Florida Ave Off-Ramp to Jefferson St On-Ramp	3	6,176	2,697	44%	56	16	B
Jefferson St On-Ramp to Network End	3	7,256	3,743	52%	56	16	B
PM Peak Hour							
Network End to Plant Ave	4	5,350	3,574	67%	8	144	F
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	6,290	3,948	63%	7	147	F
Florida Ave Off-Ramp to Jefferson St On-Ramp	3	4,420	2,702	61%	56	16	B
Jefferson St On-Ramp to Network End	3	5,380	3,613	67%	56	16	B

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

5.4.2 Design Year (2046) No-Build Alternative Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the design year (2046). The results of the design year (2046) intersection analysis for the AM and PM peak hours are shown in Table 5.6. Any observed failures are denoted with a red highlight and white text.

5.4.3 Design Year (2046) No-Build Alternative Operational Analysis Summary

Based on the design year (2046) analysis, the Selmon Expressway within the study area continued to experience an operational bottleneck as queuing from Ramp 6B backs up onto the eastbound Selmon Expressway mainline during the AM and PM peak hours. Intersections operated efficiently at LOS "C" or better except for Whiting Street at Jefferson Street in the AM peak hour. The breakdown at Whiting Street at Jefferson Street is heavily driven by the eastbound approach along Whiting Street indicating the need to examine the signal timing at this intersection. Any individual movements that failed continue to be due to the cycle length and split distribution of the existing signal timings. All demand at these movements was fully serviced and did not impact corridor operations.

Table 5.6: No-Build Alternative Design Year (2046) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	Demand Volume	AM Peak Hour				PM Peak Hour				
						Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
1	Whiting St and Jefferson St	EB	T/R/L	500	613	301	372.4	F	1100	725	500	64.1	E	400
			Approach		613	301	372.4	F	-	725	500	64.1	E	-
		WB	T/R/L	450	455	422	21.0	C	450	422	379	18.7	B	400
			Approach		455	422	21.0	C	-	422	379	18.7	B	-
		NB	T/R/L	600	599	585	14.3	B	325	947	897	15.1	B	475
			Approach		599	585	14.3	B	-	947	897	15.1	B	-
		SB	T/R/L	500	1,165	1,090	20.0	B	375	682	620	13.2	B	225
			Approach		1,165	1,090	20.0	B	-	682	620	13.2	B	-
Overall Intersection					2,832	2,398	63.0	E	-	2,776	2,396	25.4	C	-
4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	343	345	55.4	E	425	117	114	55.5	E	200
			Approach		343	345	55.4	E	-	117	114	55.5	E	-
		NB	Through/Right	650	1,049	1,048	11.6	B	200	2,079	2,021	9.1	A	375
			Approach		1,049	1,048	11.6	B	-	2,079	2,021	9.1	A	-
		SB	Left	200	28	28	72.5	E	75	63	63	63.5	E	100
			Through	200	1,307	1,307	8.4	A	175	669	657	3.0	A	75
			Approach		1,335	1,335	9.7	A	-	732	720	8.3	A	-
		Overall Intersection					2,778	2,728	16.2	B	-	2,928	2,855	10.7

6.0 Build Alternative Analysis

6.1 Build Alternative Description

Based on the results of the No-Build Alternative analysis, modification to the configuration of the Channelside Drive off-ramp Ramp 6B is required to ensure safe and efficient operations along eastbound Selmon Expressway. Therefore, the proposed relocation of Ramp 6B along with the accompanying proposed improvements along Whiting Street will serve as the proposed Build Alternative. In addition to all the improvements found under the No-Build Alternative, the following improvements are included under the Build Alternative analysis and will impact network demand:

- Whiting Street is realigned and extended from Jefferson Street to Meridian Avenue, with a three-lane roadway typical section.
- A four-legged, signalized intersection at Whiting Street and Brush Street is included along the newly aligned Whiting Street extension and connected to the Water Street Tampa development.
- Nebraska Avenue no longer has direct access to Whiting Street and is included in the internal Water Street Development network.
- A new offset intersection at Whiting Street and Meridian Avenue is created as part of the newly aligned Whiting Street extension.
- All intersection timings within the study area were reviewed and optimized to improve operations while still retaining the 140 second cycle length currently maintained by City of Tampa.
- Signal timings offsets and coordination along Whiting Street were set to ensure the efficient clearing of Ramp 6B to prevent queue spill back onto the eastbound Selmon Expressway Mainline.
- Signal timings will allow for full pedestrian phases to be called at the Whiting Street and Ramp 6B and Whiting Street and Meridian Avenue intersections when a call is received at the intersection.
- A bi-directional, separated cycle track is included along the north side of the newly aligned Whiting Street extension running from Meridian Avenue, at the Meridian Avenue Greenway, to an elevated crossing to the west of the Selmon Expressway, integrating with the Selmon Greenway.

6.2 Opening Year (2026) Build Alternative Operational Analysis

6.2.1 Opening Year (2026) Build Alternative Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the opening year (2026) under the Build Alternative. The results of the opening year (2026) Build Alternative mainline analysis for the AM and PM peak hours are shown in Table 6.1. Any observed failures are denoted with a red highlight and white text.

Table 6.1: Build Alternative Opening Year (2026) Mainline Segment Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Estimated Density (pc/mi/ln)	Estimated LOS
AM Peak Hour							
Network End to Plant Ave	4	4,509	4,509	100%	56	22	C
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	5,184	5,178	100%	56	20	C
Florida Ave Off-Ramp to Whiting St Off-Ramp	4	4,332	4,328	100%	55	20	C
Whiting St Off-Ramp to Jefferson St On-Ramp	3	3,676	3,671	100%	55	22	C
Jefferson St On-Ramp to Network End	3	4,079	4,070	100%	55	21	C
PM Peak Hour							
Network End to Plant Ave	4	3,883	3,881	100%	57	18	B
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	4,601	4,589	100%	56	19	C
Florida Ave Off-Ramp to Whiting St Off-Ramp	4	4,167	4,152	100%	55	21	C
Whiting St Off-Ramp to Jefferson St On-Ramp	3	3,756	3,739	100%	55	22	C
Jefferson St On-Ramp to Network End	3	4,633	4,612	100%	55	21	C

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

6.2.2 Opening Year (2026) Build Alternative Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the opening year (2026) under the Build Alternative. The results of the opening year (2026) Build Alternative intersection analysis for the AM and PM peak hours are shown in Table 6.2. Any observed failures are denoted with a red highlight and white text.

Table 6.2: Build Alternative Opening Year (2026) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length (Feet)	AM Peak Hour					PM Peak Hour				
					Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
1	Whiting St and Jefferson St	EB	T/R/L	500	224	227	11.2	B	125	524	521	12.8	B	275
			Approach		224	227	11.2	B	-	524	521	12.8	B	-
		WB	T/R/L	450	521	520	13.7	B	350	304	297	9.7	A	275
			Approach		521	520	13.7	B	-	304	297	9.7	A	-
		NB	T/R/L	600	429	422	40.3	D	275	665	659	43.7	D	675
			Approach		429	422	40.3	D	-	665	659	43.7	D	-
		SB	T/R/L	500	866	855	45.7	D	550	541	547	46.6	D	300
			Approach		866	855	45.7	D	-	541	547	46.6	D	-
Overall Intersection					2,040	2,024	32.5	C	-	2,034	2,024	31.5	C	-
2	Whiting St and Selmon Off-Ramp	EB	Through	350	201	202	73.7	E	200	372	365	67.6	E	300
			Approach		201	202	73.7	E	-	372	365	67.6	E	-
		WB	Through	300	389	390	5.8	A	175	219	216	11.8	B	200
			Approach		389	390	5.8	A	-	219	216	11.8	B	-
		NB	Right	1350	498	499	5.3	A	100	321	318	7.5	A	100
			Left	1350	158	157	37.1	D	175	90	90	36.4	D	125
			Approach		656	656	12.9	B	-	411	408	13.9	B	-
		Overall Intersection					1,246	1,248	20.5	C	-	1,002	989	33.3
3	Whiting St and Brush St	EB	T/R/L	800	698	703	10.5	B	300	693	675	7.1	A	375
			Approach		698	703	10.5	B	-	693	675	7.1	A	-
		WB	T/R/L	350	290	290	48.6	D	325	32	24	55.6	E	50
			Approach		290	290	48.6	D	-	32	24	55.6	E	-
		NB	T/R/L	500	210	206	77.1	E	325	286	286	60.1	E	350
			Approach		210	206	77.1	E	-	286	286	60.1	E	-
		SB	T/R/L	200	248	245	40.8	D	300	125	126	29.5	C	175
			Approach		248	245	40.8	D	-	125	126	29.5	C	-
Overall Intersection					1,446	1,444	32.8	C	-	1,136	1,111	24.4	C	-

Table 6.2 (Continued): Build Alternative Opening Year (2026) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length (Feet)	AM Peak Hour					PM Peak Hour				
					Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	114	114	56.7	E	200	123	124	61.3	E	200
			Approach		114	114	56.7	E	-	123	124	61.3	E	-
		NB	Through/Right	650	327	325	25.8	C	150	1,140	1,151	30.6	C	350
			Approach		327	325	25.8	C	-	1,140	1,151	30.6	C	-
		SB	Left	200	34	34	0.9	A	0	37	38	7.8	A	25
			Through	200	1,359	1,339	1.4	A	75	654	651	1.4	A	50
			Approach		1,393	1,373	1.4	A	-	691	689	1.7	A	-
			Overall Intersection		1,834	1,812	9.2	A	-	1,954	1,964	22.4	C	-
5	Whiting St and Meridian Ave (North)	EB	Left/Right	350	470	475	14.0	B	200	502	487	12.0	B	200
			Approach		470	475	14.0	B	-	502	487	12.0	B	-
		NB	Left	200	54	52	88.0	F	100	3	3	82.3	F	25
			Through	200	303	298	4.1	A	50	1,108	1,119	4.3	A	75
		SB	Approach		357	350	16.6	B	-	1,111	1,122	4.5	A	-
			Through/Right	250	1,387	1,360	41.6	D	500	461	468	27.2	C	200
			Approach		1,387	1,360	41.6	D	-	461	468	27.2	C	-
			Overall Intersection		2,214	2,185	31.6	C	-	2,074	2,077	11.4	B	-

6.2.3 Opening Year (2026) Build Alternative Operational Analysis Summary

Based on the opening year (2026) Build Alternative analysis, the Selmon Expressway within the study area experienced very little congestion with the segments all operating at LOS "D" or better and all study intersections operating at LOS "C" or better. As with the No-Build Alternative opening year (2026) condition, any individual movements that failed were due to maintaining the existing cycle length of 140 seconds. These movements fully serviced their demand and did not impact corridor operations.

6.3 Interim Year (2036) Build Alternative Operational Analysis

6.3.1 Interim Year (2036) Build Alternative Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the interim year (2036) under the Build Alternative. The results of the interim year (2036) Build Alternative mainline analysis for the AM and PM peak hours are shown in Table 6.3. Any observed failures are denoted with a red highlight and white text.

Table 6.3: Build Alternative Interim Year (2036) Mainline Segment Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Estimated Density (pc/mi/ln)	Estimated LOS
AM Peak Hour							
Network End to Plant Ave	4	5,982	5,982	100%	55	29	D
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	7,007	7,006	100%	55	27	D
Florida Ave Off-Ramp to Whiting St Off-Ramp	4	5,984	5,978	100%	54	28	D
Whiting St Off-Ramp to Jefferson St On-Ramp	3	4,926	4,922	100%	54	30	D
Jefferson St On-Ramp to Network End	3	5,698	5,689	100%	55	28	D
PM Peak Hour							
Network End to Plant Ave	4	4,616	4,615	100%	56	22	C
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	5,445	5,436	100%	56	21	C
Florida Ave Off-Ramp to Whiting St Off-Ramp	4	4,861	4,851	100%	55	23	C
Whiting St Off-Ramp to Jefferson St On-Ramp	3	4,088	4,074	100%	55	24	C
Jefferson St On-Ramp to Network End	3	4,976	4,955	100%	55	23	C

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

6.3.2 Interim Year (2036) Build Alternative Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the interim year (2036) under the Build Alternative. The results of the interim year (2036)

Build Alternative intersection analysis for the AM and PM peak hours are shown in **Table 6.4**. Any observed failures are denoted with a red highlight and white text.

6.3.3 Interim Year (2036) Build Alternative Operational Analysis Summary

Based on the interim year (2036) Build Alternative analysis, the Selmon Expressway within the study area experienced very little congestion with the segments all operating at LOS "D" or better and all study intersections operating at LOS "C" or better. These results contrast with the No-Build Alternative interim year (2036) results which indicated a bottleneck at the Florida Avenue off-ramp Ramp 6B. The realignment of Ramp 6B fully alleviated the bottleneck in the interim year (2036) condition and the eastbound Selmon expressway operated at free flow. Any individual movements at intersections that failed are due to maintaining the existing cycle length of 140 seconds. These movements fully serviced their demand and did not impact corridor operations.

Table 6.4: Build Alternative Interim Year (2036) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	AM Peak Hour					PM Peak Hour				
					Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
1	Whiting St and Jefferson St	EB	T/R/L	500	274	278	14.5	B	125	548	545	15.3	B	275
			Approach		274	278	14.5	B	-	548	545	15.3	B	-
		WB	T/R/L	450	597	599	17.0	B	425	426	421	19.7	B	400
			Approach		597	599	17.0	B	-	426	421	19.7	B	-
		NB	T/R/L	600	489	482	36.2	D	275	719	719	38.8	D	725
			Approach		489	482	36.2	D	-	719	719	38.8	D	-
		SB	T/R/L	500	966	964	44.1	D	575	646	644	44.8	D	350
			Approach		966	964	44.1	D	-	646	644	44.8	D	-
Overall Intersection					2,326	2,323	31.9	C	-	2,339	2,329	31.5	C	-
2	Whiting St and Selmon Off-Ramp	EB	Through	350	201	185	73.4	E	200	393	387	68.1	E	300
			Approach		201	185	73.4	E	-	393	387	68.1	E	-
		WB	Through	300	441	446	9.9	A	50	261	261	11.2	B	200
			Approach		441	446	9.9	A	-	261	261	11.2	B	-
		NB	Right	1350	873	870	7.1	A	175	603	600	9.8	A	175
			Left	1350	185	183	37.5	D	200	170	172	35.9	D	175
		Approach		1,058	1,053	12.4	B	-	773	772	15.6	B	-	
		Overall Intersection					1,682	1,684	18.5	B	-	1,427	1,420	29.1
3	Whiting St and Brush St	EB	T/R/L	800	1,055	1,059	14.4	B	425	996	977	9.3	A	400
			Approach		1,055	1,059	14.4	B	-	996	977	9.3	A	-
		WB	T/R/L	350	353	354	47.5	D	375	53	51	57.0	E	100
			Approach		353	354	47.5	D	-	53	51	57.0	E	-
		NB	T/R/L	500	242	239	97.3	F	375	287	292	61.5	E	350
			Approach		242	239	97.3	F	-	287	292	61.5	E	-
		SB	T/R/L	200	278	273	41.3	D	350	148	151	30.2	C	200
			Approach		278	273	41.3	D	-	148	151	30.2	C	-
Overall Intersection					1,928	1,925	34.6	C	-	1,484	1,471	23.5	C	-

Table 5.15 (Continued): Build Alternative Interim Year (2036) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	Demand Volume	AM Peak Hour				PM Peak Hour				
						Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	141	141	51.4	D	200	149	152	56.7	E	225
			Approach		141	141	51.4	D	-	149	152	56.7	E	-
		NB	Through/Right	650	455	447	27.6	C	175	1,349	1,363	33.5	C	425
			Approach		455	447	27.6	C	-	1,349	1,363	33.5	C	-
		SB	Left	200	35	35	1.2	A	0	43	44	8.7	A	25
			Through	200	1,559	1,538	2.5	A	100	822	820	1.8	A	75
			Approach		1,594	1,573	2.5	A	-	865	864	2.2	A	-
			Overall Intersection		2,190	2,161	10.9	B	-	2,363	2,379	23.6	C	-
5	Whiting St and Meridian Ave (North)	EB	Left/Right	350	807	808	18.5	B	300	769	752	19.2	B	275
			Approach		807	808	18.5	B	-	769	752	19.2	B	-
		NB	Left	200	88	85	74.3	E	125	5	4	86.6	F	25
			Through	200	423	413	4.4	A	50	1,316	1,330	4.3	A	75
		SB	Approach		511	498	16.3	B	-	1,321	1,334	4.5	A	-
			Through/Right	250	1,455	1,431	49.8	D	550	569	574	29.7	C	225
			Approach		1,455	1,431	49.8	D	-	569	574	29.7	C	-
			Overall Intersection		2,773	2,737	34.5	C	-	2,659	2,660	14.1	B	-

6.4 Design Year (2046) Build Alternative Operational Analysis

6.4.1 Design Year (2046) Build Alternative Mainline Analysis

Freeway operational analysis was conducted along the segments of the Selmon Expressway in the study area for the design year (2046) under the Build Alternative. The results of the design year (2046) Build Alternative mainline analysis for the AM and PM peak hours are shown in Table 6.5. Any observed failures are denoted with a red highlight and white text.

Table 6.5: Build Alternative Design Year (2046) Mainline Segment Analysis

Segment	Number of Lanes	Demand Volume (veh/hr)	Simulated Volume (veh/hr)	Processed Demand Volume	Simulated Speed* (mph)	Estimated Density (pc/mi/ln)	Estimated LOS
AM Peak Hour							
Network End to Plant Ave	4	7,455	7,451	100%	52	38	E
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	8,830	8,819	100%	52	38	E
Florida Ave Off-Ramp to Whiting St Off-Ramp	4	7,680	7,663	100%	52	38	E
Whiting St Off-Ramp to Jefferson St On-Ramp	3	6,176	6,160	100%	53	38	E
Jefferson St On-Ramp to Network End	3	7,341	7,315	100%	54	35	E
PM Peak Hour							
Network End to Plant Ave	4	5,350	5,346	100%	55	26	D
Plant Ave On-Ramp to Florida Ave Off-Ramp	5	6,290	6,280	100%	55	24	C
Florida Ave Off-Ramp to Whiting St Off-Ramp	4	5,555	5,547	100%	54	26	C
Whiting St Off-Ramp to Jefferson St On-Ramp	3	4,420	4,412	100%	55	27	D
Jefferson St On-Ramp to Network End	3	5,318	5,299	100%	55	25	C

* To evaluate congestion level thresholds on mainline segments, congestion level thresholds and associated coloring from the *FDOT Traffic Analysis Handbook, 2021, Table 9-12* were used.

6.4.2 Design Year (2046) Build Alternative Intersection Analysis

Intersection operational analysis was conducted utilizing Vissim at each of the signalized intersections in the study area for the design year (2046) under the Build Alternative. The results of the design year (2046) Build Alternative intersection analysis for the AM and PM peak hours are shown in Table 6.6. Any observed failures are denoted with a red highlight and white text.

Table 6.6: Build Alternative Design Year (2046) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	AM Peak Hour					PM Peak Hour				
					Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
1	Whiting St and Jefferson St	EB	T/R/L	500	310	313	16.1	B	125	565	561	17.4	B	250
			Approach		310	313	16.1	B	-	565	561	17.4	B	-
		WB	T/R/L	450	730	707	22.5	C	475	549	538	26.9	C	525
			Approach		730	707	22.5	C	-	549	538	26.9	C	-
		NB	T/R/L	600	558	553	36.1	D	375	789	780	38.7	D	1100
			Approach		558	553	36.1	D	-	789	780	38.7	D	-
		SB	T/R/L	500	1,038	1,029	45.8	D	600	761	759	46.5	D	450
			Approach		1,038	1,029	45.8	D	-	761	759	46.5	D	-
Overall Intersection					2,636	2,602	33.8	C	-	2,664	2,638	34.0	C	-
2	Whiting St and Selmon Off-Ramp	EB	Through	350	201	195	80.8	F	200	386	374	68.5	E	275
			Approach		201	195	80.8	F	-	386	374	68.5	E	-
		WB	Through	300	506	488	17.0	B	150	307	303	15.0	B	225
			Approach		506	488	17.0	B	-	307	303	15.0	B	-
		NB	Right	1350	1,248	1,246	13.2	B	675	885	882	14.2	B	375
			Left	1350	256	251	38.3	D	300	250	252	37.5	D	275
			Approach		1,504	1,497	17.4	B	-	1,135	1,134	19.4	B	-
		Overall Intersection					2,204	2,180	23.0	C	-	1,828	1,811	28.8
3	Whiting St and Brush St	EB	T/R/L	800	1,442	1,451	18.6	B	450	1,271	1,246	12.3	B	475
			Approach		1,442	1,451	18.6	B	-	1,271	1,246	12.3	B	-
		WB	T/R/L	350	387	387	49.9	D	400	172	165	32.7	C	150
			Approach		387	387	49.9	D	-	172	165	32.7	C	-
		NB	T/R/L	500	269	228	236.6	F	425	293	293	66.2	E	375
			Approach		269	228	236.6	F	-	293	293	66.2	E	-
		SB	T/R/L	200	353	349	49.7	D	425	166	168	29.5	C	-
			Approach		353	349	49.7	D	-	166	168	29.5	C	-
Overall Intersection					2,451	2,415	48.7	D	-	1,902	1,872	24.0	C	-

Table 6.6 (Continued): Build Alternative Design Year (2046) Intersection Analysis

ID	Intersection	Approach	Movement	Storage Length	Demand Volume	AM Peak Hour				PM Peak Hour				
						Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)	Demand Volume	Simulated Volume	Delay (s)	LOS	95th Percentile Queue (Feet)
4	Whiting St and Meridian Ave (South)	WB	Left/Right	200	158	159	48.0	D	225	155	155	57.8	E	
			Approach		158	159	48.0	D	-	155	155	57.8	E	-
		NB	Through/Right	650	570	559	28.7	C	200	1,560	1,574	35.1	D	475
			Approach		570	559	28.7	C	-	1,560	1,574	35.1	D	-
		SB	Left	200	35	36	1.2	A	0	49	49	9.0	A	25
			Through	200	1,725	1,702	3.5	A	125	975	968	3.9	A	100
		Approach		1,760	1,738	3.4	A	-	1,024	1,017	4.1	A	-	
		Overall Intersection					2,488	2,456	12.1	B	-	2,739	2,746	24.9
5	Whiting St and Meridian Ave (North)	EB	Left/Right	350	1,138	1,135	25.4	C	525	1,016	986	26.3	C	525
			Approach		1,138	1,135	25.4	C	-	1,016	986	26.3	C	-
		NB	Left	200	114	112	75.3	E	175	95	96	102.2	F	175
			Through	200	527	516	4.0	A	50	1,438	1,451	4.6	A	100
		SB	Approach		641	628	16.7	B	-	1,533	1,547	10.7	B	-
			Through/Right	250	1,476	1,449	60.6	E	600	679	684	42.4	D	275
		Approach		1,476	1,449	60.6	E	-	679	684	42.4	D	-	
		Overall Intersection					3,255	3,212	39.6	D	-	3,228	3,217	22.2

Note: Red highlight indicates locations where the queue length exceeds the available storage length and/or locations where the operations do not meet the LOS target D, as defined in the *FDOT 2020 Quality/Level of Service Handbook*.

*NB/SB Through queuing at these intersections are metered by upstream intersections so no queue information is reported.

6.4.3 Design Year (2046) Build Alternative Operational Analysis Summary

Based on the design year (2046) Build Alternative analysis, the Selmon Expressway within the study area experienced LOS “E” operations from a density perspective in the AM peak period as demand neared capacity. While demand neared capacity, the eastbound Selmon Expressway speed is still categorized as light congestion with an operational speed of 52 mph. All study intersections operated at LOS “D” or better, but some approaches began to reach their operational capacity and indicate operation challenges. These results contrast with the No-Build Alternative design year (2046) results which had a bottleneck at the Florida Avenue off-ramp Ramp 6B. The realignment of Ramp 6B fully alleviated the bottleneck in the design year (2046) condition and slowdowns along eastbound Selmon expressway are driven by the facility nearing capacity rather than terminal operational failures. Cross street movements at intersections that failed are due to maintaining the existing cycle length of 140 seconds. These movements still fully serviced their demand and did not impact corridor operations.

6.5 Network-wide Measures of Effectiveness Alternative Comparison

For microsimulation efforts the *FDOT Traffic Analysis Handbook, 2021* prescribes certain network-wide analysis measures of effectiveness (MOE) to help compare the efficacy of various alternatives during an analysis. The recommended factors are reported for each of the analysis years, but network changes between the No-Build and Build Alternatives impacted some of the MOEs, making direct comparisons difficult. For example, there are more surface streets and signalized intersections under the Build Alternative, so metrics like average speed were negatively impacted. For the purposes of this analysis, latent demand (the number of vehicles that are unable to enter the simulation) and vehicle miles travelled are the most impactful metrics to compare. The network-wide analysis comparison for the opening year (2026), interim year (2036), and design year (2046) can be found in Table 6.7, Table 6.8, and Table 6.9, respectively.

6.5.1 Network-wide Measure of Effectiveness Comparison Summary

The results of the network-wide analysis indicate a similar pattern as the operational analysis. The No-Build Alternative operated effectively through the opening year (2026) but began to breakdown and could not service all the network demand during the AM simulation period in the interim year (2036). Finally, the No-Build Alternative failed to service the network demand during both the AM and PM simulation periods in the design year (2046). The Build Alternative fully served the demand within the system with no latent demand present even through the design year (2046). Likewise, the Build Alternative increased vehicle miles traveled (VMT) within the study area when compared to the No-Build Alternative by 31.7 percent and 19.0 percent during the AM and PM simulation periods, respectively.

Table 6.7: Opening Year (2026) Network-Wide Analysis Comparison

Network-wide MOE	Time of Day	Opening Year (2026)		% Difference
		No-Build	Build	
Total Delay (hours)	AM	56	79	41.0%
	PM	69	92	33.2%
Average Delay (s/veh)	AM	19	27	42.6%
	PM	20	27	31.7%
Total Travel Time (hours)	AM	242	270	11.7%
	PM	278	307	10.4%
Latent Delay (hours)	AM	0.1	0.2	58.7%
	PM	0.6	0.6	1.8%
Latent Demand (veh)	AM	0.0	0.0	-
	PM	0.3	0.3	0.0%
Vehicles Arrived (veh)	AM	10,425	10,311	-1.1%
	PM	12,023	12,103	0.7%
Total Stops (number)	AM	5,348	6,535	22.2%
	PM	6,951	8,074	16.2%
Average Speed (mph)	AM	34	31	-8.7%
	PM	33	30	-7.7%
Vehicle Miles Traveled (miles)	AM	8,187	8,347	2.0%
	PM	9,130	9,305	1.9%

Table 6.8: Interim Year (2036) Network-Wide Analysis Comparison

Network-wide MOE	Time of Day	Design Year (2046)		% Difference
		No-Build	Build	
Total Delay (hours)	AM	621	101	-83.8%
	PM	263	116	-56.0%
Average Delay (s/veh)	AM	157	27	-82.7%
	PM	65	29	-55.5%
Total Travel Time (hours)	AM	859	349	-59.4%
	PM	513	373	-27.4%
Latent Delay (hours)	AM	2,681.9	0.2	-100.0%
	PM	1.7	0.4	-77.0%
Latent Demand (veh)	AM	2,604.9	0.0	-100.0%
	PM	0.2	0.2	0.0%
Vehicles Arrived (veh)	AM	13,400	13,016	-2.9%
	PM	14,300	14,088	-1.5%
Total Stops (number)	AM	265,514	8,374	-96.8%
	PM	75,664	10,309	-86.4%
Average Speed (mph)	AM	12	31	158.3%
	PM	21	30	38.1%
Vehicle Miles Traveled (miles)	AM	10,400	10,900	4.8%
	PM	10,921	11,044	1.1%

Table 6.9: Design Year (2046) Network-Wide Analysis Comparison

Network-wide MOE	Time of Day	Design Year (2046)		
		No-Build	Build	% Difference
Total Delay (hours)	AM	1,197	140	-88.3%
	PM	741	147	-80.1%
Average Delay (s/veh)	AM	292	31	-89.3%
	PM	170	32	-81.1%
Total Travel Time (hours)	AM	1,438	446	-69.0%
	PM	996	445	-55.3%
Latent Delay (hours)	AM	8,423.1	18.0	-99.8%
	PM	4,359.0	0.9	-100.0%
Latent Demand (veh)	AM	9,249.5	0.2	-100.0%
	PM	4,904.8	0.0	-100.0%
Vehicles Arrived (veh)	AM	13,642	15,800	15.8%
	PM	14,795	16,055	8.5%
Total Stops (number)	AM	422,501	12,030	-97.2%
	PM	355,583	13,208	-96.3%
Average Speed (mph)	AM	7	30	323.2%
	PM	11	29	164.9%
Vehicle Miles Traveled (miles)	AM	10,244	13,490	31.7%
	PM	10,741	12,778	19.0%

6.6 Safety Analysis

A safety analysis was conducted to evaluate the potential safety outcomes of the Build Alternative. The analysis focused on the qualitative assessment of the Build Alternative, including the Whiting Street improvements and Meridian Avenue improvements.

Based on the historical crash data, the reported crash history in the area showed no significant patterns of correctable crashes that could be mitigated through the realignment of Whiting Street or the added signalization at Whiting Street and Brush Street. However, as traffic volumes increase in the future and new route choices are established through increased grid connectivity, crashes associated with congestion and intersection conflict zones may increase and crash type distribution may shift. Therefore, safety mitigation steps addressing the direct connection of the Whiting Street corridor and signalization improvements are expected to be necessary in the future. The need for these counter-measures was considered in several ways in the design of the Build Alternative. Mobility along Whiting Street and ramp 6B were balanced against the need to support bicycle and pedestrian safety. The following features of the Build Alternative were included with this safety in mind:

- A separated cycle track is included on the north side of Whiting Street. Space to accommodate this cycle track comes from changing the Whiting Street design from a four-lane to three-lane typical section.

- The design of the ramp 6B terminal on Whiting Street was modified to straighten the southern leg and reduce the turning radius of the northbound right turn thereby reducing vehicle speeds and enhancing bicycle/pedestrian safety.
- The northbound right turn from ramp 6B does not allow right turn on red to reduce vehicle and non-motorized conflicts.
- Signal timings on Whiting Street at the ramp 6B terminal and at Meridian Avenue have a full pedestrian phase to allow for safer crossings for non-motorized users.
- The signal timing on Whiting Street and Jefferson Avenue includes a leading pedestrian phase to prioritize non-motorized users when crossing the road.

Crash Modification Factors from the FHWA Clearinghouse were reviewed; however, analyzing the benefits of these is not applicable to the Build Alternative. A more detailed assessment of the future safety analysis can be found in the *Safety Analysis Technical Memorandum* in **Appendix G**.

7.0 Summary of Analysis Results

This analysis considers the combination of the relocation of the eastbound Selmon Expressway Channelside Drive off-ramp Ramp 6B along with the extension of Whiting Street from Brush Street to Meridian Avenue. Additional improvements to Whiting Street include a three-lane typical section that consisting of two eastbound lanes, one westbound lane, and a bidirectional cycle track along the north side of the corridor. The analysis involved assessing existing conditions, historical crash analysis, traffic forecasting, a No-Build and Build Alternatives operational analysis, and a future safety analysis. The No-Build Alternative includes existing conditions and committed projects that include grid connectivity enhancements by the City of Tampa and the ongoing development within Downtown Tampa in the Water Street District, the proposed widening of the Selmon Expressway as proposed under the *South Selmon PD&E*, and the inclusion of the newly completed Selmon Expressway reversible lane direct connection ramps. The Build Alternative includes these improvements along with the relocation of Ramp 6B and the Whiting Street improvements and extension between Brush Street and Meridian Avenue.

Under existing year (2019) conditions, the eastbound Selmon Expressway through the study area experienced very little congestion, with all segments operating at or above LOS "D". All intersections also operated efficiently at LOS "B" or better. Under the No-Build Alternative, while these results worsened slightly by the opening year (2026), all segments operated at LOS "D" or better and all intersections operated at LOS "B" or better. By the interim year (2036), the queue that developed at the Ramp 6B terminal at Channelside Drive backed up onto the eastbound Selmon Expressway and mainline operations failed west of the Florida Avenue off-ramp creating severe congestion. This continued to worsen through the design year (2046).

The Build Alternative showed substantial improvements over the No-Build Alternative. Through design year (2046), all segments and intersections within the study area operated with minimal congestion and while the eastbound Selmon Expressway neared capacity with a density that yields LOS "E", operating speeds were still 52 mph, indicating that while there is heavy traffic, it is not leading to operational breakdowns. Additionally, when comparing network-wide MOEs, while the No-Build Alternative was unable to service the demand within the simulation period, leaving 9,249 vehicles and 4,904 vehicles unserved in the AM and PM, respectively, the Build Alternative was able to fully service all the demand within the AM and PM simulation periods. Likewise, the Build Alternative increased VMT over the No-Build Alternative by 31.7 percent and 19.0 percent in the AM and PM simulation periods, respectively. The results indicate that the Build Alternative will not only operate safely and efficiently, providing the western regions of Tampa with improved access to Downtown, but also effectively resolves the future bottlenecks that will occur due to the location of Ramp 6B under the No-Build Alternative. From a safety perspective, the Build Alternative will improve pedestrian and bicyclist visibility and improve safety through the implementation of the bidirectional cycle track, prevention of right turn on red from ramp 6B, reduction of right turn radius at ramp 6B, and inclusion of full pedestrian phases at new intersection locations.

These results suggest that proposed improvements under the Build Alternative, will significantly enhance eastbound Selmon Expressway operations, enhance access to Downtown Tampa, enhance the grid network in Downtown Tampa, and operate efficiently and safely.

Appendices



Appendix A

Traffic Methodology Statement



Traffic Methodology Statement

Whiting Street PD&E Study

For the Tampa Hillsborough Expressway Authority

Authority Number: HI-0141

This Statement aims to summarize the process employed to collect traffic data, develop traffic forecasts, and conduct traffic operational analysis for the existing and proposed improvements for the Selmon Expressway and Whiting Street in Downtown Tampa. This project will consider the following proposed improvements, also shown in Figure 1. This methodology serves as a comprehensive update to the original methodology included in Appendix A. The study was thoroughly revised based on conversations with THEA to focus on Whiting Street and the relocation of ramp 6B. Other study areas that were previously included have been removed from the current study. The overall methodology will remain generally unchanged.

- Location A – The connection between Whiting Street and the Selmon Expressway to Meridian Avenue.
- Location B – Widening Whiting Street between Jefferson Avenue and Meridian Avenue from 2 to 3 lanes.
- Location C – The addition of a Selmon Expressway eastbound off-ramp to Whiting Street and realignment of the Selmon Expressway eastbound on-ramp on Jefferson Street
- Location D – Realignment of the Selmon Expressway eastbound off-ramp to Downtown Tampa to only access Florida Avenue.



Figure 1: Locations of Proposed Improvements

A. Traffic Data Collection

1) 6-hour Turning Movement Counts (TMC) will be collected from 6:30 AM – 9:30 AM and 4:00 PM – 7:00 PM at the following locations during September of 2019.

- Whiting Street at Jefferson Street
- Whiting Street at Nebraska Avenue
- Whiting Street at Meridian Avenue (South)

2) Tube counts were collected at the following locations and dates to determine the daily demand within the study area.

Selmon Expressway (48-Hour Counts – May 2019)

- Eastbound Selmon Off-Ramp to Florida Avenue (Ramp 6A)
- Eastbound Selmon Off-Ramp to Channelside Drive (Ramp 6B)
- Eastbound Selmon On-Ramp from Jefferson Street

Whiting Street (72-Hour Counts – September 2019)

- Whiting Street East of Jefferson Street
- Whiting Street West of Jefferson Street/East of Nebraska Avenue

- Whiting Street East of Nebraska Avenue
- Whiting Street, East of Meridian Avenue

Meridian Avenue (72-Hour Counts – September 2019)

- Meridian Avenue North of Whiting Street (South)
- Meridian Avenue South of Whiting Street (South)

Cross-Streets (72-Hour Counts – September 2019)

- Jefferson Street North of Whiting Street
- Jefferson Street South of Whiting Street
- Nebraska Avenue North of Whiting Street

3) Over the same 6-hour period as the turning movement count data collection, travel time data will be collected at the following locations:

- Whiting Street from Jefferson Street to Nebraska Avenue
- Jefferson Street from Selmon Expressway on-ramp to Whiting Street

B. Traffic Factors

- 1) According to the FDOT Project Traffic Forecasting Handbook, the standard K-factor of 9.0 percent is recommended for urbanized areas.
- 2) The calculated D-factors from the turning movement counts/tube counts will be used as seed D-factors, utilizing the TFlow Fuzzy methodology within PTV VISUM to determine existing and future turning movement volumes for the Whiting Street study area. The low to high D-factors from the Project Forecasting Handbook will be used as the minimum and maximum values.
- 3) an average peak hour factor (PHF) based on the collected turning movement counts will be used for the existing conditions. Under future conditions, the default PHF of 0.92 will be used, as defined within the Highway Capacity Manual, 6th Edition (HCM6).
- 4) The T-factor (design hour truck percentage) will be calculated based on the weighted averages from the 72-hour class counts for the Whiting Street study area and compared to the FDOT Online traffic count stations for reasonableness.

C. Existing Year (2019) Design Traffic Volumes

- 1) An axle adjustment factor (AF) and a seasonal factor (SF) will be applied to the average of the bidirectional approach counts to obtain 2019 Annual Average Daily Traffic (AADT) Volumes.
- 2) The standard K-factor and D-factors will be applied to the 2019 AADTs to determine the directional design hour traffic volumes (DDHVs) for each of the study area's external nodes.
- 3) The existing year (2019) design traffic volumes will be developed using the external AM and PM peak hours from the 72-hour count data as inputs to the TFlow Fuzzy methodology within PTV VISUM. The existing turning movement percentages from the data collection effort will be targets for each study intersection.

- 4) Traffic volumes will be balanced where traffic volume breaks cannot be validated based on roadway features, such as side streets or driveways. This will result in sinks/sources being added to the VISSIM network wherever a volume break is validated.

D. Existing Year (2019) Operational Analysis

- 1) Microsimulation will be performed using PTV VISSIM 2023 for each of the study intersections defined in Section A. HCM methodologies will be used to estimate the level of service for each study intersection based on the intersection delay resulting from the VISSIM analysis.
- 2) AM and PM peak period traffic simulation models will be run for at least three hours, not including the network loading time, as defined in the FDOT Traffic Analysis Handbook. The network loading time, the time it takes to traverse the longest path through the network twice, will be rounded up to the nearest 15-minute interval. The three-hour analysis period will be broken up into one-hour intervals, consisting of one hour for startup, one hour for the peak, and one hour for peak dissipation.
- 3) The Volumes for the network loading time, startup time, and peak dissipation will be determined as a proportion of the peak hour volumes relative to the traffic data collection efforts.
- 4) Ten simulation runs will be performed with different random number seeds. As defined in the Traffic Analysis Handbook, results will be averaged for reporting purposes.
- 5) Calibration efforts of the VISSIM network will be conducted as outlined in the Traffic Analysis Handbook.
- 6) Upon calibration of the network, the existing year (2019) operational analysis will consist of intersection delay and level of service (LOS) and queue analysis at the study intersections and speed, density, and LOS on the mainline.

E. Corridor Design Considerations and Configurations

- 1) The No-Build Alternative will assume that Whiting Street, the cross streets, and the surrounding area remain unchanged, except for any programmed improvements associated with the planned redevelopments in the study area.
- 2) The Build Alternative will consist of the proposed improvements to the access of the Selmon Expressway and Whiting Street as previously defined in the introduction, as well as improvements to the ramp terminal, Whiting Street, and the study area intersections as needed. The Build Alternative will also consider the following additional intersections:
 - Whiting Street at Meridian Avenue (North)
 - Whiting Street at Ramp 6B terminus

F. Traffic Forecasts

- 1) The Authority will provide a calibrated version of the THEA-approved Tampa Bay Regional Model (TBRPM), with the base year 2015, interim year 2030, and forecast year 2040.
- 2) The 2015 validation model will be checked for reasonableness; if necessary, additional adjustments will be made to improve accuracy. Additionally, the 2030 interim and 2040 forecast models will be checked for reasonable growth in the study area. The FDOT Project Traffic Forecasting Handbook guidelines will be used to evaluate model validity.
- 3) Opening year (2026), interim year (2036), and design year (2046) AADTs will be determined for the No-Build and Build Alternative. Because the model's horizon year is 2040, the model volumes will be extrapolated from 2040 to 2046 to assess design year (2046) AADTs. The

existing year (2019) and design year (2046) AADTs will be interpolated to arrive at the opening year (2026) and interim year (2036) AADTs.

- 4) Opening year (2026), interim year (2036), and design year (2046) AM and PM peak hour volumes will be developed by applying the forecasted growth rates from 2019 to each of the external nodes of the network, which will be assigned to the VISUM network to develop link and turning movement volumes. The same external AADTs will be used for the No-Build and Build Alternatives. However, AADTs and volumes within the network are expected to shift due to the additional route choice provided by the Build Alternative.

G. Future Traffic Analysis

- 1) Microsimulation for the No-Build and Build Alternatives will be conducted for the opening year (2026), interim year (2036), and design year (2046). PTV VISSIM 2023 and HCM methodologies, outlined in Section D, will be utilized to conduct such analyses during the AM and PM periods.
- 2) The LOS target shall be D at each study intersection, consistent with the FDOT's Quality/Level of Service Handbook, 2013.
- 3) Geometric and signal timing improvements will be recommended, as appropriate, to optimize the network's traffic operations and achieve the LOS D threshold.

H. Air and Noise

- 1) The FDOT's Traffic Data for Air Study Screening Test and Traffic Data for Noise Studies spreadsheets will be filled out and provided.

I. Documentation

- 2) A Project Traffic Analysis Report will be prepared documenting the results of all analyses and procedures outlined in this Methodology Statement.

Appendix A

Original Whiting Street PD&E Methodology Statement

Traffic Methodology Statement

Whiting Street PD&E Study

for the Tampa Hillsborough Expressway Authority

Authority Number: HI-0141

The purpose of this Statement is to summarize the process that will be employed to collect traffic data, develop traffic forecasts, and conduct traffic operational analysis for the existing and proposed improvements for the Selmon Expressway and Whiting Street in Downtown Tampa. This project will consider the following proposed improvements, also shown in **Figure 1**:

- Segment 1 – Realignment of the Selmon Expressway eastbound off-ramp to Downtown Tampa to only access Florida Avenue;
- Segment 2 – The addition of a Selmon Expressway eastbound off-ramp to Whiting Street and realignment of the Selmon Expressway eastbound on-ramp on Jefferson Street; and
- Segment 3 – The through connection of Whiting Street from the Selmon Expressway to Meridian Avenue.

Figure 1: Proposed Improvements



A. Traffic Data Collection

- 1) 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 6-hour (3-hours during the AM peak period and 3-hours during the PM peak period) turning movement counts, pedestrian counts, bicycle counts, and queue length observations (consists of observed lane utilization and queueing patterns) will be collected at the following intersection locations identified in **Table 1** and **Figure 2**.

Table 1: Study Intersections

Map ID	Description	Control Type
1	Whiting Street and Jefferson Street	Signalized
2	Whiting Street and Nebraska Avenue	One-Way Stop
3	Whiting Street and Brush Street	Uncontrolled
4*	Jefferson Street and the Selmon Expressway on-ramps	Uncontrolled
5*	Jefferson Street and Brorein Street	Signalized
6**	Nebraska Avenue and Brorein Street	One-Way Yield
7	Meridian Avenue/Beneficial Drive and Channelside Drive	Signalized
8*	Florida Avenue and Channelside Drive	Signalized
9*	Morgan Street and Channelside Drive	Signalized
10*	Brorein Street and Morgan Street	Signalized
11*	Selmon Expressway off-ramp to Florida Avenue	Uncontrolled
12	Florida Avenue and Whiting Street	Signalized
13	Morgan Street and Whiting Street	Signalized
14	Jefferson Street and Channelside Drive	Uncontrolled
15	Nebraska Avenue and Channelside Drive	Uncontrolled
16	Whiting Street and Meridian Drive	Signalized
17	Washington Street and Meridian Avenue	One-Way Stop
18*	Brorein Street and Florida Avenue	Signalized

*Counts for this location were previously collected in May 2019

**Only a 72-hour bi-directional count to the north

- 2) Over the same 6-hour period as the turning movement count data collection, travel time data will be collected for a minimum of two days along the following corridors identified in **Table 2** and **Figure 2**.

Table 2: Travel Time Runs

North/South Corridors	East/West Corridors
Florida Avenue	Whiting Street
Morgan Street	Brorein Street
Jefferson Street	Channelside Drive
Meridian Avenue	-

C. Existing Year (2019) Design Traffic Volumes

- 1) An axle adjustment factor (AF) and a seasonal factor (SF) will be applied to the average of the bi-directional approach counts to obtain 2019 Annual Average Daily Traffic (AADT) Volumes.
- 2) The standard K-factor and D-factors will be applied to the 2019 AADTs to determine the directional design hour traffic volumes (DDHVs) for each of the external nodes of the study area.
- 3) The existing year (2019) design traffic volumes will be developed by utilizing the external AM and PM peak hour volumes from the 72-hour count data as inputs to the TFlow Fuzzy methodology within PTV VISUM. The existing turning movement percentages from the data collection effort will be used as targets for each study intersection.
- 4) Traffic volumes will be balanced where traffic volume breaks cannot be validated based on roadway features, such as side streets or driveways. This will result in sinks/sources being added to the VISSIM network, wherever a volume break is validated.

D. Existing Year (2019) Operational Analysis

- 1) Microsimulation will be performed using PTV VISSIM 11 for each of the study intersections defined in **Section A**. HCM methodologies will be used to estimate the level of service for each study intersection based on the intersection delay resulting from the VISSIM analysis.
- 2) AM and PM peak period traffic simulation models will be ran for a minimum of three hours, not including the network loading time, as is defined in the FDOT Traffic Analysis Handbook. The network loading time, the time it takes to traverse the longest path through the network twice, will be rounded up to the nearest 15 minute interval. The three hour analysis period will be broken up into one-hour intervals, consisting of one hour for startup, one hour for the peak, and one hour for dissipation of the peak.
- 3) Volumes for the network loading time, startup time, and dissipation of the peak will be determined as a proportion of the peak hour volumes, relative to the traffic data collection efforts.
- 4) The number of simulation runs needed for the VISSIM analysis will be determined based on methodologies outlined in Section 7.4.4 of the Traffic Analysis Handbook, with a minimum of 10 runs and a maximum of 30 runs. The simulation runs will be generated with different random number seeds. Results will be averaged for reporting purposes, as is defined in the Traffic Analysis Handbook.
- 5) Calibration efforts of the VISSIM network will be conducted as is outlined in the Traffic Analysis Handbook.
- 6) Upon calibration of the network, existing year (2019) operational analysis will consist of intersection delay and level of service (LOS), queue analysis, and travel time analysis.

E. Corridor Design Considerations and Configurations

- 1) The No-Build Alternative will assume that Whiting Street, the cross streets, and the surrounding area remain unchanged, except for any programmed improvements in association with the planned redevelopments in the area.
- 2) The Build Alternative will consist of the proposed improvements to the access of the Selmon Expressway and Whiting Street as previously defined in the introduction, as well as improvements to the ramp terminal, Whiting Street, and the study area intersections as needed. The Build Alternative will also consider the additional intersections identified in **Table 3** and **Figure 3**.

Table 3: Additional Intersections for the Build Alternative

Map ID	Description	Existing Intersection?	Future Control Type
19	Water Street and Channelside Drive	Yes	Signalized
20	Cumberland Avenue and Water Street	No	Signalized
21	Cumberland Avenue and Meridian Avenue	Yes	Signalized

Figure 3: Build Alternative Study Area



F. Traffic Forecasts

- 1) The Authority will provide a calibrated version of the THEA approved Tampa Bay Regional Model (TBRPM), with the base year 2015, interim year 2030, and forecast year 2040.
- 2) The 2015 validation model will be checked for reasonableness and, if necessary, additional adjustments will be made to improve accuracy. Additionally, the 2030 interim and 2040 forecast models will be checked for reasonable growth in the study area. The guidelines of the FDOT Project Traffic Forecasting Handbook will be used as the criteria for evaluating model validity.
- 3) Different opening year (2026), interim year (2036), and design year (2046) AADTs will be determined for the No-Build and Build Alternative. Because the model's horizon year is 2040, the model volumes will be extrapolated from 2040 to 2046 to determine design year (2046) AADTs. The existing year (2019) and design year (2046) AADTs will be interpolated to arrive at opening year (2026) and interim year (2036) AADTs.
- 4) Opening year (2026), interim year (2036), and design year (2046) AM and PM peak hour volumes will be developed by applying the forecasted growth rates from 2019 to each of the external nodes of the network, which will be assigned to the VISUM network to develop link and turning movement volumes. The same external AADTs will be used for both the No-Build and Build Alternatives. However, AADTs and volumes within the network are expected to shift due to the additional route choice provided by the Build Alternative.

G. Future Traffic Analysis

- 1) Microsimulation for the No-Build and Build Alternatives will be conducted for the opening year (2026), interim year (2036), and design year (2046). PTV VISSIM 11 and HCM methodologies, outlined in **Section D**, will be utilized to conduct such analyses during the AM and PM periods.
- 2) The LOS target shall be D at each study intersection, consistent with the FDOT's Quality/Level of Service Handbook, 2013.
- 3) Geometric and signal timing improvements will be recommended, as appropriate, to optimize traffic operations of the network in trying to achieve the LOS D threshold. Synchro will be utilized for such analyses and imported into the VISSIM network.

H. Air and Noise

- 1) The FDOT's Traffic Data for Air Study Screening Test and Traffic Data for Noise Studies spreadsheets will be filled out and provided.

I. Documentation

- 1) A *Traffic Forecasting Technical Memorandum* will be prepared documenting the volume development and forecasting efforts of the existing year (2019), opening year (2026), interim year (2036), and design year (2046) design traffic volumes, outlined in **Sections C and F**.
- 2) A *Calibration Technical Memorandum* will be prepared documenting the calibration efforts of the existing year (2019) VISSIM network, outlined in **Section D**.
- 3) A *Project Traffic Analysis Report* will be prepared documenting the results of all analyses and procedures outlined in this *Methodology Statement*.

Appendix B

Field Collected Count Data



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 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 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

Volume Count Report

Start Date: September 10, 2019
 Stop Date: September 10, 2019
 City: Tampa
 Location: Brorein St east of Florida Ave

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

Westbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	3	6	11	73	240	494	545	382	161	137
30	5	17	9	11	20	127	310	491	627	356	136	172
45	12	7	1	11	36	160	392	500	540	283	139	190
00	5	5	9	11	44	202	371	510	577	203	154	214
Hr Total	31	37	22	39	111	562	1,313	1,995	2,289	1,224	590	713

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	155	137	188	266	298	220	150	86	53	45	26
30	209	182	146	202	246	411	232	131	102	65	33	24
45	183	159	160	243	260	298	184	111	83	66	32	24
00	178	188	186	219	282	261	175	80	66	44	29	17
Hr Total	696	684	629	852	1,054	1,268	811	472	337	228	139	91

24 Hour Total: 16,187
 AM Peak Hour begins: 8:00 AM Peak Volume: 2,289 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,289 PM Peak Hour Factor: 0.78

N/A

Tuesday, September 10, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	3	6	11	73	240	494	545	382	161	137
30	5	17	9	11	20	127	310	491	627	356	136	172
45	12	7	1	11	36	160	392	500	540	283	139	190
00	5	5	9	11	44	202	371	510	577	203	154	214
Hr Total	31	37	22	39	111	562	1,313	1,995	2,289	1,224	590	713

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	155	137	188	266	298	220	150	86	53	45	26
30	209	182	146	202	246	411	232	131	102	65	33	24
45	183	159	160	243	260	298	184	111	83	66	32	24
00	178	188	186	219	282	261	175	80	66	44	29	17
Hr Total	696	684	629	852	1,054	1,268	811	472	337	228	139	91

24 Hour Total: 16,187
 AM Peak Hour begins: 8:00 AM Peak Volume: 2,289 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,289 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: September 11, 2019
 Stop Date: September 11, 2019
 City: Tampa
 Location: Brorein St east of Florida Ave

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

Westbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	5	7	4	15	60	205	432	625	418	195	156
30	10	6	4	6	16	109	314	532	624	310	192	166
45	6	8	4	6	23	133	320	522	615	238	155	190
00	10	20	6	10	50	175	400	585	575	220	184	238
Hr Total	48	39	21	26	104	477	1,239	2,071	2,439	1,186	726	750

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	159	123	191	224	353	248	121	89	58	51	21
30	216	152	166	225	221	355	202	118	91	109	48	21
45	185	140	128	227	249	285	182	110	74	63	43	19
00	198	195	166	188	252	338	171	127	80	43	33	15
Hr Total	807	646	583	831	946	1,331	803	476	334	273	175	76

24 Hour Total: 16,407
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,449 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,331 PM Peak Hour Factor: 0.94

N/A

Wednesday, September 11, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	5	7	4	15	60	205	432	625	418	195	156
30	10	6	4	6	16	109	314	532	624	310	192	166
45	6	8	4	6	23	133	320	522	615	238	155	190
00	10	20	6	10	50	175	400	585	575	220	184	238
Hr Total	48	39	21	26	104	477	1,239	2,071	2,439	1,186	726	750

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	159	123	191	224	353	248	121	89	58	51	21
30	216	152	166	225	221	355	202	118	91	109	48	21
45	185	140	128	227	249	285	182	110	74	63	43	19
00	198	195	166	188	252	338	171	127	80	43	33	15
Hr Total	807	646	583	831	946	1,331	803	476	334	273	175	76

24 Hour Total: 16,407
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,449 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,331 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: September 12, 2019
 Stop Date: September 12, 2019
 City: Tampa
 Location: Brorein St east of Florida Ave

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

Westbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	5	5	9	11	72	244	470	582	295	181	167
30	20	6	5	11	15	121	316	551	638	251	183	193
45	9	14	10	4	28	144	362	498	532	215	163	209
00	10	2	7	13	48	201	362	608	518	228	161	215
Hr Total	52	27	27	37	102	538	1,284	2,127	2,270	989	688	784

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	152	151	199	220	366	246	129	102	72	47	24
30	178	173	176	257	204	343	222	145	122	56	43	29
45	166	161	155	251	260	314	208	123	111	76	40	15
00	172	155	165	210	263	262	176	97	89	58	42	20
Hr Total	710	641	647	917	947	1,285	852	494	424	262	172	88

24 Hour Total: 16,364
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,360 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,286 PM Peak Hour Factor: 0.88

N/A

Thursday, September 12, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	5	5	9	11	72	244	470	582	295	181	167
30	20	6	5	11	15	121	316	551	638	251	183	193
45	9	14	10	4	28	144	362	498	532	215	163	209
00	10	2	7	13	48	201	362	608	518	228	161	215
Hr Total	52	27	27	37	102	538	1,284	2,127	2,270	989	688	784

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	152	151	199	220	366	246	129	102	72	47	24
30	178	173	176	257	204	343	222	145	122	56	43	29
45	166	161	155	251	260	314	208	123	111	76	40	15
00	172	155	165	210	263	262	176	97	89	58	42	20
Hr Total	710	641	647	917	947	1,285	852	494	424	262	172	88

24 Hour Total: 16,364
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,360 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,286 PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Brorein St east of Florida Ave

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	5	6	12	68	230	465	584	365	179	153
30	12	10	6	9	17	119	313	525	630	306	170	177
45	9	10	5	7	29	146	358	507	562	245	152	196
00	8	9	7	11	47	193	378	568	557	217	166	222
Hr Total	44	34	23	34	106	526	1,279	2,064	2,333	1,133	668	749

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	155	137	193	237	339	238	133	92	61	48	24
30	201	169	163	228	224	370	219	131	105	77	41	25
45	178	153	148	240	256	299	191	115	89	68	38	19
00	183	179	172	206	266	287	174	101	78	48	35	17
Hr Total	738	657	620	867	982	1,295	822	481	365	254	162	85

24 Hour Total: 16,319
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,344 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,295 PM Peak Hour Factor: 0.88

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	5	6	12	68	230	465	584	365	179	153
30	12	10	6	9	17	119	313	525	630	306	170	177
45	9	10	5	7	29	146	358	507	562	245	152	196
00	8	9	7	11	47	193	378	568	557	217	166	222
Hr Total	44	34	23	34	106	526	1,279	2,064	2,333	1,133	668	749

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	155	137	193	237	339	238	133	92	61	48	24
30	201	169	163	228	224	370	219	131	105	77	41	25
45	178	153	148	240	256	299	191	115	89	68	38	19
00	183	179	172	206	266	287	174	101	78	48	35	17
Hr Total	738	657	620	867	982	1,295	822	481	365	254	162	85

24 Hour Total: 16,319
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,344 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,295 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: September 10, 2019
 Stop Date: September 10, 2019
 City: Tampa
 Location: Brorein St west of Florida Ave

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

Westbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	4	9	9	45	171	305	370	322	119	129
30	4	6	6	9	15	113	256	359	399	243	118	141
45	9	13	2	9	27	119	266	358	439	184	112	140
00	7	3	6	10	39	149	307	324	345	170	140	179
Hr Total	32	31	18	37	90	426	1,000	1,346	1,553	919	489	589

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	144	121	144	188	227	224	158	69	56	40	28
30	167	154	124	139	231	344	175	113	89	52	33	22
45	168	144	123	167	205	299	211	103	79	60	33	18
00	134	140	150	169	248	250	181	84	63	52	24	25
Hr Total	597	582	518	619	872	1,120	791	458	300	220	130	93

24 Hour Total: 12,830
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,553 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,120 PM Peak Hour Factor: 0.81

N/A

Tuesday, September 10, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	4	9	9	45	171	305	370	322	119	129
30	4	6	6	9	15	113	256	359	399	243	118	141
45	9	13	2	9	27	119	266	358	439	184	112	140
00	7	3	6	10	39	149	307	324	345	170	140	179
Hr Total	32	31	18	37	90	426	1,000	1,346	1,553	919	489	589

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	144	121	144	188	227	224	158	69	56	40	28
30	167	154	124	139	231	344	175	113	89	52	33	22
45	168	144	123	167	205	299	211	103	79	60	33	18
00	134	140	150	169	248	250	181	84	63	52	24	25
Hr Total	597	582	518	619	872	1,120	791	458	300	220	130	93

24 Hour Total: 12,830
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,553 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,120 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: September 11, 2019
 Stop Date: September 11, 2019
 City: Tampa
 Location: Brorein St west of Florida Ave

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

Westbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	5	3	12	67	173	285	440	290	166	155
30	14	5	6	3	16	84	263	350	415	223	131	152
45	8	11	4	6	23	104	253	372	376	194	135	160
00	9	12	8	8	29	145	285	333	328	159	127	193
Hr Total	48	34	23	20	80	400	974	1,340	1,559	866	559	660

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	144	121	148	156	228	251	110	83	58	34	15
30	181	129	127	177	201	371	195	104	89	77	41	19
45	168	121	121	163	177	273	180	108	69	62	33	16
00	172	155	139	163	255	258	151	95	68	53	36	14
Hr Total	709	549	508	651	789	1,130	777	417	309	250	144	64

24 Hour Total: 12,860
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,564 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,153 PM Peak Hour Factor: 0.78

N/A

Wednesday, September 11, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	5	3	12	67	173	285	440	290	166	155
30	14	5	6	3	16	84	263	350	415	223	131	152
45	8	11	4	6	23	104	253	372	376	194	135	160
00	9	12	8	8	29	145	285	333	328	159	127	193
Hr Total	48	34	23	20	80	400	974	1,340	1,559	866	559	660

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	144	121	148	156	228	251	110	83	58	34	15
30	181	129	127	177	201	371	195	104	89	77	41	19
45	168	121	121	163	177	273	180	108	69	62	33	16
00	172	155	139	163	255	258	151	95	68	53	36	14
Hr Total	709	549	508	651	789	1,130	777	417	309	250	144	64

24 Hour Total: 12,860
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,564 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,153 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: September 12, 2019
 Stop Date: September 12, 2019
 City: Tampa
 Location: Brorein St west of Florida Ave

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

Westbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	4	8	12	60	164	323	431	249	143	135
30	16	4	4	10	11	95	244	366	401	191	146	152
45	7	9	13	9	21	108	261	372	385	176	156	177
00	14	3	4	12	35	156	267	378	369	159	136	179
Hr Total	50	23	25	39	79	419	936	1,439	1,586	775	581	643

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	124	127	151	176	266	238	124	83	75	48	32
30	172	134	138	166	195	347	184	106	116	45	46	25
45	170	145	126	173	204	252	198	135	76	60	32	11
00	135	142	117	167	236	251	151	84	79	50	38	21
Hr Total	633	545	508	657	811	1,116	771	449	354	230	164	89

24 Hour Total: 12,922
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,595 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,116 PM Peak Hour Factor: 0.80

N/A

Thursday, September 12, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	4	8	12	60	164	323	431	249	143	135
30	16	4	4	10	11	95	244	366	401	191	146	152
45	7	9	13	9	21	108	261	372	385	176	156	177
00	14	3	4	12	35	156	267	378	369	159	136	179
Hr Total	50	23	25	39	79	419	936	1,439	1,586	775	581	643

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	124	127	151	176	266	238	124	83	75	48	32
30	172	134	138	166	195	347	184	106	116	45	46	25
45	170	145	126	173	204	252	198	135	76	60	32	11
00	135	142	117	167	236	251	151	84	79	50	38	21
Hr Total	633	545	508	657	811	1,116	771	449	354	230	164	89

24 Hour Total: 12,922
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,595 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,116 PM Peak Hour Factor: 0.80

Volume Count Report

3-Day Average

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Brorain St west of Florida Ave

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	4	7	11	57	169	304	414	287	143	140
30	11	5	5	7	14	97	254	358	405	219	132	148
45	8	11	6	8	24	110	260	367	400	185	134	159
00	10	6	6	10	34	150	286	345	347	163	134	184
Hr Total	43	29	22	32	83	415	970	1,375	1,566	853	543	631

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	137	123	148	173	240	238	131	78	63	41	25
30	173	139	130	161	209	354	185	108	98	58	40	22
45	169	137	123	168	195	275	196	115	75	61	33	15
00	147	146	135	166	246	253	161	88	70	52	33	20
Hr Total	646	559	511	642	824	1,122	780	441	321	233	146	82

24 Hour Total: 12,871
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,566 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,122 PM Peak Hour Factor: 0.79

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	4	7	11	57	169	304	414	287	143	140
30	11	5	5	7	14	97	254	358	405	219	132	148
45	8	11	6	8	24	110	260	367	400	185	134	159
00	10	6	6	10	34	150	286	345	347	163	134	184
Hr Total	43	29	22	32	83	415	970	1,375	1,566	853	543	631

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	137	123	148	173	240	238	131	78	63	41	25
30	173	139	130	161	209	354	185	108	98	58	40	22
45	169	137	123	168	195	275	196	115	75	61	33	15
00	147	146	135	166	246	253	161	88	70	52	33	20
Hr Total	646	559	511	642	824	1,122	780	441	321	233	146	82

24 Hour Total: 12,871
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,566 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,122 PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: September 10, 2019
 Stop Date: September 10, 2019
 City: Tampa
 Location: Brorein St west of Jefferson St

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

Westbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	11	7	2	10	42	174	408	429	277	137	130
30	5	10	4	7	16	97	238	475	513	264	120	156
45	13	13	3	6	23	104	320	426	387	163	112	164
00	8	3	3	8	35	136	305	437	385	155	134	161
Hr Total	35	37	17	23	84	379	1,037	1,746	1,714	859	503	611

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	141	118	170	215	269	150	104	69	44	40	27
30	196	170	134	180	193	296	172	106	96	41	35	18
45	135	143	126	188	221	223	152	95	74	49	18	23
00	142	151	148	182	197	212	144	82	61	36	29	14
Hr Total	595	605	526	720	826	1,000	618	387	300	170	122	82

24 Hour Total: 12,996
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,805 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,000 PM Peak Hour Factor: 0.84

N/A

Tuesday, September 10, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	11	7	2	10	42	174	408	429	277	137	130
30	5	10	4	7	16	97	238	475	513	264	120	156
45	13	13	3	6	23	104	320	426	387	163	112	164
00	8	3	3	8	35	136	305	437	385	155	134	161
Hr Total	35	37	17	23	84	379	1,037	1,746	1,714	859	503	611

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	141	118	170	215	269	150	104	69	44	40	27
30	196	170	134	180	193	296	172	106	96	41	35	18
45	135	143	126	188	221	223	152	95	74	49	18	23
00	142	151	148	182	197	212	144	82	61	36	29	14
Hr Total	595	605	526	720	826	1,000	618	387	300	170	122	82

24 Hour Total: 12,996
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,805 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,000 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: September 11, 2019
 Stop Date: September 11, 2019
 City: Tampa
 Location: Brorein St west of Jefferson St

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

Westbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	9	1	9	40	167	359	471	230	155	147
30	14	11	2	7	14	76	249	432	440	205	136	145
45	13	7	9	7	21	106	257	391	383	159	136	175
00	12	15	4	7	36	117	321	406	367	157	148	186
Hr Total	55	41	24	22	80	339	994	1,588	1,661	751	575	653

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	165	122	183	189	257	192	83	85	50	31	23
30	173	142	157	203	185	284	156	103	97	87	31	22
45	155	119	113	188	213	212	142	100	66	55	40	23
00	160	165	139	169	184	214	150	118	63	32	27	16
Hr Total	654	591	531	743	771	967	640	404	311	224	129	84

24 Hour Total: 12,832
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,708 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 967 PM Peak Hour Factor: 0.85

N/A

Wednesday, September 11, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	9	1	9	40	167	359	471	230	155	147
30	14	11	2	7	14	76	249	432	440	205	136	145
45	13	7	9	7	21	106	257	391	383	159	136	175
00	12	15	4	7	36	117	321	406	367	157	148	186
Hr Total	55	41	24	22	80	339	994	1,588	1,661	751	575	653

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	165	122	183	189	257	192	83	85	50	31	23
30	173	142	157	203	185	284	156	103	97	87	31	22
45	155	119	113	188	213	212	142	100	66	55	40	23
00	160	165	139	169	184	214	150	118	63	32	27	16
Hr Total	654	591	531	743	771	967	640	404	311	224	129	84

24 Hour Total: 12,832
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,708 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 967 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: September 12, 2019
 Stop Date: September 12, 2019
 City: Tampa
 Location: Brorein St west of Jefferson St

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

Westbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	5	5	11	46	160	374	443	190	146	126
30	22	3	3	8	8	95	241	425	442	191	145	155
45	4	8	8	17	22	102	253	386	362	167	124	165
00	7	1	8	14	19	150	284	448	320	180	136	182
Hr Total	43	15	24	44	60	393	938	1,633	1,567	728	551	628

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	125	118	168	196	292	186	100	94	70	32	44
30	166	150	139	225	181	293	184	117	113	48	49	22
45	147	144	118	211	235	242	151	91	79	65	31	12
00	158	150	141	179	214	221	140	88	105	46	42	15
Hr Total	634	569	516	783	826	1,048	661	396	391	229	154	93

24 Hour Total: 12,924
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,719 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,048 PM Peak Hour Factor: 0.89

N/A

Thursday, September 12, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	5	5	11	46	160	374	443	190	146	126
30	22	3	3	8	8	95	241	425	442	191	145	155
45	4	8	8	17	22	102	253	386	362	167	124	165
00	7	1	8	14	19	150	284	448	320	180	136	182
Hr Total	43	15	24	44	60	393	938	1,633	1,567	728	551	628

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	125	118	168	196	292	186	100	94	70	32	44
30	166	150	139	225	181	293	184	117	113	48	49	22
45	147	144	118	211	235	242	151	91	79	65	31	12
00	158	150	141	179	214	221	140	88	105	46	42	15
Hr Total	634	569	516	783	826	1,048	661	396	391	229	154	93

24 Hour Total: 12,924
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,719 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,048 PM Peak Hour Factor: 0.89

Volume Count Report

3-Day Average

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Brorain St west of Jefferson St

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	7	3	10	43	167	380	448	232	146	134
30	14	8	3	7	13	89	243	444	465	220	134	152
45	10	9	7	10	22	104	277	401	377	163	124	168
00	9	6	5	10	30	134	303	430	357	164	139	176
Hr Total	44	31	22	30	75	370	990	1,656	1,647	779	543	631

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	144	119	174	200	273	176	96	83	55	34	31
30	178	154	143	203	186	291	171	109	102	59	38	21
45	146	135	119	196	223	226	148	95	73	56	30	19
00	153	155	143	177	198	216	145	96	76	38	33	15
Hr Total	628	588	524	749	808	1,005	640	396	334	208	135	86

24 Hour Total: 12,917
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,744 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,005 PM Peak Hour Factor: 0.86

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	7	3	10	43	167	380	448	232	146	134
30	14	8	3	7	13	89	243	444	465	220	134	152
45	10	9	7	10	22	104	277	401	377	163	124	168
00	9	6	5	10	30	134	303	430	357	164	139	176
Hr Total	44	31	22	30	75	370	990	1,656	1,647	779	543	631

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	144	119	174	200	273	176	96	83	55	34	31
30	178	154	143	203	186	291	171	109	102	59	38	21
45	146	135	119	196	223	226	148	95	73	56	30	19
00	153	155	143	177	198	216	145	96	76	38	33	15
Hr Total	628	588	524	749	808	1,005	640	396	334	208	135	86

24 Hour Total: 12,917
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,744 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,005 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Brush St south of Washington St

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

Northbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	0	2	9	31	13	9	14
30	1	0	1	0	0	0	5	20	13	11	15	15
45	0	0	0	0	0	0	3	34	14	28	13	16
00	2	1	0	0	1	2	6	48	20	14	7	21
Hr Total	3	2	1	1	1	2	16	111	78	66	44	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	15	16	40	33	53	16	11	7	3	1	2
30	15	24	9	32	44	35	15	7	5	3	0	4
45	17	25	17	49	42	33	15	5	2	1	1	1
00	12	12	20	34	39	15	8	9	6	2	3	2
Hr Total	63	76	62	155	158	136	54	32	20	9	5	9

24 Hour Total: 1,170
 AM Peak Hour begins: 7:15 AM Peak Volume: 133 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 16:15 PM Peak Volume: 178 PM Peak Hour Factor: 0.84

Southbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	0	15	39	51	15	12	12
30	1	1	0	0	0	3	24	51	47	20	10	10
45	1	1	1	0	0	7	33	74	36	7	9	16
00	0	0	0	1	1	15	37	60	22	9	10	9
Hr Total	2	3	1	1	2	25	109	224	156	51	41	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	14	23	9	23	9	4	3	2	0	0
30	14	10	11	9	11	10	6	11	5	0	0	0
45	18	9	15	8	13	14	6	11	2	4	1	0
00	15	7	20	11	13	6	4	4	1	0	0	0
Hr Total	57	36	60	51	46	53	25	30	11	6	1	0

24 Hour Total: 1,038
 AM Peak Hour begins: 7:15 AM Peak Volume: 236 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 14:15 PM Peak Volume: 69 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	1	1	0	17	48	82	28	21	26
30	2	1	1	0	0	3	29	71	60	31	25	25
45	1	1	1	0	0	7	36	108	50	35	22	32
00	2	1	0	1	2	17	43	108	42	23	17	30
Hr Total	5	5	2	2	3	27	125	335	234	117	85	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	25	30	63	42	76	25	15	10	5	1	2
30	29	34	20	41	55	45	21	18	10	3	0	4
45	35	34	32	57	55	47	21	16	4	5	2	1
00	27	19	40	45	52	21	12	13	7	2	3	2
Hr Total	120	112	122	206	204	189	79	62	31	15	6	9

24 Hour Total: 2,208
 AM Peak Hour begins: 7:15 AM Peak Volume: 369 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:15 PM Peak Volume: 238 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Brush St south of Washington St

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

Northbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	0	1	1	8	29	10	15	13
30	2	0	0	0	1	0	4	24	16	10	16	20
45	1	2	1	0	0	0	5	45	23	13	7	11
00	0	0	1	0	2	1	5	40	20	8	12	17
Hr Total	3	4	2	0	3	2	15	117	88	41	50	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	12	13	38	30	42	24	12	3	6	1	4
30	17	15	14	39	43	26	15	7	3	2	1	4
45	18	14	12	44	38	30	11	8	3	0	1	3
00	14	10	25	39	57	15	10	5	2	0	0	2
Hr Total	66	51	64	160	168	113	60	32	11	8	3	13

24 Hour Total: 1,135
 AM Peak Hour begins: 7:15 AM Peak Volume: 138 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 16:15 PM Peak Volume: 180 PM Peak Hour Factor: 0.79

Southbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	15	40	61	16	14	8
30	0	0	0	0	0	4	31	49	50	14	8	12
45	0	0	2	0	0	3	25	69	43	12	13	12
00	0	0	0	1	0	12	35	63	36	8	15	11
Hr Total	0	1	2	1	0	19	106	221	190	50	50	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	17	10	23	11	15	8	0	5	3	1	0
30	16	11	15	12	5	14	6	8	4	2	0	0
45	17	8	14	4	13	10	6	2	3	1	3	1
00	13	15	9	9	12	5	5	0	2	0	0	1
Hr Total	55	51	48	48	41	44	25	10	14	6	4	2

24 Hour Total: 1,031
 AM Peak Hour begins: 7:30 AM Peak Volume: 243 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:15 PM Peak Volume: 63 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	0	0	1	16	48	90	26	29	21
30	2	0	0	0	1	4	35	73	66	24	24	32
45	1	2	3	0	0	3	30	114	66	25	20	23
00	0	0	1	1	2	13	40	103	56	16	27	28
Hr Total	3	5	4	1	3	21	121	338	278	91	100	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	29	23	61	41	57	32	12	8	9	2	4
30	33	26	29	51	48	40	21	15	7	4	1	4
45	35	22	26	48	51	40	17	10	6	1	4	4
00	27	25	34	48	69	20	15	5	4	0	0	3
Hr Total	121	102	112	208	209	157	85	42	25	14	7	15

24 Hour Total: 2,166
 AM Peak Hour begins: 7:15 AM Peak Volume: 380 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:15 PM Peak Volume: 225 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Brush St south of Washington St

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

Northbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	5	9	18	15	11	14
30	0	0	0	0	1	0	5	24	22	5	10	19
45	2	0	1	0	0	0	4	42	14	10	15	20
00	0	2	0	0	1	0	12	39	21	8	10	7
Hr Total	2	2	1	1	2	1	26	114	75	38	46	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	8	16	60	54	57	21	13	15	11	14	94
30	15	29	18	41	58	45	14	11	14	10	22	57
45	17	13	24	40	60	47	16	11	9	9	56	51
00	17	15	29	52	44	31	18	7	14	9	86	10
Hr Total	76	65	87	193	216	180	69	42	52	39	178	212

24 Hour Total: 1,777
 AM Peak Hour begins: 7:15 AM Peak Volume: 123 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 22:30 PM Peak Volume: 293 PM Peak Hour Factor: 0.78

Southbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	14	42	55	12	21	14
30	0	0	0	0	0	3	26	66	46	14	10	15
45	0	0	0	3	0	5	31	61	33	12	8	17
00	0	0	1	2	0	10	32	59	32	5	10	4
Hr Total	1	0	1	6	0	18	103	228	166	43	49	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	13	23	22	52	20	8	8	5	4	6
30	11	11	5	12	22	63	12	12	0	2	5	2
45	15	9	19	15	47	46	11	3	2	1	4	6
00	15	15	17	26	47	18	8	3	12	0	3	4
Hr Total	51	45	54	76	138	179	51	26	22	8	16	18

24 Hour Total: 1,349
 AM Peak Hour begins: 7:15 AM Peak Volume: 241 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 209 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	0	1	19	51	73	27	32	28
30	0	0	0	0	1	3	31	90	68	19	20	34
45	2	0	1	3	0	5	35	103	47	22	23	37
00	0	2	1	2	1	10	44	98	53	13	20	11
Hr Total	3	2	2	7	2	19	129	342	241	81	95	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	18	29	83	76	109	41	21	23	16	18	100
30	26	40	23	53	80	108	26	23	14	12	27	59
45	32	22	43	55	107	93	27	14	11	10	60	57
00	32	30	46	78	91	49	26	10	26	9	89	14
Hr Total	127	110	141	269	354	359	120	68	74	47	194	230

24 Hour Total: 3,126
 AM Peak Hour begins: 7:15 AM Peak Volume: 364 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 415 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date:	September 24, 2019	Start Time:	00:00
Stop Date:	September 26, 2019	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location	Brush St south of Washington St		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	1	3	9	26	13	12	14
30	1	0	0	0	1	0	5	23	17	9	14	18
45	1	1	1	0	0	0	4	40	17	17	12	16
00	1	1	0	0	1	1	8	42	20	10	10	15
Hr Total	3	3	1	1	2	2	19	114	80	48	47	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	12	15	46	39	51	20	12	8	7	5	33
30	16	23	14	37	48	35	15	8	7	5	8	22
45	17	17	18	44	47	37	14	8	5	3	19	18
00	14	12	25	42	47	20	12	7	7	4	30	5
Hr Total	68	64	71	169	181	143	61	35	28	19	62	78

24 Hour Total:	1,361		
AM Peak Hour begins:	7:15	AM Peak Volume:	131
		AM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:15	PM Peak Volume:	192
		PM Peak Hour Factor:	0.95

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	15	40	56	14	16	11
30	0	0	0	0	0	3	27	55	48	16	9	12
45	0	0	1	1	0	5	30	68	37	10	10	15
00	0	0	0	1	0	12	35	61	30	7	12	8
Hr Total	1	1	1	3	1	21	106	224	171	48	47	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	12	12	23	14	30	12	4	5	3	2	2
30	14	11	10	11	13	29	8	10	3	1	2	1
45	17	9	16	9	24	23	8	5	2	2	3	2
00	14	12	15	15	24	10	6	2	5	0	1	2
Hr Total	54	44	54	58	75	92	34	22	16	7	7	7

24 Hour Total:	1,139		
AM Peak Hour begins:	7:15	AM Peak Volume:	240
		AM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:30	PM Peak Volume:	107
		PM Peak Hour Factor:	0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	1	0	1	17	49	82	27	27	25
30	1	0	0	0	1	3	32	78	65	25	23	30
45	1	1	2	1	0	5	34	108	54	27	22	31
00	1	1	1	1	2	13	42	103	50	17	21	23
Hr Total	4	4	3	3	3	22	125	338	251	96	93	109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	24	27	69	53	81	33	16	14	10	7	35
30	29	33	24	48	61	64	23	19	10	6	9	22
45	34	26	34	53	71	60	22	13	7	5	22	21
00	29	25	40	57	71	30	18	9	12	4	31	6
Hr Total	123	108	125	228	256	235	95	57	43	25	69	85

24 Hour Total:	2,500		
AM Peak Hour begins:	7:15	AM Peak Volume:	371
		AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:30	PM Peak Volume:	287
		PM Peak Hour Factor:	0.89

Volume Count Report

Start Date: September 17, 2019
 Stop Date: September 17, 2019
 City: Tampa
 Location: Florida Ave north of Channelside Dr

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

Northbound Volume

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	10	6	5	18	61	148	223	157	127	131
30	24	12	4	5	7	27	61	173	203	124	122	127
45	18	14	10	7	9	35	98	217	205	151	129	165
00	21	6	13	2	17	36	118	238	195	126	136	151
Hr Total	94	48	37	20	38	116	338	776	826	558	514	574

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	156	167	220	246	280	179	151	155	181	119	54
30	149	163	175	250	265	219	176	130	107	280	74	54
45	161	160	177	248	248	226	172	147	133	356	74	56
00	159	158	211	222	245	177	136	115	150	143	66	26
Hr Total	637	637	730	940	1,004	902	663	543	545	960	333	190

24 Hour Total: 12,023
 AM Peak Hour begins: 7:30 AM Peak Volume: 881 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,038 PM Peak Hour Factor: 0.93

N/A

Tuesday, September 17, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	10	6	5	18	61	148	223	157	127	131
30	24	12	4	5	7	27	61	173	203	124	122	127
45	18	14	10	7	9	35	98	217	205	151	129	165
00	21	6	13	2	17	36	118	238	195	126	136	151
Hr Total	94	48	37	20	38	116	338	776	826	558	514	574

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	156	167	220	246	280	179	151	155	181	119	54
30	149	163	175	250	265	219	176	130	107	280	74	54
45	161	160	177	248	248	226	172	147	133	356	74	56
00	159	158	211	222	245	177	136	115	150	143	66	26
Hr Total	637	637	730	940	1,004	902	663	543	545	960	333	190

24 Hour Total: 12,023
 AM Peak Hour begins: 7:30 AM Peak Volume: 881 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,038 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 18, 2019
 Stop Date: September 18, 2019
 City: Tampa
 Location: Florida Ave north of Channelside Dr

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

Northbound Volume

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	16	13	6	8	23	74	147	233	163	135	105
30	18	12	12	3	7	34	68	191	222	136	133	148
45	18	12	2	5	12	39	84	205	212	154	136	162
00	15	8	7	5	19	44	136	214	197	134	140	154
Hr Total	83	48	34	19	46	140	362	757	864	587	544	569

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	171	165	209	222	260	169	161	88	62	52	44
30	154	152	156	210	216	200	172	113	91	67	56	33
45	172	166	174	193	237	233	154	124	85	59	38	45
00	162	144	168	202	231	148	119	97	81	65	39	40
Hr Total	678	633	663	814	906	841	614	495	345	253	185	162

24 Hour Total: 10,642
 AM Peak Hour begins: 7:45 AM Peak Volume: 881 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 944 PM Peak Hour Factor: 0.91

N/A

Wednesday, September 18, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	16	13	6	8	23	74	147	233	163	135	105
30	18	12	12	3	7	34	68	191	222	136	133	148
45	18	12	2	5	12	39	84	205	212	154	136	162
00	15	8	7	5	19	44	136	214	197	134	140	154
Hr Total	83	48	34	19	46	140	362	757	864	587	544	569

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	171	165	209	222	260	169	161	88	62	52	44
30	154	152	156	210	216	200	172	113	91	67	56	33
45	172	166	174	193	237	233	154	124	85	59	38	45
00	162	144	168	202	231	148	119	97	81	65	39	40
Hr Total	678	633	663	814	906	841	614	495	345	253	185	162

24 Hour Total: 10,642
 AM Peak Hour begins: 7:45 AM Peak Volume: 881 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 944 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: September 19, 2019
 Stop Date: September 19, 2019
 City: Tampa
 Location: Florida Ave north of Channelside Dr

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

Northbound Volume

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	18	7	4	6	21	51	153	238	173	122	141
30	21	6	7	4	10	34	69	182	183	143	113	119
45	15	17	10	0	14	31	76	212	199	110	139	132
00	22	9	5	4	8	39	116	186	195	129	116	154
Hr Total	80	50	29	12	38	125	312	733	815	555	490	546

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	163	183	208	241	239	185	135	111	86	84	55
30	174	141	155	200	225	259	161	134	103	74	61	40
45	180	151	189	221	244	233	159	126	105	94	72	56
00	182	157	169	232	210	194	148	128	108	57	42	32
Hr Total	695	612	696	861	920	925	653	523	427	311	259	183

24 Hour Total: 10,850
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30

AM Peak Volume: 819
 PM Peak Volume: 952
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.92

N/A

Thursday, September 19, 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
 PM Peak Hour begins: 12:00

AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	18	7	4	6	21	51	153	238	173	122	141
30	21	6	7	4	10	34	69	182	183	143	113	119
45	15	17	10	0	14	31	76	212	199	110	139	132
00	22	9	5	4	8	39	116	186	195	129	116	154
Hr Total	80	50	29	12	38	125	312	733	815	555	490	546

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	163	183	208	241	239	185	135	111	86	84	55
30	174	141	155	200	225	259	161	134	103	74	61	40
45	180	151	189	221	244	233	159	126	105	94	72	56
00	182	157	169	232	210	194	148	128	108	57	42	32
Hr Total	695	612	696	861	920	925	653	523	427	311	259	183

24 Hour Total: 10,850
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30

AM Peak Volume: 819
 PM Peak Volume: 952
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.92

Volume Count Report

3-Day Average

Start Date: September 17, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Florida Ave north of Channelside Dr

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	17	10	5	6	21	62	149	231	164	128	126
30	21	10	8	4	8	32	66	182	203	134	123	131
45	17	14	7	4	12	35	86	211	205	138	135	153
00	19	8	8	4	15	40	123	213	196	130	131	153
Hr Total	86	49	33	17	41	127	337	755	835	567	516	563

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	163	172	212	236	260	178	149	118	110	85	51
30	159	152	162	220	235	226	170	126	100	140	64	42
45	171	159	180	221	243	231	162	132	108	170	61	52
00	168	153	183	219	229	173	134	113	113	88	49	33
Hr Total	670	627	696	872	943	889	643	520	439	508	259	178

24 Hour Total: 11,172
 AM Peak Hour begins: 7:30 AM Peak Volume: 858 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:15 PM Peak Volume: 967 PM Peak Hour Factor: 0.93

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	17	10	5	6	21	62	149	231	164	128	126
30	21	10	8	4	8	32	66	182	203	134	123	131
45	17	14	7	4	12	35	86	211	205	138	135	153
00	19	8	8	4	15	40	123	213	196	130	131	153
Hr Total	86	49	33	17	41	127	337	755	835	567	516	563

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	163	172	212	236	260	178	149	118	110	85	51
30	159	152	162	220	235	226	170	126	100	140	64	42
45	171	159	180	221	243	231	162	132	108	170	61	52
00	168	153	183	219	229	173	134	113	113	88	49	33
Hr Total	670	627	696	872	943	889	643	520	439	508	259	178

24 Hour Total: 11,172
 AM Peak Hour begins: 7:30 AM Peak Volume: 858 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:15 PM Peak Volume: 967 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Florida Ave north of Whiting St

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

Northbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	27	15	4	13	32	86	284	424	388	233	209
30	29	19	14	11	8	48	105	367	436	314	222	209
45	27	12	6	5	21	61	147	458	391	257	193	241
00	14	19	11	16	25	70	208	408	394	232	227	296
Hr Total	99	77	46	36	67	211	546	1,517	1,645	1,191	875	955

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	281	279	392	440	508	399	225	173	124	90	69
30	246	321	277	400	510	491	335	219	152	113	70	63
45	262	258	328	466	490	449	267	182	136	88	70	67
00	228	249	304	442	442	407	257	191	122	77	74	36
Hr Total	1,005	1,109	1,188	1,700	1,882	1,855	1,258	817	583	402	304	235

24 Hour Total: 19,603
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,726 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,950 PM Peak Hour Factor: 0.96

N/A

Tuesday, September 24, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	27	15	4	13	32	86	284	424	388	233	209
30	29	19	14	11	8	48	105	367	436	314	222	209
45	27	12	6	5	21	61	147	458	391	257	193	241
00	14	19	11	16	25	70	208	408	394	232	227	296
Hr Total	99	77	46	36	67	211	546	1,517	1,645	1,191	875	955

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	281	279	392	440	508	399	225	173	124	90	69
30	246	321	277	400	510	491	335	219	152	113	70	63
45	262	258	328	466	490	449	267	182	136	88	70	67
00	228	249	304	442	442	407	257	191	122	77	74	36
Hr Total	1,005	1,109	1,188	1,700	1,882	1,855	1,258	817	583	402	304	235

24 Hour Total: 19,603
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,726 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,950 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Florida Ave north of Whiting St

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

Northbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	19	25	14	14	38	94	273	507	366	251	235
30	27	22	10	10	22	48	114	302	483	306	201	270
45	27	11	15	14	15	57	146	474	462	281	211	281
00	31	24	9	5	24	63	173	490	520	284	197	263
Hr Total	118	76	59	43	75	206	527	1,539	1,972	1,237	860	1,049

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	253	287	278	339	473	563	402	259	152	131	101	84
30	295	271	303	410	486	502	332	223	152	124	83	58
45	284	258	311	470	456	521	296	210	165	106	68	80
00	261	223	306	475	436	391	248	179	98	92	69	56
Hr Total	1,093	1,039	1,198	1,694	1,851	1,977	1,278	871	567	453	321	278

24 Hour Total: 20,381
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,972 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,022 PM Peak Hour Factor: 0.90

N/A

Wednesday, September 25, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	19	25	14	14	38	94	273	507	366	251	235
30	27	22	10	10	22	48	114	302	483	306	201	270
45	27	11	15	14	15	57	146	474	462	281	211	281
00	31	24	9	5	24	63	173	490	520	284	197	263
Hr Total	118	76	59	43	75	206	527	1,539	1,972	1,237	860	1,049

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	253	287	278	339	473	563	402	259	152	131	101	84
30	295	271	303	410	486	502	332	223	152	124	83	58
45	284	258	311	470	456	521	296	210	165	106	68	80
00	261	223	306	475	436	391	248	179	98	92	69	56
Hr Total	1,093	1,039	1,198	1,694	1,851	1,977	1,278	871	567	453	321	278

24 Hour Total: 20,381
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,972 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,022 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Florida Ave north of Whiting St

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

Northbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	27	19	13	13	37	90	290	532	349	246	221
30	36	17	12	13	25	63	115	304	485	292	216	242
45	34	27	13	12	18	74	162	445	443	298	240	240
00	17	14	10	12	27	64	171	449	443	291	203	297
Hr Total	129	85	54	50	83	238	538	1,488	1,903	1,230	905	1,000

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	307	286	372	422	482	420	249	225	157	194	309
30	279	282	295	388	456	523	401	251	167	144	273	128
45	285	305	328	480	481	518	323	227	153	124	714	96
00	276	294	307	531	456	451	275	281	150	138	642	71
Hr Total	1,117	1,188	1,216	1,771	1,815	1,974	1,419	1,008	695	563	1,823	604

24 Hour Total: 22,896
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,911 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,979 PM Peak Hour Factor: 0.95

N/A

Thursday, September 26, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	27	19	13	13	37	90	290	532	349	246	221
30	36	17	12	13	25	63	115	304	485	292	216	242
45	34	27	13	12	18	74	162	445	443	298	240	240
00	17	14	10	12	27	64	171	449	443	291	203	297
Hr Total	129	85	54	50	83	238	538	1,488	1,903	1,230	905	1,000

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	307	286	372	422	482	420	249	225	157	194	309
30	279	282	295	388	456	523	401	251	167	144	273	128
45	285	305	328	480	481	518	323	227	153	124	714	96
00	276	294	307	531	456	451	275	281	150	138	642	71
Hr Total	1,117	1,188	1,216	1,771	1,815	1,974	1,419	1,008	695	563	1,823	604

24 Hour Total: 22,896
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,911 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,979 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date: September 24, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Florida Ave north of Whiting St

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

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	24	20	10	13	36	90	282	488	368	243	222
30	31	19	12	11	18	53	111	324	468	304	213	240
45	29	17	11	10	18	64	152	459	432	279	215	254
00	21	19	10	11	25	66	184	449	452	269	209	285
Hr Total	115	79	53	43	75	218	537	1,515	1,840	1,219	880	1,001

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	292	281	368	445	518	407	244	183	137	128	154
30	273	291	292	399	484	505	356	231	157	127	142	83
45	277	274	322	472	476	496	295	206	151	106	284	81
00	255	255	306	483	445	416	260	217	123	102	262	54
Hr Total	1,072	1,112	1,201	1,722	1,849	1,935	1,318	899	615	473	816	372

24 Hour Total: 20,960
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,864 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,964 PM Peak Hour Factor: 0.95

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	24	20	10	13	36	90	282	488	368	243	222
30	31	19	12	11	18	53	111	324	468	304	213	240
45	29	17	11	10	18	64	152	459	432	279	215	254
00	21	19	10	11	25	66	184	449	452	269	209	285
Hr Total	115	79	53	43	75	218	537	1,515	1,840	1,219	880	1,001

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	292	281	368	445	518	407	244	183	137	128	154
30	273	291	292	399	484	505	356	231	157	127	142	83
45	277	274	322	472	476	496	295	206	151	106	284	81
00	255	255	306	483	445	416	260	217	123	102	262	54
Hr Total	1,072	1,112	1,201	1,722	1,849	1,935	1,318	899	615	473	816	372

24 Hour Total: 20,960
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,864 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,964 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: September 17, 2019 Start Time: 00:00
 Stop Date: September 17, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Florida Ave south of Channelside Dr

Northbound Volume

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	2	1	9	9	19	25	15	30	18
30	3	1	2	2	3	11	8	19	17	24	26	18
45	3	2	2	2	5	8	13	15	17	29	28	25
00	6	3	2	1	1	12	21	34	17	25	31	27
Hr Total	19	9	7	7	10	40	51	87	76	93	115	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	19	23	29	46	63	38	28	33	52	54	14
30	37	21	26	57	52	59	39	19	29	113	23	11
45	31	18	30	38	49	39	67	32	50	164	21	14
00	37	25	36	28	47	41	37	40	70	93	18	2
Hr Total	131	83	115	152	194	202	181	119	182	422	116	41

24 Hour Total: 2,540
 AM Peak Hour begins: 10:00 AM Peak Volume: 115 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 21:15 PM Peak Volume: 424 PM Peak Hour Factor: 0.65

Southbound Volume

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	6	1	1	2	7	13	20	29	17	23	10
30	1	1	1	0	0	5	9	19	26	8	23	7
45	0	0	2	0	4	7	11	21	26	16	14	12
00	4	0	1	4	2	7	19	20	26	22	26	11
Hr Total	6	7	5	5	8	26	52	80	107	63	86	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	15	11	15	22	30	36	51	19	20	7	6
30	18	21	16	20	32	37	47	33	3	21	7	4
45	16	10	28	16	25	39	63	18	10	44	4	5
00	13	18	32	38	34	44	65	8	19	11	7	1
Hr Total	67	64	87	89	113	150	211	110	51	96	25	16

24 Hour Total: 1,564
 AM Peak Hour begins: 8:00 AM Peak Volume: 107 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 18:15 PM Peak Volume: 226 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	2	3	3	16	22	39	54	32	53	28
30	4	2	3	2	3	16	17	38	43	32	49	25
45	3	2	4	2	9	15	24	36	43	45	42	37
00	10	3	3	5	3	19	40	54	43	47	57	38
Hr Total	25	16	12	12	18	66	103	167	183	156	201	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	34	34	44	68	93	74	79	52	72	61	20
30	55	42	42	77	84	96	86	52	32	134	30	15
45	47	28	58	54	74	78	130	50	60	208	25	19
00	50	43	68	66	81	85	102	48	89	104	25	3
Hr Total	198	147	202	241	307	352	392	229	233	518	141	57

24 Hour Total: 4,104
 AM Peak Hour begins: 10:00 AM Peak Volume: 201 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 21:00 PM Peak Volume: 518 PM Peak Hour Factor: 0.62

Volume Count Report

Start Date: September 18, 2019
 Stop Date: September 18, 2019
 City: Tampa
 Location: Florida Ave south of Channelside Dr

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

Northbound Volume

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	8	2	3	6	15	30	28	24	34	22
30	3	3	0	2	1	10	13	23	22	23	25	24
45	1	1	0	1	2	13	10	18	20	26	21	15
00	3	1	0	2	9	6	19	14	16	23	30	14
Hr Total	15	8	8	7	15	35	57	85	86	96	110	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	19	17	22	40	33	25	19	11	11	7	7
30	28	28	19	24	32	39	23	14	15	16	11	7
45	18	17	18	27	28	37	32	12	11	10	5	4
00	20	31	30	20	25	22	19	9	14	14	7	9
Hr Total	100	95	84	93	125	131	99	54	51	51	30	27

24 Hour Total: 1,537
 AM Peak Hour begins: 10:00
 PM Peak Hour begins: 16:45

AM Peak Volume: 110
 PM Peak Volume: 134
 AM Peak Hour Factor: 0.81
 PM Peak Hour Factor: 0.86

Southbound Volume

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	2	1	8	14	23	23	27	16	17
30	2	1	0	0	2	7	12	16	37	12	12	18
45	1	1	0	1	4	18	13	15	37	19	18	13
00	1	0	1	0	4	8	22	20	15	16	12	14
Hr Total	7	4	1	3	11	41	61	74	112	74	58	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	20	14	11	15	12	10	15	2	7	11	2
30	12	18	17	19	16	9	7	9	7	10	8	6
45	17	14	16	13	10	11	7	3	8	14	3	4
00	27	17	17	11	16	8	3	6	7	7	7	2
Hr Total	76	69	64	54	57	40	27	33	24	38	29	14

24 Hour Total: 1,033
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 12:30

AM Peak Volume: 117
 PM Peak Volume: 82
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	8	4	4	14	29	53	51	51	50	39
30	5	4	0	2	3	17	25	39	59	35	37	42
45	2	2	0	2	6	31	23	33	57	45	39	28
00	4	1	1	2	13	14	41	34	31	39	42	28
Hr Total	22	12	9	10	26	76	118	159	198	170	168	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	39	31	33	55	45	35	34	13	18	18	9
30	40	46	36	43	48	48	30	23	22	26	19	13
45	35	31	34	40	38	48	39	15	19	24	8	8
00	47	48	47	31	41	30	22	15	21	21	14	11
Hr Total	176	164	148	147	182	171	126	87	75	89	59	41

24 Hour Total: 2,570
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:00

AM Peak Volume: 201
 PM Peak Volume: 182
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: September 19, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Florida Ave south of Channelside Dr

Northbound Volume

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	1	2	5	11	15	20	17	16	25
30	6	0	2	2	0	6	10	24	12	17	16	26
45	1	3	1	1	3	7	8	21	20	15	19	28
00	5	3	6	1	2	7	10	19	18	21	18	27
Hr Total	13	8	10	5	7	25	39	79	70	70	69	106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	20	13	22	44	43	28	19	17	16	26	20
30	34	18	24	24	29	47	30	20	16	14	11	6
45	41	12	20	32	31	26	19	10	14	17	13	10
00	27	20	20	25	20	21	26	16	21	12	7	7
Hr Total	131	70	77	103	124	137	103	65	68	59	57	43

24 Hour Total: 1,538
 AM Peak Hour begins: 11:30 AM Peak Volume: 118 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:30 PM Peak Volume: 141 PM Peak Hour Factor: 0.75

Southbound Volume

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	0	2	5	11	23	56	24	23	18
30	7	0	0	1	1	6	10	25	32	23	11	10
45	1	1	4	5	5	11	12	40	25	18	18	24
00	1	0	0	0	3	10	15	33	36	8	10	8
Hr Total	12	3	5	6	11	32	48	121	149	73	62	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	17	20	9	9	3	15	9	12	7	6	5
30	13	11	6	15	9	12	7	9	6	4	2	1
45	11	8	16	6	10	12	8	12	9	7	5	1
00	12	21	19	11	4	13	8	5	4	7	7	2
Hr Total	48	57	61	41	32	40	38	35	31	25	20	9

24 Hour Total: 1,019
 AM Peak Hour begins: 7:30 AM Peak Volume: 161 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 13:45 PM Peak Volume: 63 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	2	1	4	10	22	38	76	41	39	43
30	13	0	2	3	1	12	20	49	44	40	27	36
45	2	4	5	6	8	18	20	61	45	33	37	52
00	6	3	6	1	5	17	25	52	54	29	28	35
Hr Total	25	11	15	11	18	57	87	200	219	143	131	166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	37	33	31	53	46	43	28	29	23	32	25
30	47	29	30	39	38	59	37	29	22	18	13	7
45	52	20	36	38	41	38	27	22	23	24	18	11
00	39	41	39	36	24	34	34	21	25	19	14	9
Hr Total	179	127	138	144	156	177	141	100	99	84	77	52

24 Hour Total: 2,557
 AM Peak Hour begins: 7:15 AM Peak Volume: 238 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 12:00 PM Peak Volume: 179 PM Peak Hour Factor: 0.86

Volume Count Report

3-Day Average

Start Date: September 17, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Florida Ave south of Channelside Dr

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	3	2	2	7	12	21	24	19	27	22
30	4	1	1	2	1	9	10	22	17	21	22	23
45	2	2	1	1	3	9	10	18	19	23	23	23
00	5	2	3	1	4	8	17	22	17	23	26	23
Hr Total	16	8	8	6	11	33	49	84	77	86	98	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	19	18	24	43	46	30	22	20	26	29	14
30	33	22	23	35	38	48	31	18	20	48	15	8
45	30	16	23	32	36	34	39	18	25	64	13	9
00	28	25	29	24	31	28	27	22	35	40	11	6
Hr Total	121	83	92	116	148	157	128	79	100	177	68	37

24 Hour Total: 1,872
 AM Peak Hour begins: 11:30 AM Peak Volume: 108 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 21:15 PM Peak Volume: 180 PM Peak Hour Factor: 0.71

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	1	2	7	13	22	36	23	21	15
30	3	1	0	0	1	6	10	20	32	14	15	12
45	1	1	2	2	4	12	12	25	29	18	17	16
00	2	0	1	1	3	8	19	24	26	15	16	11
Hr Total	8	5	4	5	10	33	54	92	123	70	69	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	17	15	12	15	15	20	25	11	11	8	4
30	14	17	13	18	19	19	20	17	5	12	6	4
45	15	11	20	12	15	21	26	11	9	22	4	3
00	17	19	23	20	18	22	25	6	10	8	7	2
Hr Total	64	63	71	61	67	77	92	59	35	53	25	13

24 Hour Total: 1,205
 AM Peak Hour begins: 8:00 AM Peak Volume: 123 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 18:15 PM Peak Volume: 97 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	4	3	4	13	24	43	60	41	47	37
30	7	2	2	2	2	15	21	42	49	36	38	34
45	2	3	3	3	8	21	22	43	48	41	39	39
00	7	2	3	3	7	17	35	47	43	38	42	34
Hr Total	24	13	12	11	21	66	103	175	200	156	167	144

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	37	33	36	59	61	51	47	31	38	37	18
30	47	39	36	53	57	68	51	35	25	59	21	12
45	45	26	43	44	51	55	65	29	34	85	17	13
00	45	44	51	44	49	50	53	28	45	48	18	8
Hr Total	184	146	163	177	215	233	220	139	136	230	92	50

24 Hour Total: 3,077
 AM Peak Hour begins: 7:45 AM Peak Volume: 204 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:00 PM Peak Volume: 233 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Florida Ave south of Whiting St

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

Northbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	16	10	6	9	25	81	320	495	466	214	193
30	20	14	12	11	11	49	103	432	536	352	220	192
45	18	10	4	2	22	48	166	491	495	238	177	211
00	15	15	12	13	22	72	237	567	503	245	226	256
Hr Total	79	55	38	32	64	194	587	1,810	2,029	1,301	837	852

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	223	254	227	329	398	357	262	155	125	96	66	55
30	248	305	268	369	394	320	254	179	125	105	57	56
45	216	215	264	426	369	317	194	141	92	57	57	49
00	223	256	304	401	290	301	213	169	104	70	58	38
Hr Total	910	1,030	1,063	1,525	1,451	1,295	923	644	446	328	238	198

24 Hour Total: 17,929
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,093 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,619 PM Peak Hour Factor: 0.95

N/A

Tuesday, September 24, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	16	10	6	9	25	81	320	495	466	214	193
30	20	14	12	11	11	49	103	432	536	352	220	192
45	18	10	4	2	22	48	166	491	495	238	177	211
00	15	15	12	13	22	72	237	567	503	245	226	256
Hr Total	79	55	38	32	64	194	587	1,810	2,029	1,301	837	852

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	223	254	227	329	398	357	262	155	125	96	66	55
30	248	305	268	369	394	320	254	179	125	105	57	56
45	216	215	264	426	369	317	194	141	92	57	57	49
00	223	256	304	401	290	301	213	169	104	70	58	38
Hr Total	910	1,030	1,063	1,525	1,451	1,295	923	644	446	328	238	198

24 Hour Total: 17,929
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,093 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,619 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Florida Ave south of Whiting St

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

Northbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	21	10	11	26	87	280	544	413	213	194
30	21	17	16	10	16	38	101	352	544	357	197	246
45	13	11	10	10	12	47	169	464	441	276	180	239
00	28	20	10	7	20	72	190	545	522	284	195	235
Hr Total	89	64	57	37	59	183	547	1,641	2,051	1,330	785	914

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	216	225	259	348	409	270	190	117	110	81	62
30	257	229	263	335	328	345	245	190	139	113	71	52
45	237	205	250	383	338	305	206	143	133	78	55	64
00	242	206	258	359	307	264	214	162	83	73	57	56
Hr Total	935	856	996	1,336	1,321	1,323	935	685	472	374	264	234

24 Hour Total: 17,488
 AM Peak Hour begins: 7:30 AM Peak Volume: 2,097 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,425 PM Peak Hour Factor: 0.93

N/A

Wednesday, September 25, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	21	10	11	26	87	280	544	413	213	194
30	21	17	16	10	16	38	101	352	544	357	197	246
45	13	11	10	10	12	47	169	464	441	276	180	239
00	28	20	10	7	20	72	190	545	522	284	195	235
Hr Total	89	64	57	37	59	183	547	1,641	2,051	1,330	785	914

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	216	225	259	348	409	270	190	117	110	81	62
30	257	229	263	335	328	345	245	190	139	113	71	52
45	237	205	250	383	338	305	206	143	133	78	55	64
00	242	206	258	359	307	264	214	162	83	73	57	56
Hr Total	935	856	996	1,336	1,321	1,323	935	685	472	374	264	234

24 Hour Total: 17,488
 AM Peak Hour begins: 7:30 AM Peak Volume: 2,097 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,425 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Florida Ave south of Whiting St

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

Northbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	22	17	8	14	35	83	319	510	356	213	198
30	30	17	9	16	22	48	107	372	517	312	197	238
45	23	21	9	7	14	58	177	458	487	261	187	204
00	16	15	8	13	27	65	189	527	463	298	199	265
Hr Total	102	75	43	44	77	206	556	1,676	1,977	1,227	796	905

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	242	213	271	358	318	332	327	231	117	157	182
30	244	262	254	344	290	366	358	337	157	125	252	104
45	233	232	283	366	323	391	304	369	142	99	438	71
00	244	276	287	385	318	362	335	303	130	135	458	68
Hr Total	937	1,012	1,037	1,366	1,289	1,437	1,329	1,336	660	476	1,305	425

24 Hour Total: 20,293
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,041 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,453 PM Peak Hour Factor: 0.94

N/A

Thursday, September 26, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	22	17	8	14	35	83	319	510	356	213	198
30	30	17	9	16	22	48	107	372	517	312	197	238
45	23	21	9	7	14	58	177	458	487	261	187	204
00	16	15	8	13	27	65	189	527	463	298	199	265
Hr Total	102	75	43	44	77	206	556	1,676	1,977	1,227	796	905

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	242	213	271	358	318	332	327	231	117	157	182
30	244	262	254	344	290	366	358	337	157	125	252	104
45	233	232	283	366	323	391	304	369	142	99	438	71
00	244	276	287	385	318	362	335	303	130	135	458	68
Hr Total	937	1,012	1,037	1,366	1,289	1,437	1,329	1,336	660	476	1,305	425

24 Hour Total: 20,293
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,041 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,453 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date: September 24, 2019 Start Time: 00:00
 Stop Date: September 26, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Florida Ave south of Whiting St

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	16	8	11	29	84	306	516	412	213	195
30	24	16	12	12	16	45	104	385	532	340	205	225
45	18	14	8	6	16	51	171	471	474	258	181	218
00	20	17	10	11	23	70	205	546	496	276	207	252
Hr Total	90	65	46	38	67	194	563	1,709	2,019	1,286	806	890

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	237	222	286	368	361	288	224	158	108	101	100
30	250	265	262	349	337	344	286	235	140	114	127	71
45	229	217	266	392	343	338	235	218	122	78	183	61
00	236	246	283	382	305	309	254	211	106	93	191	54
Hr Total	927	966	1,032	1,409	1,354	1,352	1,062	888	526	393	602	286

24 Hour Total: 18,570
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,069 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,491 PM Peak Hour Factor: 0.95

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	16	8	11	29	84	306	516	412	213	195
30	24	16	12	12	16	45	104	385	532	340	205	225
45	18	14	8	6	16	51	171	471	474	258	181	218
00	20	17	10	11	23	70	205	546	496	276	207	252
Hr Total	90	65	46	38	67	194	563	1,709	2,019	1,286	806	890

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	237	222	286	368	361	288	224	158	108	101	100
30	250	265	262	349	337	344	286	235	140	114	127	71
45	229	217	266	392	343	338	235	218	122	78	183	61
00	236	246	283	382	305	309	254	211	106	93	191	54
Hr Total	927	966	1,032	1,409	1,354	1,352	1,062	888	526	393	602	286

24 Hour Total: 18,570
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,069 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,491 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: September 17, 2019
 Stop Date: September 17, 2019
 City: Tampa
 Location: Jefferson St north of Channelside Dr

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

Northbound Volume

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	2	2	2	14	30	58	42	29	53
30	3	2	2	0	2	0	25	44	62	49	36	44
45	2	3	0	2	0	3	30	71	43	43	53	52
00	3	4	2	2	12	8	45	54	49	40	45	51
Hr Total	10	11	5	6	16	13	114	199	212	174	163	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	52	69	142	147	179	118	120	62	30	82	27
30	48	40	77	140	211	155	99	86	45	41	45	26
45	49	50	85	131	180	180	96	77	48	71	33	15
00	43	63	78	124	185	131	119	48	50	81	19	17
Hr Total	200	205	309	537	723	645	432	331	205	223	179	85

24 Hour Total: 5,197
 AM Peak Hour begins: 7:30 AM Peak Volume: 245 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:15 PM Peak Volume: 755 PM Peak Hour Factor: 0.89

N/A

Tuesday, September 17, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	2	2	2	14	30	58	42	29	53
30	3	2	2	0	2	0	25	44	62	49	36	44
45	2	3	0	2	0	3	30	71	43	43	53	52
00	3	4	2	2	12	8	45	54	49	40	45	51
Hr Total	10	11	5	6	16	13	114	199	212	174	163	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	52	69	142	147	179	118	120	62	30	82	27
30	48	40	77	140	211	155	99	86	45	41	45	26
45	49	50	85	131	180	180	96	77	48	71	33	15
00	43	63	78	124	185	131	119	48	50	81	19	17
Hr Total	200	205	309	537	723	645	432	331	205	223	179	85

24 Hour Total: 5,197
 AM Peak Hour begins: 7:30 AM Peak Volume: 245 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:15 PM Peak Volume: 755 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: September 18, 2019 Start Time: 00:00
 Stop Date: September 18, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Jefferson St north of Channelside Dr

Northbound Volume

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	3	4	3	7	14	36	53	38	51	52
30	7	4	3	3	0	9	24	47	52	49	43	34
45	4	1	3	6	5	6	28	51	53	46	45	47
00	4	1	1	2	2	11	22	57	57	23	33	43
Hr Total	21	12	10	15	10	33	88	191	215	156	172	176

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	60	61	115	134	171	83	31	22	21	20	10
30	49	51	64	115	142	149	55	48	30	14	7	3
45	52	55	55	115	145	124	61	32	14	23	15	8
00	59	55	64	112	172	82	38	20	23	8	3	6
Hr Total	218	221	244	457	593	526	237	131	89	66	45	27

24 Hour Total: 3,953
 AM Peak Hour begins: 7:45 AM Peak Volume: 215 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 637 PM Peak Hour Factor: 0.93

N/A

Wednesday, September 18, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	3	4	3	7	14	36	53	38	51	52
30	7	4	3	3	0	9	24	47	52	49	43	34
45	4	1	3	6	5	6	28	51	53	46	45	47
00	4	1	1	2	2	11	22	57	57	23	33	43
Hr Total	21	12	10	15	10	33	88	191	215	156	172	176

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	60	61	115	134	171	83	31	22	21	20	10
30	49	51	64	115	142	149	55	48	30	14	7	3
45	52	55	55	115	145	124	61	32	14	23	15	8
00	59	55	64	112	172	82	38	20	23	8	3	6
Hr Total	218	221	244	457	593	526	237	131	89	66	45	27

24 Hour Total: 3,953
 AM Peak Hour begins: 7:45 AM Peak Volume: 215 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 637 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 19, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Jefferson St north of Channelside Dr

Northbound Volume

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	1	5	3	1	16	25	61	45	33	43
30	4	4	2	2	1	2	22	54	47	39	34	35
45	9	4	1	0	3	9	25	60	45	32	30	54
00	4	2	1	0	0	11	27	68	48	43	37	46
Hr Total	24	12	5	7	7	23	90	207	201	159	134	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	59	57	138	143	184	87	40	34	23	20	14
30	59	61	64	146	224	202	42	46	37	16	19	1
45	54	71	82	178	171	121	58	43	28	24	19	11
00	50	57	76	177	213	94	51	37	17	18	17	12
Hr Total	234	248	279	639	751	601	238	166	116	81	75	38

24 Hour Total: 4,513
 AM Peak Hour begins: 7:15 AM Peak Volume: 243 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 792 PM Peak Hour Factor: 0.88

N/A

Thursday, September 19, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	1	5	3	1	16	25	61	45	33	43
30	4	4	2	2	1	2	22	54	47	39	34	35
45	9	4	1	0	3	9	25	60	45	32	30	54
00	4	2	1	0	0	11	27	68	48	43	37	46
Hr Total	24	12	5	7	7	23	90	207	201	159	134	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	59	57	138	143	184	87	40	34	23	20	14
30	59	61	64	146	224	202	42	46	37	16	19	1
45	54	71	82	178	171	121	58	43	28	24	19	11
00	50	57	76	177	213	94	51	37	17	18	17	12
Hr Total	234	248	279	639	751	601	238	166	116	81	75	38

24 Hour Total: 4,513
 AM Peak Hour begins: 7:15 AM Peak Volume: 243 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 792 PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: September 17, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Jefferson St north of Channelside Dr

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	4	3	3	15	30	57	42	38	49
30	5	3	2	2	1	4	24	48	54	46	38	38
45	5	3	1	3	3	6	28	61	47	40	43	51
00	4	2	1	1	5	10	31	60	51	35	38	47
Hr Total	18	12	7	9	11	23	97	199	209	163	156	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	57	62	132	141	178	96	64	39	25	41	17
30	52	51	68	134	192	169	65	60	37	24	24	10
45	52	59	74	141	165	142	72	51	30	39	22	11
00	51	58	73	138	190	102	69	35	30	36	13	12
Hr Total	217	225	277	544	689	591	302	209	137	123	100	50

24 Hour Total: 4,554
 AM Peak Hour begins: 7:30 AM Peak Volume: 231 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 726 PM Peak Hour Factor: 0.94

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	4	3	3	15	30	57	42	38	49
30	5	3	2	2	1	4	24	48	54	46	38	38
45	5	3	1	3	3	6	28	61	47	40	43	51
00	4	2	1	1	5	10	31	60	51	35	38	47
Hr Total	18	12	7	9	11	23	97	199	209	163	156	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	57	62	132	141	178	96	64	39	25	41	17
30	52	51	68	134	192	169	65	60	37	24	24	10
45	52	59	74	141	165	142	72	51	30	39	22	11
00	51	58	73	138	190	102	69	35	30	36	13	12
Hr Total	217	225	277	544	689	591	302	209	137	123	100	50

24 Hour Total: 4,554
 AM Peak Hour begins: 7:30 AM Peak Volume: 231 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 726 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Jefferson St north of Whiting St

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

Northbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	2	0	9	11	29	98	41	34	23
30	3	1	2	1	0	8	25	49	66	32	31	22
45	3	0	2	0	1	11	16	95	85	38	26	41
00	1	1	1	0	1	9	34	94	61	34	27	35
Hr Total	12	5	6	3	2	37	86	267	310	145	118	121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	51	30	70	74	108	53	32	22	10	7	15
30	45	40	47	86	72	109	37	34	21	5	7	6
45	41	39	46	100	67	95	22	20	11	10	14	2
00	36	41	56	92	94	47	19	12	11	15	6	8
Hr Total	162	171	179	348	307	359	131	98	65	40	34	31

24 Hour Total: 3,037
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45

AM Peak Volume: 353
 PM Peak Volume: 406
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

Southbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	4	5	27	39	52	26	15	21
30	10	1	1	1	0	7	43	40	47	19	20	32
45	2	1	1	0	1	22	41	56	53	22	30	38
00	2	0	0	0	4	20	30	70	56	32	18	35
Hr Total	17	3	2	1	9	54	141	205	208	99	83	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	22	19	44	46	63	28	18	9	11	5	3
30	15	20	15	37	45	50	23	15	11	5	3	4
45	20	20	30	24	43	54	20	9	9	8	5	2
00	22	19	40	20	34	32	16	14	2	5	1	1
Hr Total	93	81	104	125	168	199	87	56	31	29	14	10

24 Hour Total: 1,945
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45

AM Peak Volume: 225
 PM Peak Volume: 201
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	1	2	4	14	38	68	150	67	49	44
30	13	2	3	2	0	15	68	89	113	51	51	54
45	5	1	3	0	2	33	57	151	138	60	56	79
00	3	1	1	0	5	29	64	164	117	66	45	70
Hr Total	29	8	8	4	11	91	227	472	518	244	201	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	73	49	114	120	171	81	50	31	21	12	18
30	60	60	62	123	117	159	60	49	32	10	10	10
45	61	59	76	124	110	149	42	29	20	18	19	4
00	58	60	96	112	128	79	35	26	13	20	7	9
Hr Total	255	252	283	473	475	558	218	154	96	69	48	41

24 Hour Total: 4,982
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45

AM Peak Volume: 578
 PM Peak Volume: 607
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Jefferson St north of Whiting St

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

Northbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	4	3	2	4	25	95	46	37	33
30	5	3	3	2	2	10	13	53	64	35	39	27
45	0	0	0	1	4	9	21	99	42	28	34	30
00	7	2	4	0	4	6	40	80	50	36	42	33
Hr Total	16	6	7	7	13	27	78	257	251	145	152	123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	43	35	88	75	96	55	18	17	13	22	10
30	39	42	39	67	74	110	49	22	6	19	6	3
45	47	42	70	101	71	86	43	24	17	9	4	8
00	46	40	50	71	100	69	30	26	18	16	8	8
Hr Total	169	167	194	327	320	361	177	90	58	57	40	29

24 Hour Total: 3,071
 AM Peak Hour begins: 7:30 AM Peak Volume: 338 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:45 PM Peak Volume: 392 PM Peak Hour Factor: 0.89

Southbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	0	7	35	45	69	35	21	23
30	2	0	0	0	0	6	41	33	39	26	20	25
45	3	3	0	0	3	12	46	39	45	34	34	25
00	5	1	1	2	4	19	35	43	61	27	24	28
Hr Total	13	5	1	3	7	44	157	160	214	122	99	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	19	22	48	52	68	25	17	11	8	7	4
30	24	18	11	27	31	53	22	9	13	9	4	5
45	23	18	12	26	29	34	16	9	11	12	4	4
00	16	28	34	30	45	30	16	4	11	5	5	3
Hr Total	80	83	79	131	157	185	79	39	46	34	20	16

24 Hour Total: 1,875
 AM Peak Hour begins: 8:00 AM Peak Volume: 214 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 16:45 PM Peak Volume: 200 PM Peak Hour Factor: 0.74

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	0	5	3	9	39	70	164	81	58	56
30	7	3	3	2	2	16	54	86	103	61	59	52
45	3	3	0	1	7	21	67	138	87	62	68	55
00	12	3	5	2	8	25	75	123	111	63	66	61
Hr Total	29	11	8	10	20	71	235	417	465	267	251	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	62	57	136	127	164	80	35	28	21	29	14
30	63	60	50	94	105	163	71	31	19	28	10	8
45	70	60	82	127	100	120	59	33	28	21	8	12
00	62	68	84	101	145	99	46	30	29	21	13	11
Hr Total	249	250	273	458	477	546	256	129	104	91	60	45

24 Hour Total: 4,946
 AM Peak Hour begins: 7:30 AM Peak Volume: 528 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 16:45 PM Peak Volume: 592 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Jefferson St north of Whiting St

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

Northbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	2	1	5	3	34	71	42	31	31
30	4	1	1	1	0	7	22	75	68	29	35	23
45	3	0	1	1	7	4	17	108	46	41	33	26
00	1	1	1	0	1	13	19	76	50	25	28	36
Hr Total	14	5	5	4	9	29	61	293	235	137	127	116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	46	37	83	94	107	48	72	64	18	28	88
30	27	46	44	100	89	101	72	49	38	27	79	29
45	50	40	62	98	96	100	43	64	32	13	324	14
00	38	47	46	85	95	67	58	77	24	18	195	11
Hr Total	151	179	189	366	374	375	221	262	158	76	626	142

24 Hour Total: 4,154
 AM Peak Hour begins: 7:15 AM Peak Volume: 330 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 22:15 PM Peak Volume: 686 PM Peak Hour Factor: 0.53

Southbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	0	9	29	38	69	31	23	27
30	2	0	2	0	0	10	35	34	35	31	21	17
45	1	2	4	2	0	13	41	50	45	26	19	23
00	2	1	1	0	2	19	32	39	42	26	28	24
Hr Total	6	5	7	2	2	51	137	161	191	114	91	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	30	22	47	48	70	40	51	24	12	30	14
30	35	13	21	24	44	64	48	87	17	11	29	7
45	32	15	43	20	43	65	58	68	17	7	35	9
00	31	21	38	38	36	33	80	46	16	11	43	5
Hr Total	134	79	124	129	171	232	226	252	74	41	137	35

24 Hour Total: 2,492
 AM Peak Hour begins: 7:30 AM Peak Volume: 193 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 18:45 PM Peak Volume: 286 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	2	2	1	14	32	72	140	73	54	58
30	6	1	3	1	0	17	57	109	103	60	56	40
45	4	2	5	3	7	17	58	158	91	67	52	49
00	3	2	2	0	3	32	51	115	92	51	56	60
Hr Total	20	10	12	6	11	80	198	454	426	251	218	207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	76	59	130	142	177	88	123	88	30	58	102
30	62	59	65	124	133	165	120	136	55	38	108	36
45	82	55	105	118	139	165	101	132	49	20	359	23
00	69	68	84	123	131	100	138	123	40	29	238	16
Hr Total	285	258	313	495	545	607	447	514	232	117	763	177

24 Hour Total: 6,646
 AM Peak Hour begins: 7:15 AM Peak Volume: 522 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 22:15 PM Peak Volume: 807 PM Peak Hour Factor: 0.56

Volume Count Report

3-Day Average

Start Date: September 24, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Jefferson St north of Whiting St

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

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	3	1	5	6	29	88	43	34	29
30	4	2	2	1	1	8	20	59	66	32	35	24
45	2	0	1	1	4	8	18	101	58	36	31	32
00	3	1	2	0	2	9	31	83	54	32	32	35
Hr Total	14	5	6	5	8	31	75	272	265	142	132	120

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	47	34	80	81	104	52	41	34	14	19	38
30	37	43	43	84	78	107	53	35	22	17	31	13
45	46	40	59	100	78	94	36	36	20	11	114	8
00	40	43	51	83	96	61	36	38	18	16	70	9
Hr Total	161	172	187	347	334	365	176	150	94	58	233	67

24 Hour Total: 3,421
 AM Peak Hour begins: 7:30 AM Peak Volume: 338 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:45 PM Peak Volume: 400 PM Peak Hour Factor: 0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	7	30	41	63	31	20	24
30	5	0	1	0	0	8	40	36	40	25	20	25
45	2	2	2	1	1	16	43	48	48	27	28	29
00	3	1	1	1	3	19	32	51	53	28	23	29
Hr Total	12	4	3	2	6	50	145	175	204	112	91	106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	24	21	46	49	67	31	29	15	10	14	7
30	25	17	16	29	40	56	31	37	14	8	12	5
45	25	18	28	23	38	51	31	29	12	9	15	5
00	23	23	37	29	38	32	37	21	10	7	16	3
Hr Total	102	81	102	128	165	205	131	116	50	35	57	20

24 Hour Total: 2,104
 AM Peak Hour begins: 8:00 AM Peak Volume: 204 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:45 PM Peak Volume: 212 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	1	3	3	12	36	70	151	74	54	53
30	9	2	3	2	1	16	60	95	106	57	55	49
45	4	2	3	1	5	24	61	149	105	63	59	61
00	6	2	3	1	5	29	63	134	107	60	56	64
Hr Total	26	10	9	7	14	81	220	448	470	254	223	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	70	55	127	130	171	83	69	49	24	33	45
30	62	60	59	114	118	162	84	72	35	25	43	18
45	71	58	88	123	116	145	67	65	32	20	129	13
00	63	65	88	112	135	93	73	60	27	23	86	12
Hr Total	263	253	290	475	499	570	307	266	144	92	290	88

24 Hour Total: 5,525
 AM Peak Hour begins: 7:30 AM Peak Volume: 541 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 612 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Jefferson St south of Whiting St

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

Northbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	2	0	5	5	40	78	46	37	25
30	3	2	2	1	0	7	24	53	78	32	25	19
45	1	0	1	0	1	6	21	80	89	38	30	36
00	3	0	1	0	0	10	33	75	67	37	22	28
Hr Total	11	4	4	3	1	28	83	248	312	153	114	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	39	32	54	48	70	39	31	17	7	8	9
30	44	33	40	68	54	78	31	25	18	6	8	4
45	47	31	47	66	46	72	21	27	12	12	12	4
00	31	30	36	75	76	35	19	12	11	15	4	5
Hr Total	159	133	155	263	224	255	110	95	58	40	32	22

24 Hour Total: 2,615
 AM Peak Hour begins: 7:45 AM Peak Volume: 320 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 296 PM Peak Hour Factor: 0.95

Southbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	1	5	4	25	34	56	28	26	27
30	5	3	5	1	4	8	35	47	56	33	29	44
45	3	3	1	1	2	12	29	54	42	30	38	47
00	5	0	0	0	3	18	39	62	41	36	28	41
Hr Total	16	6	6	3	14	42	128	197	195	127	121	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	36	41	64	104	150	70	39	23	16	3	5
30	34	28	23	60	82	132	56	21	19	11	6	5
45	33	33	37	41	105	119	32	14	12	13	5	5
00	36	27	40	54	98	72	26	16	11	5	4	2
Hr Total	141	124	141	219	389	473	184	90	65	45	18	17

24 Hour Total: 2,920
 AM Peak Hour begins: 7:30 AM Peak Volume: 228 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 499 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	0	3	5	9	30	74	134	74	63	52
30	8	5	7	2	4	15	59	100	134	65	54	63
45	4	3	2	1	3	18	50	134	131	68	68	83
00	8	0	1	0	3	28	72	137	108	73	50	69
Hr Total	27	10	10	6	15	70	211	445	507	280	235	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	75	73	118	152	220	109	70	40	23	11	14
30	78	61	63	128	136	210	87	46	37	17	14	9
45	80	64	84	107	151	191	53	41	24	25	17	9
00	67	57	76	129	174	107	45	28	22	20	8	7
Hr Total	300	257	296	482	613	728	294	185	123	85	50	39

24 Hour Total: 5,535
 AM Peak Hour begins: 7:30 AM Peak Volume: 539 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:45 PM Peak Volume: 795 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Jefferson St south of Whiting St

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

Northbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	5	1	1	10	36	75	48	29	36
30	4	4	2	1	3	5	13	55	68	30	25	23
45	0	1	0	0	3	10	20	81	60	31	29	28
00	6	2	5	0	1	9	33	92	59	30	28	27
Hr Total	13	8	7	6	8	25	76	264	262	139	111	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	29	26	67	53	60	51	23	11	9	15	5
30	29	39	30	62	54	69	40	20	15	19	9	6
45	55	39	58	67	46	78	41	24	17	10	5	6
00	42	33	36	65	87	55	27	20	19	16	8	8
Hr Total	153	140	150	261	240	262	159	87	62	54	37	25

24 Hour Total: 2,663
 AM Peak Hour begins: 7:30 AM Peak Volume: 316 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:45 PM Peak Volume: 294 PM Peak Hour Factor: 0.84

Southbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	4	7	24	34	65	26	36	42
30	2	0	2	3	2	4	39	28	41	29	23	33
45	4	2	1	1	2	13	36	47	44	53	45	33
00	5	2	1	2	1	16	36	55	53	28	30	38
Hr Total	13	6	4	6	9	40	135	164	203	136	134	146

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	26	32	75	111	146	70	24	16	11	5	3
30	21	25	23	59	77	127	74	16	21	10	8	3
45	34	36	30	53	83	93	49	24	14	13	3	3
00	21	29	42	61	117	83	33	17	14	9	6	3
Hr Total	114	116	127	248	388	449	226	81	65	43	22	12

24 Hour Total: 2,887
 AM Peak Hour begins: 7:30 AM Peak Volume: 208 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 16:45 PM Peak Volume: 483 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	0	5	5	8	34	70	140	74	65	78
30	6	4	4	4	5	9	52	83	109	59	48	56
45	4	3	1	1	5	23	56	128	104	84	74	61
00	11	4	6	2	2	25	69	147	112	58	58	65
Hr Total	26	14	11	12	17	65	211	428	465	275	245	260

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	55	58	142	164	206	121	47	27	20	20	8
30	50	64	53	121	131	196	114	36	36	29	17	9
45	89	75	88	120	129	171	90	48	31	23	8	9
00	63	62	78	126	204	138	60	37	33	25	14	11
Hr Total	267	256	277	509	628	711	385	168	127	97	59	37

24 Hour Total: 5,550
 AM Peak Hour begins: 7:30 AM Peak Volume: 524 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 777 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Jefferson St south of Whiting St

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

Northbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	2	2	4	7	39	69	43	30	21
30	3	1	1	1	1	3	23	64	69	35	31	21
45	3	0	2	1	5	4	18	94	52	40	31	24
00	1	1	2	0	0	8	29	75	55	22	14	23
Hr Total	11	5	7	4	8	19	77	272	245	140	106	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	47	37	54	69	69	46	87	73	17	21	63
30	28	37	40	78	78	80	52	71	45	17	73	16
45	37	45	53	89	67	63	64	92	26	14	262	10
00	41	36	32	77	86	51	67	116	17	11	77	14
Hr Total	130	165	162	298	300	263	229	366	161	59	433	103

24 Hour Total: 3,652
 AM Peak Hour begins: 7:30 AM Peak Volume: 307 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 22:15 PM Peak Volume: 475 PM Peak Hour Factor: 0.45

Southbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	9	15	29	48	33	20	31
30	4	2	0	0	8	9	26	35	54	38	27	21
45	2	2	3	0	3	6	44	53	54	33	21	32
00	2	1	1	0	1	18	25	46	50	27	26	33
Hr Total	9	6	4	0	13	42	110	163	206	131	94	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	42	43	65	100	148	85	77	41	16	32	87
30	28	34	38	51	99	138	82	74	28	28	64	23
45	33	24	42	50	128	125	99	76	26	15	105	13
00	36	28	42	60	114	89	87	49	21	18	111	7
Hr Total	127	128	165	226	441	500	353	276	116	77	312	130

24 Hour Total: 3,746
 AM Peak Hour begins: 8:00 AM Peak Volume: 206 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 528 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	2	2	3	13	22	68	117	76	50	52
30	7	3	1	1	9	12	49	99	123	73	58	42
45	5	2	5	1	8	10	62	147	106	73	52	56
00	3	2	3	0	1	26	54	121	105	49	40	56
Hr Total	20	11	11	4	21	61	187	435	451	271	200	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	89	80	119	169	217	131	164	114	33	53	150
30	56	71	78	129	177	218	134	145	73	45	137	39
45	70	69	95	139	195	188	163	168	52	29	367	23
00	77	64	74	137	200	140	154	165	38	29	188	21
Hr Total	257	293	327	524	741	763	582	642	277	136	745	233

24 Hour Total: 7,398
 AM Peak Hour begins: 7:30 AM Peak Volume: 508 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 22:15 PM Peak Volume: 842 PM Peak Hour Factor: 0.57

Volume Count Report

3-Day Average

Start Date: September 24, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Jefferson St south of Whiting St

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

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	3	1	3	7	38	74	46	32	27
30	3	2	2	1	1	5	20	57	72	32	27	21
45	1	0	1	0	3	7	20	85	67	36	30	29
00	3	1	3	0	0	9	32	81	60	30	21	26
Hr Total	12	6	6	4	6	24	79	261	273	144	110	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	38	32	58	57	66	45	47	34	11	15	26
30	34	36	37	69	62	76	41	39	26	14	30	9
45	46	38	53	74	53	71	42	48	18	12	93	7
00	38	33	35	72	83	47	38	49	16	14	30	9
Hr Total	147	146	156	274	255	260	166	183	94	51	167	50

24 Hour Total: 2,977
 AM Peak Hour begins: 7:30 AM Peak Volume: 311 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 296 PM Peak Hour Factor: 0.89

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	3	7	21	32	56	29	27	33
30	4	2	2	1	5	7	33	37	50	33	26	33
45	3	2	2	1	2	10	36	51	47	39	35	37
00	4	1	1	1	2	17	33	54	48	30	28	37
Hr Total	13	6	5	3	12	41	124	175	201	131	116	141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	35	39	68	105	148	75	47	27	14	13	32
30	28	29	28	57	86	132	71	37	23	16	26	10
45	33	31	36	48	105	112	60	38	17	14	38	7
00	31	28	41	58	110	81	49	27	15	11	40	4
Hr Total	127	123	144	231	406	474	254	149	82	55	117	53

24 Hour Total: 3,184
 AM Peak Hour begins: 7:30 AM Peak Volume: 212 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 502 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	3	4	10	29	71	130	75	59	61
30	7	4	4	2	6	12	53	94	122	66	53	54
45	4	3	3	1	5	17	56	136	114	75	65	67
00	7	2	3	1	2	26	65	135	108	60	49	63
Hr Total	24	12	11	7	18	65	203	436	474	275	227	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	73	70	126	162	214	120	94	60	25	28	57
30	61	65	65	126	148	208	112	76	49	30	56	19
45	80	69	89	122	158	183	102	86	36	26	131	14
00	69	61	76	131	193	128	86	77	31	25	70	13
Hr Total	275	269	300	505	661	734	420	332	176	106	285	103

24 Hour Total: 6,161
 AM Peak Hour begins: 7:30 AM Peak Volume: 524 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 798 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 10, 2019	Start Time: 00:00	
Stop Date: September 10, 2019	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Meridian Ave north of Channelside Dr		

Northbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	7	3	3	1	8	43	41	59	44	36	74
30	3	4	0	2	1	13	45	40	57	55	33	64
45	3	0	4	1	5	26	57	44	53	57	35	70
00	10	5	0	0	18	40	46	61	50	53	51	62
Hr Total	17	16	7	6	25	87	191	186	219	209	155	270

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	68	64	111	122	123	111	79	55	56	26	16
30	69	62	65	102	125	147	117	87	71	44	23	17
45	52	95	90	111	118	134	96	75	59	39	23	11
00	82	66	80	107	125	123	86	71	58	36	20	12
Hr Total	273	291	299	431	490	527	410	312	243	175	92	56

24 Hour Total:	4,987	AM Peak Volume:	271	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	529	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Southbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	6	3	2	12	80	394	470	179	55	78
30	3	1	3	0	0	3	109	476	488	134	47	59
45	6	3	2	1	2	22	181	422	390	98	55	53
00	1	2	2	2	5	51	302	402	373	64	50	48
Hr Total	12	10	13	6	9	88	672	1,694	1,721	475	207	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	74	34	60	66	79	86	53	47	37	21	12
30	63	69	48	64	47	85	87	66	41	25	19	3
45	57	56	49	60	50	85	111	52	50	33	14	13
00	46	48	59	59	74	84	67	39	38	30	15	8
Hr Total	218	247	190	243	237	333	351	210	176	125	69	36

24 Hour Total:	7,580	AM Peak Volume:	1,782	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	368	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:45				

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	11	9	6	3	20	123	435	529	223	91	152
30	6	5	3	2	1	16	154	516	545	189	80	123
45	9	3	6	2	7	48	238	466	443	155	90	123
00	11	7	2	2	23	91	348	463	423	117	101	110
Hr Total	29	26	20	12	34	175	863	1,880	1,940	684	362	508

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	142	98	171	188	202	197	132	102	93	47	28
30	132	131	113	166	172	232	204	153	112	69	42	20
45	109	151	139	171	168	219	207	127	109	72	37	24
00	128	114	139	166	199	207	153	110	96	66	35	20
Hr Total	491	538	489	674	727	860	761	522	419	300	161	92

24 Hour Total:	12,567	AM Peak Volume:	2,003	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	860	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: September 11, 2019 Start Time: 00:00
 Stop Date: September 11, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave north of Channelside Dr

Northbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	4	0	1	5	19	40	54	56	45	56
30	10	3	2	7	3	10	33	40	66	65	69	53
45	12	6	1	3	3	10	28	50	63	69	62	58
00	8	8	1	1	13	18	37	47	77	56	46	61
Hr Total	45	24	8	11	20	43	117	177	260	246	222	228

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	79	59	71	124	145	109	71	75	52	32	28
30	83	60	80	89	109	144	101	70	57	31	29	15
45	72	89	75	91	106	128	102	64	68	46	30	20
00	62	89	65	88	136	127	82	81	58	42	19	11
Hr Total	300	317	279	339	475	544	394	286	258	171	110	74

24 Hour Total: 4,948
 AM Peak Hour begins: 11:30 AM Peak Volume: 285 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:45 PM Peak Volume: 553 PM Peak Hour Factor: 0.95

Southbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	0	2	0	4	6	65	293	455	131	52	49
30	8	1	1	0	2	10	109	377	571	100	42	52
45	8	0	1	3	6	14	140	350	280	91	47	54
00	6	3	2	3	3	40	259	417	356	71	41	59
Hr Total	30	4	6	6	15	70	573	1,437	1,662	393	182	214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	59	39	64	53	70	96	62	48	26	25	12
30	62	57	33	59	61	99	70	54	58	23	20	9
45	56	45	32	55	68	90	96	53	47	13	17	8
00	74	62	50	48	68	88	65	48	32	15	12	1
Hr Total	258	223	154	226	250	347	327	217	185	77	74	30

24 Hour Total: 6,960
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,793 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:15 PM Peak Volume: 373 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	7	6	0	5	11	84	333	509	187	97	105
30	18	4	3	7	5	20	142	417	637	165	111	105
45	20	6	2	6	9	24	168	400	343	160	109	112
00	14	11	3	4	16	58	296	464	433	127	87	120
Hr Total	75	28	14	17	35	113	690	1,614	1,922	639	404	442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	138	98	135	177	215	205	133	123	78	57	40
30	145	117	113	148	170	243	171	124	115	54	49	24
45	128	134	107	146	174	218	198	117	115	59	47	28
00	136	151	115	136	204	215	147	129	90	57	31	12
Hr Total	558	540	433	565	725	891	721	503	443	248	184	104

24 Hour Total: 11,908
 AM Peak Hour begins: 7:30 AM Peak Volume: 2,010 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:00 PM Peak Volume: 891 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: September 12, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave north of Channelside Dr

Northbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	8	0	1	7	16	33	50	46	59	50
30	6	2	0	4	2	7	32	48	71	67	57	63
45	9	1	5	5	3	12	33	52	56	75	67	71
00	2	1	1	0	10	24	38	67	66	55	76	69
Hr Total	26	8	14	9	16	50	119	200	243	243	259	253

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	88	66	86	118	157	99	73	74	43	33	20
30	70	62	68	80	126	122	117	73	57	38	22	21
45	64	77	96	90	116	128	84	65	51	25	30	26
00	62	81	73	93	108	108	87	67	46	44	21	16
Hr Total	279	308	303	349	468	515	387	278	228	150	106	83

24 Hour Total: 4,894
 AM Peak Hour begins: 11:30 AM Peak Volume: 293 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 515 PM Peak Hour Factor: 0.82

Southbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	6	3	5	1	4	73	287	485	116	70	73
30	2	3	0	10	1	7	103	378	349	80	44	49
45	3	4	2	7	2	15	122	390	310	76	51	59
00	6	2	1	2	4	47	258	481	176	68	40	56
Hr Total	13	15	6	24	8	73	556	1,536	1,320	340	205	237

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	64	38	46	59	73	86	65	35	35	19	12
30	74	46	48	69	52	89	84	49	40	32	23	18
45	58	64	57	54	70	87	64	58	28	29	19	9
00	60	47	48	51	72	83	67	53	42	31	15	7
Hr Total	241	221	191	220	253	332	301	225	145	127	76	46

24 Hour Total: 6,711
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,734 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 345 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	11	5	2	11	89	320	535	162	129	123
30	8	5	0	14	3	14	135	426	420	147	101	112
45	12	5	7	12	5	27	155	442	366	151	118	130
00	8	3	2	2	14	71	296	548	242	123	116	125
Hr Total	39	23	20	33	24	123	675	1,736	1,563	583	464	490

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	152	104	132	177	230	185	138	109	78	52	32
30	144	108	116	149	178	211	201	122	97	70	45	39
45	122	141	153	144	186	215	148	123	79	54	49	35
00	122	128	121	144	180	191	154	120	88	75	36	23
Hr Total	520	529	494	569	721	847	688	503	373	277	182	129

24 Hour Total: 11,605
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,951 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 847 PM Peak Hour Factor: 0.92

Volume Count Report

3-Day Average

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave north of Channelside Dr

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	5	1	1	7	26	38	54	49	47	60
30	6	3	1	4	2	10	37	43	65	62	53	60
45	8	2	3	3	4	16	39	49	57	67	55	66
00	7	5	1	0	14	27	40	58	64	55	58	64
Hr Total	29	16	10	9	20	60	142	188	241	233	212	250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	78	63	89	121	142	106	74	68	50	30	21
30	74	61	71	90	120	138	112	77	62	38	25	18
45	63	87	87	97	113	130	94	68	59	37	28	19
00	69	79	73	96	123	119	85	73	54	41	20	13
Hr Total	284	305	294	373	478	529	397	292	243	165	103	71

24 Hour Total: 4,943
 AM Peak Hour begins: 11:30 AM Peak Volume: 283 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 532 PM Peak Hour Factor: 0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	4	3	2	7	73	325	470	142	59	67
30	4	2	1	3	1	7	107	410	469	105	44	53
45	6	2	2	4	3	17	148	387	327	88	51	55
00	4	2	2	2	4	46	273	433	302	68	44	54
Hr Total	18	10	8	12	11	77	600	1,556	1,568	403	198	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	66	37	57	59	74	89	60	43	33	22	12
30	66	57	43	64	53	91	80	56	46	27	21	10
45	57	55	46	56	63	87	90	54	42	25	17	10
00	60	52	52	53	71	85	66	47	37	25	14	5
Hr Total	239	230	178	230	247	337	326	217	169	110	73	37

24 Hour Total: 7,084
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,760 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:15 PM Peak Volume: 353 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	9	4	3	14	99	363	524	191	106	127
30	11	5	2	8	3	17	144	453	534	167	97	113
45	14	5	5	7	7	33	187	436	384	155	106	122
00	11	7	2	3	18	73	313	492	366	122	101	118
Hr Total	48	26	18	21	31	137	743	1,743	1,808	635	410	480

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	144	100	146	181	216	196	134	111	83	52	33
30	140	119	114	154	173	229	192	133	108	64	45	28
45	120	142	133	154	176	217	184	122	101	62	44	29
00	129	131	125	149	194	204	151	120	91	66	34	18
Hr Total	523	536	472	603	724	866	723	509	412	275	176	108

24 Hour Total: 12,027
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,986 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 866 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: September 10, 2019	Start Time: 00:00	
Stop Date: September 10, 2019	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Meridian Ave north of Washington St		

Northbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	7	4	3	1	6	32	65	84	57	43	84
30	6	8	0	4	4	13	31	90	91	78	54	65
45	5	3	1	1	4	10	42	74	79	64	42	71
00	7	5	2	0	13	14	50	87	62	59	56	61
Hr Total	21	23	7	8	22	43	155	316	316	258	195	281

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	71	59	97	118	109	104	71	46	52	26	22
30	77	65	75	102	117	137	96	71	66	34	26	18
45	59	74	83	106	106	123	85	76	53	39	23	10
00	69	66	87	108	118	95	82	60	55	37	21	11
Hr Total	275	276	304	413	459	464	367	278	220	162	96	61

24 Hour Total:	5,020	AM Peak Volume:	341	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:45	PM Peak Volume:	487	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

Southbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	6	4	1	9	103	290	311	165	81	68
30	8	6	2	1	4	6	147	258	304	111	75	63
45	11	6	4	0	7	51	176	287	279	108	60	51
00	4	3	2	3	10	60	222	278	245	89	69	72
Hr Total	28	23	14	8	22	126	648	1,113	1,139	473	285	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	66	67	73	59	104	113	79	60	42	36	18
30	77	71	68	79	62	107	110	86	49	52	21	13
45	70	71	56	61	64	119	100	56	73	40	32	18
00	68	60	69	79	77	138	102	60	53	39	24	17
Hr Total	297	268	260	292	262	468	425	281	235	173	113	66

24 Hour Total:	7,273	AM Peak Volume:	1,180	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	480	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	15	10	7	2	15	135	355	395	222	124	152
30	14	14	2	5	8	19	178	348	395	189	129	128
45	16	9	5	1	11	61	218	361	358	172	102	122
00	11	8	4	3	23	74	272	365	307	148	125	133
Hr Total	49	46	21	16	44	169	803	1,429	1,455	731	480	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	137	126	170	177	213	217	150	106	94	62	40
30	154	136	143	181	179	244	206	157	115	86	47	31
45	129	145	139	167	170	242	185	132	126	79	55	28
00	137	126	156	187	195	233	184	120	108	76	45	28
Hr Total	572	544	564	705	721	932	792	559	455	335	209	127

24 Hour Total:	12,293	AM Peak Volume:	1,516	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	936	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: September 11, 2019 Start Time: 00:00
 Stop Date: September 11, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave north of Washington St

Northbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	5	0	1	6	28	67	86	64	60	66
30	15	5	4	1	4	14	34	96	78	65	69	69
45	8	2	3	3	4	11	34	84	78	69	68	69
00	11	6	3	0	9	13	42	80	78	54	57	70
Hr Total	53	24	15	4	18	44	138	327	320	252	254	274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	74	70	80	125	89	113	72	72	42	36	27
30	79	73	83	114	99	127	87	78	52	38	34	20
45	77	89	69	115	108	107	106	62	83	40	38	13
00	65	84	71	85	113	101	74	74	69	41	28	8
Hr Total	306	320	293	394	445	424	380	286	276	161	136	68

24 Hour Total: 5,212
 AM Peak Hour begins: 7:15 AM Peak Volume: 346 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 448 PM Peak Hour Factor: 0.88

Southbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	4	3	2	5	10	94	274	306	117	45	81
30	15	4	3	2	0	15	145	246	283	109	51	57
45	12	4	9	3	6	36	162	278	245	99	62	57
00	5	7	1	1	11	49	189	278	234	95	26	73
Hr Total	51	19	16	8	22	110	590	1,076	1,068	420	184	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	53	48	83	64	92	128	93	71	38	37	21
30	69	60	49	54	93	111	85	78	71	54	32	14
45	76	56	57	66	88	120	110	78	54	39	28	14
00	86	69	75	68	103	126	107	69	65	26	27	8
Hr Total	306	238	229	271	348	449	430	318	261	157	124	57

24 Hour Total: 7,020
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,145 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:15 PM Peak Volume: 485 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	15	8	2	6	16	122	341	392	181	105	147
30	30	9	7	3	4	29	179	342	361	174	120	126
45	20	6	12	6	10	47	196	362	323	168	130	126
00	16	13	4	1	20	62	231	358	312	149	83	143
Hr Total	104	43	31	12	40	154	728	1,403	1,388	672	438	542

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	127	118	163	189	181	241	165	143	80	73	48
30	148	133	132	168	192	238	172	156	123	92	66	34
45	153	145	126	181	196	227	216	140	137	79	66	27
00	151	153	146	153	216	227	181	143	134	67	55	16
Hr Total	612	558	522	665	793	873	810	604	537	318	260	125

24 Hour Total: 12,232
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,473 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:15 PM Peak Volume: 933 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: September 12, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave north of Washington St

Northbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	8	6	2	1	4	23	62	78	71	58	59
30	8	4	2	1	4	10	24	80	78	66	62	71
45	4	4	4	2	1	18	30	87	85	76	69	73
00	7	1	2	2	8	15	38	96	66	61	77	67
Hr Total	36	17	14	7	14	47	115	325	307	274	266	270

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	91	72	96	110	118	89	83	58	34	39	28
30	78	70	84	97	126	115	108	66	52	44	29	17
45	79	71	100	109	108	101	82	74	62	37	23	24
00	68	78	80	89	102	98	84	63	51	41	33	19
Hr Total	300	310	336	391	446	432	363	286	223	156	124	88

24 Hour Total: 5,147
 AM Peak Hour begins: 7:15 AM Peak Volume: 341 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 454 PM Peak Hour Factor: 0.90

Southbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	14	0	1	2	7	92	253	305	115	71	69
30	6	2	0	1	6	15	150	259	256	98	58	78
45	10	9	5	1	6	43	144	299	214	87	44	70
00	7	2	5	1	13	64	199	311	163	74	63	62
Hr Total	33	27	10	4	27	129	585	1,122	938	374	236	279

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	70	78	70	64	99	132	94	53	48	41	19
30	80	63	59	64	90	120	107	81	71	45	29	19
45	82	66	68	50	80	129	110	83	49	43	24	17
00	54	58	57	62	79	127	98	70	45	49	34	7
Hr Total	307	257	262	246	313	475	447	328	218	185	128	62

24 Hour Total: 6,992
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,174 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:15 PM Peak Volume: 508 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	22	6	3	3	11	115	315	383	186	129	128
30	14	6	2	2	10	25	174	339	334	164	120	149
45	14	13	9	3	7	61	174	386	299	163	113	143
00	14	3	7	3	21	79	237	407	229	135	140	129
Hr Total	69	44	24	11	41	176	700	1,447	1,245	648	502	549

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	161	150	166	174	217	221	177	111	82	80	47
30	158	133	143	161	216	235	215	147	123	89	58	36
45	161	137	168	159	188	230	192	157	111	80	47	41
00	122	136	137	151	181	225	182	133	96	90	67	26
Hr Total	607	567	598	637	759	907	810	614	441	341	252	150

24 Hour Total: 12,139
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,515 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:15 PM Peak Volume: 911 PM Peak Hour Factor: 0.97

Volume Count Report

3-Day Average

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave north of Washington St

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	5	2	1	5	28	65	83	64	54	70
30	10	6	2	2	4	12	30	89	82	70	62	68
45	6	3	3	2	3	13	35	82	81	70	60	71
00	8	4	2	1	10	14	43	88	69	58	63	66
Hr Total	37	21	12	6	18	45	136	323	314	261	238	275

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	79	67	91	118	105	102	75	59	43	34	26
30	78	69	81	104	114	126	97	72	57	39	30	18
45	72	78	84	110	107	110	91	71	66	39	28	16
00	67	76	79	94	111	98	80	66	58	40	27	13
Hr Total	294	302	311	399	450	440	370	283	240	160	119	72

24 Hour Total: 5,126
 AM Peak Hour begins: 7:15 AM Peak Volume: 341 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 453 PM Peak Hour Factor: 0.90

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	3	2	3	9	96	272	307	132	66	73
30	10	4	2	1	3	12	147	254	281	106	61	66
45	11	6	6	1	6	43	161	288	246	98	55	59
00	5	4	3	2	11	58	203	289	214	86	53	69
Hr Total	37	23	13	7	24	122	608	1,104	1,048	422	235	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	63	64	75	62	98	124	89	61	43	38	19
30	75	65	59	66	82	113	101	82	64	50	27	15
45	76	64	60	59	77	123	107	72	59	41	28	16
00	69	62	67	70	86	130	102	66	54	38	28	11
Hr Total	303	254	250	270	308	464	434	309	238	172	122	62

24 Hour Total: 7,095
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,165 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:15 PM Peak Volume: 490 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	17	8	4	4	14	124	337	390	196	119	142
30	19	10	4	3	7	24	177	343	363	176	123	134
45	17	9	9	3	9	56	196	370	327	168	115	130
00	14	8	5	2	21	72	247	377	283	144	116	135
Hr Total	74	44	25	13	42	166	744	1,426	1,363	684	473	542

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	142	131	166	180	204	226	164	120	85	72	45
30	153	134	139	170	196	239	198	153	120	89	57	34
45	148	142	144	169	185	233	198	143	125	79	56	32
00	137	138	146	164	197	228	182	132	113	78	56	23
Hr Total	597	556	561	669	758	904	804	592	478	331	240	134

24 Hour Total: 12,221
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,500 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:15 PM Peak Volume: 927 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 10, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave south of Washington St

Northbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	8	1	2	1	9	31	54	67	45	37	68
30	5	5	0	4	3	8	26	59	61	54	44	62
45	6	2	2	0	3	11	29	53	63	55	37	53
00	6	8	2	0	13	13	42	57	44	49	52	55
Hr Total	18	23	5	6	20	41	128	223	235	203	170	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	59	56	84	119	142	100	69	45	44	28	19
30	71	66	64	105	116	138	109	77	66	45	23	18
45	53	78	77	105	115	130	88	76	51	34	24	10
00	66	54	85	106	118	105	84	49	60	37	21	14
Hr Total	256	257	282	400	468	515	381	271	222	160	96	61

24 Hour Total: 4,679
 AM Peak Hour begins: 7:45 AM Peak Volume: 248 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 528 PM Peak Hour Factor: 0.93

Southbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	6	2	1	12	88	278	325	175	70	63
30	5	4	2	1	1	5	142	313	295	132	60	61
45	10	3	2	1	3	36	171	276	308	102	52	48
00	2	1	3	2	13	64	246	296	264	87	52	55
Hr Total	21	13	13	6	18	117	647	1,163	1,192	496	234	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	62	43	58	55	79	86	69	44	37	31	16
30	71	61	64	60	56	95	91	69	44	38	22	8
45	68	59	45	52	44	78	96	49	45	25	24	17
00	50	64	54	63	72	102	73	51	44	37	18	10
Hr Total	254	246	206	233	227	354	346	238	177	137	95	51

24 Hour Total: 6,711
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,224 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:45 PM Peak Volume: 375 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	13	7	4	2	21	119	332	392	220	107	131
30	10	9	2	5	4	13	168	372	356	186	104	123
45	16	5	4	1	6	47	200	329	371	157	89	101
00	8	9	5	2	26	77	288	353	308	136	104	110
Hr Total	39	36	18	12	38	158	775	1,386	1,427	699	404	465

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	121	99	142	174	221	186	138	89	81	59	35
30	142	127	128	165	172	233	200	146	110	83	45	26
45	121	137	122	157	159	208	184	125	96	59	48	27
00	116	118	139	169	190	207	157	100	104	74	39	24
Hr Total	510	503	488	633	695	869	727	509	399	297	191	112

24 Hour Total: 11,390
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,472 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 869 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 11, 2019 Start Time: 00:00
 Stop Date: September 11, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave south of Washington St

Northbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	5	1	1	9	21	53	55	46	51	58
30	11	4	4	6	5	16	25	66	68	56	59	48
45	9	2	2	3	5	7	29	62	60	60	65	66
00	13	6	2	0	6	22	35	56	68	46	50	64
Hr Total	49	19	13	10	17	54	110	237	251	208	225	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	67	66	85	126	147	116	68	76	39	34	32
30	71	65	76	115	88	145	94	75	49	31	30	14
45	66	98	63	110	120	108	98	59	89	44	28	15
00	59	68	54	89	118	112	71	67	56	35	24	12
Hr Total	275	298	259	399	452	512	379	269	270	149	116	73

24 Hour Total: 4,880
 AM Peak Hour begins: 11:30 AM Peak Volume: 280 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:30 PM Peak Volume: 530 PM Peak Hour Factor: 0.90

Southbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	3	3	3	9	86	247	324	133	59	42
30	11	2	1	2	4	15	139	269	309	111	41	62
45	12	1	5	3	6	27	152	270	235	94	52	55
00	4	4	1	0	9	51	213	276	286	89	43	56
Hr Total	40	8	10	8	22	102	590	1,062	1,154	427	195	215

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	58	40	68	58	85	104	71	53	35	25	15
30	61	55	46	53	86	96	80	54	55	38	21	12
45	70	43	39	56	65	102	93	51	41	27	16	11
00	70	62	56	58	77	100	73	56	38	21	17	2
Hr Total	263	218	181	235	286	383	350	232	187	121	79	40

24 Hour Total: 6,408
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,179 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:15 PM Peak Volume: 402 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	8	8	4	4	18	107	300	379	179	110	100
30	22	6	5	8	9	31	164	335	377	167	100	110
45	21	3	7	6	11	34	181	332	295	154	117	121
00	17	10	3	0	15	73	248	332	354	135	93	120
Hr Total	89	27	23	18	39	156	700	1,299	1,405	635	420	451

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	125	106	153	184	232	220	139	129	74	59	47
30	132	120	122	168	174	241	174	129	104	69	51	26
45	136	141	102	166	185	210	191	110	130	71	44	26
00	129	130	110	147	195	212	144	123	94	56	41	14
Hr Total	538	516	440	634	738	895	729	501	457	270	195	113

24 Hour Total: 11,288
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,420 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 895 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: September 12, 2019	Start Time: 00:00	
Stop Date: September 12, 2019	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Meridian Ave south of Washington St		

Northbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	7	3	0	5	28	43	58	58	56	56
30	4	3	1	1	3	9	17	56	69	49	56	58
45	6	5	3	1	2	15	21	65	58	66	68	73
00	5	2	4	2	7	13	35	63	57	51	61	45
Hr Total	30	18	15	7	12	42	101	227	242	224	241	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	81	65	86	113	149	97	67	59	29	34	23
30	72	60	78	90	120	127	95	66	47	51	23	13
45	64	68	92	105	116	104	82	70	59	30	25	23
00	64	72	84	86	97	89	76	55	49	42	30	17
Hr Total	273	281	319	367	446	469	350	258	214	152	112	76

24 Hour Total:	4,708	AM Peak Volume:	263	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	489	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:30				

Southbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	2	3	0	8	92	236	335	117	71	70
30	7	3	0	1	4	12	147	281	246	90	50	55
45	4	6	3	0	6	35	140	288	264	74	50	77
00	4	2	2	3	13	59	220	324	172	76	50	62
Hr Total	22	18	7	7	23	114	599	1,129	1,017	357	221	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	56	53	56	60	73	114	73	42	36	32	16
30	79	54	52	55	58	87	84	67	50	27	28	14
45	70	56	62	45	78	100	80	61	37	25	22	12
00	50	54	46	62	72	95	89	62	31	33	17	5
Hr Total	260	220	213	218	268	355	367	263	160	121	99	47

24 Hour Total:	6,369	AM Peak Volume:	1,228	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	396	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	15	9	6	0	13	120	279	393	175	127	126
30	11	6	1	2	7	21	164	337	315	139	106	113
45	10	11	6	1	8	50	161	353	322	140	118	150
00	9	4	6	5	20	72	255	387	229	127	111	107
Hr Total	52	36	22	14	35	156	700	1,356	1,259	581	462	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	137	118	142	173	222	211	140	101	65	66	39
30	151	114	130	145	178	214	179	133	97	78	51	27
45	134	124	154	150	194	204	162	131	96	55	47	35
00	114	126	130	148	169	184	165	117	80	75	47	22
Hr Total	533	501	532	585	714	824	717	521	374	273	211	123

24 Hour Total:	11,077	AM Peak Volume:	1,470	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	824	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Volume Count Report

3-Day Average

Start Date: September 10, 2019 Start Time: 00:00
 Stop Date: September 12, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Meridian Ave south of Washington St

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	4	2	1	8	27	50	60	50	48	61
30	7	4	2	4	4	11	23	60	66	53	53	56
45	7	3	2	1	3	11	26	60	60	60	57	64
00	8	5	3	1	9	16	37	59	56	49	54	55
Hr Total	32	20	11	8	16	46	113	229	243	212	212	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	69	62	85	119	146	104	68	60	37	32	25
30	71	64	73	103	108	137	99	73	54	42	25	15
45	61	81	77	107	117	114	89	68	66	36	26	16
00	63	65	74	94	111	102	77	57	55	38	25	14
Hr Total	268	279	287	389	455	499	370	266	235	154	108	70

24 Hour Total: 4,756
 AM Peak Hour begins: 11:30 AM Peak Volume: 263 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 511 PM Peak Hour Factor: 0.87

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	4	3	1	10	89	254	328	142	67	58
30	8	3	1	1	3	11	143	288	283	111	50	59
45	9	3	3	1	5	33	154	278	269	90	51	60
00	3	2	2	2	12	58	226	299	241	84	48	58
Hr Total	28	13	10	7	21	111	612	1,118	1,121	427	217	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	59	45	61	58	79	101	71	46	36	29	16
30	70	57	54	56	67	93	85	63	50	34	24	11
45	69	53	49	51	62	93	90	54	41	26	21	13
00	57	60	52	61	74	99	78	56	38	30	17	6
Hr Total	259	228	200	229	260	364	354	244	175	126	91	46

24 Hour Total: 6,496
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,192 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:15 PM Peak Volume: 386 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	8	5	2	17	115	304	388	191	115	119
30	14	7	3	5	7	22	165	348	349	164	103	115
45	16	6	6	3	8	44	181	338	329	150	108	124
00	11	8	5	2	20	74	264	357	297	133	103	112
Hr Total	60	33	21	15	37	157	725	1,347	1,364	638	429	471

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	128	108	146	177	225	206	139	106	73	61	40
30	142	120	127	159	175	229	184	136	104	77	49	26
45	130	134	126	158	179	207	179	122	107	62	46	29
00	120	125	126	155	185	201	155	113	93	68	42	20
Hr Total	527	507	487	617	716	863	724	510	410	280	199	116

24 Hour Total: 11,252
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,433 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:00 PM Peak Volume: 863 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: September 10, 2019
 Stop Date: September 10, 2019
 City: Tampa
 Location: Meridian Ave south of Whiting St

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

Northbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	4	3	3	1	5	32	50	70	42	41	78
30	7	5	0	2	3	10	29	58	63	53	40	57
45	7	1	2	1	2	8	34	59	63	57	36	56
00	8	4	1	0	14	14	40	62	48	51	41	66
Hr Total	22	14	6	6	20	37	135	229	244	203	158	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	71	61	92	135	130	103	87	48	48	29	19
30	74	64	66	109	124	155	122	79	82	49	27	19
45	58	87	85	104	113	134	95	78	69	50	23	11
00	73	60	86	116	125	127	83	69	64	42	24	13
Hr Total	268	282	298	421	497	546	403	313	263	189	103	62

24 Hour Total: 4,976
 AM Peak Hour begins: 11:30 AM Peak Volume: 259 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 546 PM Peak Hour Factor: 0.88

Southbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	5	2	3	11	93	303	393	170	63	71
30	5	4	3	1	1	6	140	358	343	129	56	61
45	9	3	3	1	3	35	171	345	317	99	54	51
00	2	1	3	1	10	66	267	340	343	79	50	52
Hr Total	19	11	14	5	17	118	671	1,346	1,396	477	223	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	62	39	60	59	84	85	66	43	37	27	14
30	70	59	54	66	51	92	90	70	44	33	19	7
45	63	57	52	51	45	80	98	44	51	29	16	13
00	49	60	49	62	72	101	66	44	38	35	18	11
Hr Total	244	238	194	239	227	357	339	224	176	134	80	45

24 Hour Total: 7,029
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,436 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:45 PM Peak Volume: 374 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	7	8	5	4	16	125	353	463	212	104	149
30	12	9	3	3	4	16	169	416	406	182	96	118
45	16	4	5	2	5	43	205	404	380	156	90	107
00	10	5	4	1	24	80	307	402	391	130	91	118
Hr Total	41	25	20	11	37	155	806	1,575	1,640	680	381	492

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	133	100	152	194	214	188	153	91	85	56	33
30	144	123	120	175	175	247	212	149	126	82	46	26
45	121	144	137	155	158	214	193	122	120	79	39	24
00	122	120	135	178	197	228	149	113	102	77	42	24
Hr Total	512	520	492	660	724	903	742	537	439	323	183	107

24 Hour Total: 12,005
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,685 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 903 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: September 11, 2019
 Stop Date: September 11, 2019
 City: Tampa
 Location: Meridian Ave south of Whiting St

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

Northbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	5	0	1	9	25	51	51	49	45	52
30	12	2	4	8	4	13	29	65	66	61	63	64
45	9	3	2	3	2	9	28	61	67	63	57	65
00	12	7	2	1	8	13	35	55	75	49	54	62
Hr Total	47	21	13	12	15	44	117	232	259	222	219	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	71	68	75	146	146	117	76	76	44	34	30
30	81	68	77	116	106	149	101	76	53	34	33	18
45	83	97	64	117	113	116	110	67	92	46	32	14
00	61	79	66	99	129	128	81	78	65	41	20	15
Hr Total	305	315	275	407	494	539	409	297	286	165	119	77

24 Hour Total: 5,132
 AM Peak Hour begins: 11:30 AM Peak Volume: 288 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 540 PM Peak Hour Factor: 0.91

Southbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	0	3	2	4	7	85	268	408	127	55	42
30	11	2	1	2	3	18	137	302	439	102	42	62
45	11	1	2	2	6	29	154	291	241	94	51	55
00	5	3	1	0	8	55	217	327	280	94	40	57
Hr Total	36	6	7	6	21	109	593	1,188	1,368	417	188	216

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	58	41	68	57	86	99	67	55	34	27	12
30	54	53	42	53	77	90	77	49	57	31	20	13
45	63	41	35	57	70	102	87	51	43	21	16	9
00	75	66	48	55	81	94	69	53	39	23	14	3
Hr Total	254	218	166	233	285	372	332	220	194	109	77	37

24 Hour Total: 6,652
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,465 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:15 PM Peak Volume: 385 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	9	8	2	5	16	110	319	459	176	100	94
30	23	4	5	10	7	31	166	367	505	163	105	126
45	20	4	4	5	8	38	182	352	308	157	108	120
00	17	10	3	1	16	68	252	382	355	143	94	119
Hr Total	83	27	20	18	36	153	710	1,420	1,627	639	407	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	129	109	143	203	232	216	143	131	78	61	42
30	135	121	119	169	183	239	178	125	110	65	53	31
45	146	138	99	174	183	218	197	118	135	67	48	23
00	136	145	114	154	210	222	150	131	104	64	34	18
Hr Total	559	533	441	640	779	911	741	517	480	274	196	114

24 Hour Total: 11,784
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,698 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 911 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: September 12, 2019
 Stop Date: September 12, 2019
 City: Tampa
 Location: Meridian Ave south of Whiting St

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

Northbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	8	0	2	5	26	45	61	58	59	53
30	7	4	0	3	3	10	22	54	68	60	53	65
45	6	3	5	1	1	14	23	56	62	65	68	74
00	6	1	2	0	8	12	35	72	56	51	69	54
Hr Total	36	13	15	4	14	41	106	227	247	234	249	246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	87	70	91	127	158	96	79	76	34	43	28
30	69	68	84	95	129	140	105	72	59	51	27	15
45	67	75	97	110	112	118	94	68	63	36	33	27
00	66	79	77	95	111	105	83	74	54	44	28	16
Hr Total	278	309	328	391	479	521	378	293	252	165	131	86

24 Hour Total: 5,043
 AM Peak Hour begins: 11:30 AM Peak Volume: 273 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 527 PM Peak Hour Factor: 0.83

Southbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	3	3	0	9	95	249	446	119	76	69
30	5	4	0	1	3	12	147	315	268	83	51	62
45	2	5	2	0	5	33	135	332	285	76	54	67
00	3	1	3	2	13	64	244	379	168	69	48	68
Hr Total	15	16	8	6	21	118	621	1,275	1,167	347	229	266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	54	50	52	63	75	111	70	43	26	24	16
30	76	55	47	58	58	88	83	61	47	31	28	12
45	65	66	54	45	75	101	67	67	31	25	23	12
00	50	52	55	59	75	88	91	58	34	37	15	7
Hr Total	245	227	206	214	271	352	352	256	155	119	90	47

24 Hour Total: 6,623
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,472 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:15 PM Peak Volume: 388 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	11	11	3	2	14	121	294	507	177	135	122
30	12	8	0	4	6	22	169	369	336	143	104	127
45	8	8	7	1	6	47	158	388	347	141	122	141
00	9	2	5	2	21	76	279	451	224	120	117	122
Hr Total	51	29	23	10	35	159	727	1,502	1,414	581	478	512

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	141	120	143	190	233	207	149	119	60	67	44
30	145	123	131	153	187	228	188	133	106	82	55	27
45	132	141	151	155	187	219	161	135	94	61	56	39
00	116	131	132	154	186	193	174	132	88	81	43	23
Hr Total	523	536	534	605	750	873	730	549	407	284	221	133

24 Hour Total: 11,666
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,715 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:00 PM Peak Volume: 873 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date:	September 10, 2019	Start Time:	00:00
Stop Date:	September 12, 2019	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Meridian Ave south of Whiting St		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	5	1	1	6	28	49	61	50	48	61
30	9	4	1	4	3	11	27	59	66	58	52	62
45	7	2	3	2	2	10	28	59	64	62	54	65
00	9	4	2	0	10	13	37	63	60	50	55	61
Hr Total	35	16	11	7	16	41	119	229	250	220	209	249

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	76	66	86	136	145	105	81	67	42	35	26
30	75	67	76	107	120	148	109	76	65	45	29	17
45	69	86	82	110	113	123	100	71	75	44	29	17
00	67	73	76	103	122	120	82	74	61	42	24	15
Hr Total	284	302	300	406	490	535	397	301	267	173	118	75

24 Hour Total:	5,050	AM Peak Volume:	273	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	537	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	4	2	2	9	91	273	416	139	65	61
30	7	3	1	1	2	12	141	325	350	105	50	62
45	7	3	2	1	5	32	153	323	281	90	53	58
00	3	2	2	1	10	62	243	349	264	81	46	59
Hr Total	23	11	10	6	20	115	628	1,270	1,310	414	213	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	58	43	60	60	82	98	68	47	32	26	14
30	67	56	48	59	62	90	83	60	49	32	22	11
45	64	55	47	51	63	94	84	54	42	25	18	11
00	58	59	51	59	76	94	75	52	37	32	16	7
Hr Total	248	228	189	229	261	360	341	233	175	121	82	43

24 Hour Total:	6,768	AM Peak Volume:	1,437	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	377	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	9	3	4	15	119	322	476	188	113	122
30	16	7	3	6	6	23	168	384	416	163	102	124
45	15	5	5	3	6	43	182	381	345	151	107	123
00	12	6	4	1	20	75	279	412	323	131	101	120
Hr Total	58	27	21	13	36	156	748	1,499	1,560	633	422	488

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	134	110	146	196	226	204	148	114	74	61	40
30	141	122	123	166	182	238	193	136	114	76	51	28
45	133	141	129	161	176	217	184	125	116	69	48	29
00	125	132	127	162	198	214	158	125	98	74	40	22
Hr Total	531	530	489	635	751	896	738	534	442	294	200	118

24 Hour Total:	11,818	AM Peak Volume:	1,685	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	896	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: September 17, 2019 Start Time: 00:00
 Stop Date: September 17, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Nebraska Ave north of Channelside Dr

Northbound Volume

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	9	3	4	12	42	173	445	461	257	111	115
30	16	9	9	10	26	79	203	488	481	176	123	124
45	15	8	3	4	21	79	225	454	429	163	125	119
00	15	11	6	13	36	121	330	445	356	163	123	145
Hr Total	64	37	21	31	95	321	931	1,832	1,727	759	482	503

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	129	99	156	181	268	160	125	85	41	91	41
30	147	113	114	156	175	229	163	124	80	35	71	34
45	117	104	144	188	171	221	223	112	87	75	51	31
00	130	138	149	148	147	203	161	81	83	117	36	19
Hr Total	531	484	506	648	674	921	707	442	335	268	249	125

24 Hour Total: 12,693
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,848 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 921 PM Peak Hour Factor: 0.86

N/A

Tuesday, September 17, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, September 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	9	3	4	12	42	173	445	461	257	111	115
30	16	9	9	10	26	79	203	488	481	176	123	124
45	15	8	3	4	21	79	225	454	429	163	125	119
00	15	11	6	13	36	121	330	445	356	163	123	145
Hr Total	64	37	21	31	95	321	931	1,832	1,727	759	482	503

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	129	99	156	181	268	160	125	85	41	91	41
30	147	113	114	156	175	229	163	124	80	35	71	34
45	117	104	144	188	171	221	223	112	87	75	51	31
00	130	138	149	148	147	203	161	81	83	117	36	19
Hr Total	531	484	506	648	674	921	707	442	335	268	249	125

24 Hour Total: 12,693
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,848 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 921 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: September 18, 2019 Start Time: 00:00
 Stop Date: September 18, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Nebraska Ave north of Channelside Dr

Northbound Volume

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	2	4	10	45	182	371	519	199	145	134
30	9	9	3	9	18	74	218	442	474	162	149	138
45	11	8	5	20	26	89	210	481	380	187	129	161
00	9	10	5	12	34	132	303	425	302	140	137	131
Hr Total	39	36	15	45	88	340	913	1,719	1,675	688	560	564

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	148	131	115	149	158	221	159	75	63	62	22	25
30	127	125	128	137	198	209	109	71	67	57	40	20
45	137	144	121	173	154	168	128	92	62	48	12	17
00	122	114	118	165	185	141	109	54	64	45	16	12
Hr Total	534	514	482	624	695	739	505	292	256	212	90	74

24 Hour Total: 11,699
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,899 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 783 PM Peak Hour Factor: 0.89

N/A

Wednesday, September 18, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, September 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	2	4	10	45	182	371	519	199	145	134
30	9	9	3	9	18	74	218	442	474	162	149	138
45	11	8	5	20	26	89	210	481	380	187	129	161
00	9	10	5	12	34	132	303	425	302	140	137	131
Hr Total	39	36	15	45	88	340	913	1,719	1,675	688	560	564

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	148	131	115	149	158	221	159	75	63	62	22	25
30	127	125	128	137	198	209	109	71	67	57	40	20
45	137	144	121	173	154	168	128	92	62	48	12	17
00	122	114	118	165	185	141	109	54	64	45	16	12
Hr Total	534	514	482	624	695	739	505	292	256	212	90	74

24 Hour Total: 11,699
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,899 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 783 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: September 19, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Nebraska Ave north of Channelside Dr

Northbound Volume

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	11	3	7	7	50	190	387	449	199	133	129
30	12	6	0	6	11	73	204	432	371	182	130	119
45	13	7	1	8	22	88	214	444	323	171	125	130
00	8	6	3	8	20	113	313	448	289	134	129	148
Hr Total	44	30	7	29	60	324	921	1,711	1,432	686	517	526

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	131	114	152	175	210	155	102	85	84	47	33
30	151	139	133	167	178	201	142	99	118	57	40	30
45	119	136	117	165	150	173	124	116	82	62	44	33
00	125	131	137	170	185	151	98	98	92	77	39	27
Hr Total	545	537	501	654	688	735	519	415	377	280	170	123

24 Hour Total: 11,831
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,773 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 16:45 PM Peak Volume: 769 PM Peak Hour Factor: 0.92

N/A

Thursday, September 19, 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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, September 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	11	3	7	7	50	190	387	449	199	133	129
30	12	6	0	6	11	73	204	432	371	182	130	119
45	13	7	1	8	22	88	214	444	323	171	125	130
00	8	6	3	8	20	113	313	448	289	134	129	148
Hr Total	44	30	7	29	60	324	921	1,711	1,432	686	517	526

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	131	114	152	175	210	155	102	85	84	47	33
30	151	139	133	167	178	201	142	99	118	57	40	30
45	119	136	117	165	150	173	124	116	82	62	44	33
00	125	131	137	170	185	151	98	98	92	77	39	27
Hr Total	545	537	501	654	688	735	519	415	377	280	170	123

24 Hour Total: 11,831
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,773 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 16:45 PM Peak Volume: 769 PM Peak Hour Factor: 0.92

Volume Count Report

3-Day Average

Start Date: September 17, 2019 Start Time: 00:00
 Stop Date: September 19, 2019 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Nebraska Ave north of Channelside Dr

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	3	5	10	46	182	401	476	218	130	126
30	12	8	4	8	18	75	208	454	442	173	134	127
45	13	8	3	11	23	85	216	460	377	174	126	137
00	11	9	5	11	30	122	315	439	316	146	130	141
Hr Total	49	34	14	35	81	328	922	1,754	1,611	711	520	531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	130	109	152	171	233	158	101	78	62	53	33
30	142	126	125	153	184	213	138	98	88	50	50	28
45	124	128	127	175	158	187	158	107	77	62	36	27
00	126	128	135	161	172	165	123	78	80	80	30	19
Hr Total	537	512	496	642	686	798	577	383	323	253	170	107

24 Hour Total: 12,074
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,829 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 806 PM Peak Hour Factor: 0.86

N/A

3-Day Average

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: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	3	5	10	46	182	401	476	218	130	126
30	12	8	4	8	18	75	208	454	442	173	134	127
45	13	8	3	11	23	85	216	460	377	174	126	137
00	11	9	5	11	30	122	315	439	316	146	130	141
Hr Total	49	34	14	35	81	328	922	1,754	1,611	711	520	531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	130	109	152	171	233	158	101	78	62	53	33
30	142	126	125	153	184	213	138	98	88	50	50	28
45	124	128	127	175	158	187	158	107	77	62	36	27
00	126	128	135	161	172	165	123	78	80	80	30	19
Hr Total	537	512	496	642	686	798	577	383	323	253	170	107

24 Hour Total: 12,074
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,829 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 806 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Nebraska Ave south of Whiting St

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

Northbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	5	8	15	6	14	26
30	0	0	0	0	0	3	4	10	13	4	12	10
45	0	0	0	0	0	4	6	19	18	15	23	23
00	0	0	0	0	0	1	7	12	16	14	10	15
Hr Total	0	0	0	0	0	8	22	49	62	39	59	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	10	11	14	18	17	4	6	9	6	1	2
30	14	18	16	31	15	19	13	5	7	8	1	1
45	2	18	13	23	14	7	1	5	9	1	3	6
00	12	8	22	20	13	5	9	8	1	10	4	4
Hr Total	41	54	62	88	60	48	27	24	26	25	9	13

24 Hour Total: 790
 AM Peak Hour begins: 11:00 AM Peak Volume: 74 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 15:15 PM Peak Volume: 92 PM Peak Hour Factor: 0.74

Southbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	7	4	0	31	13	10	12	13	21
30	19	2	3	0	7	7	24	20	9	18	21	6
45	8	2	7	0	3	12	29	18	24	6	8	28
00	2	7	0	0	0	20	17	16	19	16	16	14
Hr Total	31	13	10	7	14	39	101	67	62	52	58	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	1	11	18	22	20	6	1	0	14	3	1
30	17	25	18	9	11	8	3	6	7	9	1	0
45	13	8	10	5	7	3	9	3	0	4	8	2
00	9	7	13	8	8	4	8	5	1	3	0	4
Hr Total	57	41	52	40	48	35	26	15	8	30	12	7

24 Hour Total: 894
 AM Peak Hour begins: 5:45 AM Peak Volume: 104 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 14:15 PM Peak Volume: 59 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	7	4	0	36	21	25	18	27	47
30	19	2	3	0	7	10	28	30	22	22	33	16
45	8	2	7	0	3	16	35	37	42	21	31	51
00	2	7	0	0	0	21	24	28	35	30	26	29
Hr Total	31	13	10	7	14	47	123	116	124	91	117	143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	11	22	32	40	37	10	7	9	20	4	3
30	31	43	34	40	26	27	16	11	14	17	2	1
45	15	26	23	28	21	10	10	8	9	5	11	8
00	21	15	35	28	21	9	17	13	2	13	4	8
Hr Total	98	95	114	128	108	83	53	39	34	55	21	20

24 Hour Total: 1,684
 AM Peak Hour begins: 11:00 AM Peak Volume: 143 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 15:15 PM Peak Volume: 136 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Nebraska Ave south of Whiting St

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

Northbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	3	3	1	9	6	14	13	10	18
30	0	6	6	2	5	2	1	15	6	11	20	15
45	4	1	0	0	0	1	7	12	10	26	22	12
00	2	2	0	4	1	4	4	10	10	8	8	13
Hr Total	8	11	6	9	9	8	21	43	40	58	60	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	9	6	23	6	25	7	4	11	6	2	4
30	16	13	21	28	16	8	5	8	2	7	3	1
45	17	8	14	30	9	15	4	2	14	3	5	4
00	10	8	14	22	20	4	5	4	2	3	7	2
Hr Total	61	38	55	103	51	52	21	18	29	19	17	11

24 Hour Total: 806
 AM Peak Hour begins: 10:15 AM Peak Volume: 68 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 15:00 PM Peak Volume: 103 PM Peak Hour Factor: 0.86

Southbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	0	0	0	1	29	6	16	12	15	12
30	0	4	5	0	1	5	30	12	9	21	8	16
45	3	2	0	0	0	6	27	6	9	15	21	14
00	4	1	0	3	4	22	17	14	19	14	8	15
Hr Total	10	11	5	3	5	34	103	38	53	62	52	57

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	8	10	22	7	9	5	4	12	13	1	2
30	20	10	20	13	12	13	8	17	4	1	5	6
45	11	10	23	18	9	9	4	3	5	1	7	0
00	15	16	13	13	3	4	6	1	3	5	8	1
Hr Total	66	44	66	66	31	35	23	25	24	20	21	9

24 Hour Total: 863
 AM Peak Hour begins: 5:45 AM Peak Volume: 108 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 14:15 PM Peak Volume: 78 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	0	3	3	2	38	12	30	25	25	30
30	0	10	11	2	6	7	31	27	15	32	28	31
45	7	3	0	0	0	7	34	18	19	41	43	26
00	6	3	0	7	5	26	21	24	29	22	16	28
Hr Total	18	22	11	12	14	42	124	81	93	120	112	115

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	17	16	45	13	34	12	8	23	19	3	6
30	36	23	41	41	28	21	13	25	6	8	8	7
45	28	18	37	48	18	24	8	5	19	4	12	4
00	25	24	27	35	23	8	11	5	5	8	15	3
Hr Total	127	82	121	169	82	87	44	43	53	39	38	20

24 Hour Total: 1,669
 AM Peak Hour begins: 11:45 AM Peak Volume: 130 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:00 PM Peak Volume: 169 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Nebraska Ave south of Whiting St

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

Northbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	9	7	2	1	1	3	7	25	12	5	19
30	0	0	5	0	5	2	3	14	2	2	14	19
45	5	0	0	3	0	4	25	17	3	13	15	12
00	1	0	0	3	2	4	9	25	10	12	14	10
Hr Total	9	9	12	8	8	11	40	63	40	39	48	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	23	14	19	17	5	9	10	15	5	5	6
30	18	13	20	28	17	17	6	7	7	9	4	9
45	12	9	11	24	21	14	7	11	7	12	14	1
00	20	9	18	16	17	5	7	9	5	8	12	3
Hr Total	69	54	63	87	72	41	29	37	34	34	35	19

24 Hour Total: 921
 AM Peak Hour begins: 7:15 AM Peak Volume: 81 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 14:45 PM Peak Volume: 89 PM Peak Hour Factor: 0.79

Southbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	11	2	4	7	0	32	11	21	11	26	18
30	0	2	10	0	1	6	21	20	8	27	20	14
45	0	0	0	1	3	7	45	11	19	22	12	17
00	0	1	3	0	1	19	25	16	12	4	14	4
Hr Total	3	14	15	5	12	32	123	58	60	64	72	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	25	31	16	11	9	6	7	11	4	8	6
30	27	10	8	11	1	10	4	9	3	10	5	7
45	8	10	12	22	18	7	8	8	1	16	4	2
00	21	13	11	14	16	10	9	3	14	6	6	2
Hr Total	74	58	62	63	46	36	27	27	29	36	23	17

24 Hour Total: 1,009
 AM Peak Hour begins: 6:00 AM Peak Volume: 123 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 12:15 PM Peak Volume: 81 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	20	9	6	8	1	35	18	46	23	31	37
30	0	2	15	0	6	8	24	34	10	29	34	33
45	5	0	0	4	3	11	70	28	22	35	27	29
00	1	1	3	3	3	23	34	41	22	16	28	14
Hr Total	12	23	27	13	20	43	163	121	100	103	120	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	48	45	35	28	14	15	17	26	9	13	12
30	45	23	28	39	18	27	10	16	10	19	9	16
45	20	19	23	46	39	21	15	19	8	28	18	3
00	41	22	29	30	33	15	16	12	19	14	18	5
Hr Total	143	112	125	150	118	77	56	64	63	70	58	36

24 Hour Total: 1,930
 AM Peak Hour begins: 6:00 AM Peak Volume: 163 AM Peak Hour Factor: 0.58
 PM Peak Hour begins: 12:15 PM Peak Volume: 154 PM Peak Hour Factor: 0.80

Volume Count Report

3-Day Average

Start Date: September 24, 2019	Start Time: 00:00	
Stop Date: September 26, 2019	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave south of Whiting St		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	2	2	1	1	6	7	18	10	10	21
30	0	2	4	1	3	2	3	13	7	6	15	15
45	3	0	0	1	0	3	13	16	10	18	20	16
00	1	1	0	2	1	3	7	16	12	11	11	13
Hr Total	6	7	6	6	6	9	28	52	47	45	56	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	14	10	19	14	16	7	7	12	6	3	4
30	16	15	19	29	16	15	8	7	5	8	3	4
45	10	12	13	26	15	12	4	6	10	5	7	4
00	14	8	18	19	17	5	7	7	3	7	8	3
Hr Total	57	49	60	93	61	47	26	26	30	26	20	14

24 Hour Total:	839				
AM Peak Hour begins:	10:15	AM Peak Volume:	67	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	15:00	PM Peak Volume:	93	PM Peak Hour Factor:	0.80

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	1	4	4	0	31	10	16	12	18	17
30	6	3	6	0	3	6	25	17	9	22	16	12
45	4	1	2	0	2	8	34	12	17	14	14	20
00	2	3	1	1	2	20	20	15	17	11	13	11
Hr Total	15	13	10	5	10	35	109	54	58	59	61	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	11	17	19	13	13	6	4	8	10	4	3
30	21	15	15	11	8	10	5	11	5	7	4	4
45	11	9	15	15	11	6	7	5	2	7	6	1
00	15	12	12	12	9	6	8	3	6	5	5	2
Hr Total	66	48	60	56	42	35	25	22	20	29	19	11

24 Hour Total:	922				
AM Peak Hour begins:	5:45	AM Peak Volume:	110	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	12:00	PM Peak Volume:	66	PM Peak Hour Factor:	0.77

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	9	3	5	5	1	36	17	34	22	28	38
30	6	5	10	1	6	8	28	30	16	28	32	27
45	7	2	2	1	2	11	46	28	28	32	34	35
00	3	4	1	3	3	23	26	31	29	23	23	24
Hr Total	20	19	16	11	16	44	137	106	106	105	116	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	25	28	37	27	28	12	11	19	16	7	7
30	37	30	34	40	24	25	13	17	10	15	6	8
45	21	21	28	41	26	18	11	11	12	12	14	5
00	29	20	30	31	26	11	15	10	9	12	12	5
Hr Total	123	96	120	149	103	82	51	49	50	55	39	25

24 Hour Total:	1,761				
AM Peak Hour begins:	6:00	AM Peak Volume:	137	AM Peak Hour Factor:	0.74
PM Peak Hour begins:	15:00	PM Peak Volume:	149	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Whiting St east of Florida Ave

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

Eastbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	3	0	2	10	22	40	39	13	22
30	1	4	1	0	0	2	16	42	44	30	18	12
45	1	1	2	0	0	4	20	41	49	22	12	27
00	2	1	1	0	1	5	29	58	33	18	21	25
Hr Total	6	7	5	3	1	13	75	163	166	109	64	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	28	40	29	71	104	37	21	16	10	1	6
30	32	39	24	29	62	113	38	12	11	8	5	3
45	34	26	26	27	57	76	31	12	8	12	4	3
00	30	30	25	44	75	54	15	10	13	3	4	5
Hr Total	119	123	115	129	265	347	121	55	48	33	14	17

24 Hour Total: 2,084
 AM Peak Hour begins: 7:45 AM Peak Volume: 191 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 16:45 PM Peak Volume: 368 PM Peak Hour Factor: 0.81

Westbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	5	12	63	105	48	25	12
30	2	0	0	1	0	2	13	48	120	38	27	32
45	1	0	1	0	1	8	24	102	102	36	28	21
00	2	1	0	1	1	6	25	109	100	29	16	19
Hr Total	6	2	1	2	3	21	74	322	427	151	96	84

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	19	25	37	29	34	24	10	9	4	5	3
30	15	19	18	25	27	31	15	15	5	6	4	3
45	20	20	36	26	37	46	14	13	7	4	1	2
00	29	25	28	26	21	33	11	6	5	5	2	0
Hr Total	87	83	107	114	114	144	64	44	26	19	12	8

24 Hour Total: 2,011
 AM Peak Hour begins: 7:30 AM Peak Volume: 436 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 144 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	3	1	7	22	85	145	87	38	34
30	3	4	1	1	0	4	29	90	164	68	45	44
45	2	1	3	0	1	12	44	143	151	58	40	48
00	4	2	1	1	2	11	54	167	133	47	37	44
Hr Total	12	9	6	5	4	34	149	485	593	260	160	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	47	65	66	100	138	61	31	25	14	6	9
30	47	58	42	54	89	144	53	27	16	14	9	6
45	54	46	62	53	94	122	45	25	15	16	5	5
00	59	55	53	70	96	87	26	16	18	8	6	5
Hr Total	206	206	222	243	379	491	185	99	74	52	26	25

24 Hour Total: 4,095
 AM Peak Hour begins: 7:45 AM Peak Volume: 627 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 500 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Whiting St east of Florida Ave

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

Eastbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	1	3	14	19	48	32	21	17
30	0	1	2	1	0	5	12	37	31	22	10	21
45	3	3	0	0	0	3	18	47	36	26	30	21
00	1	0	1	1	3	8	24	48	42	16	20	19
Hr Total	7	5	4	2	4	19	68	151	157	96	81	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	28	24	43	64	86	39	14	10	7	5	2
30	21	26	21	29	58	102	34	11	14	7	5	3
45	37	24	30	45	61	74	27	22	12	5	8	4
00	26	25	26	45	91	62	16	20	6	6	1	1
Hr Total	106	103	101	162	274	324	116	67	42	25	19	10

24 Hour Total: 2,021
 AM Peak Hour begins: 7:15 AM Peak Volume: 180 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 353 PM Peak Hour Factor: 0.87

Westbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	6	12	51	134	57	24	24
30	0	0	1	0	5	1	20	62	132	40	17	25
45	2	0	1	2	1	3	24	91	115	38	21	26
00	0	1	1	1	7	9	29	111	103	38	18	27
Hr Total	3	1	3	4	13	19	85	315	484	173	80	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	28	15	24	38	48	27	13	5	5	2	2
30	19	16	11	32	29	43	15	14	3	10	9	6
45	24	18	28	21	33	42	8	15	1	3	2	1
00	17	16	30	27	31	24	2	5	6	1	2	1
Hr Total	79	78	84	104	131	157	52	47	15	19	15	10

24 Hour Total: 2,073
 AM Peak Hour begins: 7:45 AM Peak Volume: 492 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 164 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	1	1	9	26	70	182	89	45	41
30	0	1	3	1	5	6	32	99	163	62	27	46
45	5	3	1	2	1	6	42	138	151	64	51	47
00	1	1	2	2	10	17	53	159	145	54	38	46
Hr Total	10	6	7	6	17	38	153	466	641	269	161	180

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	56	39	67	102	134	66	27	15	12	7	4
30	40	42	32	61	87	145	49	25	17	17	14	9
45	61	42	58	66	94	116	35	37	13	8	10	5
00	43	41	56	72	122	86	18	25	12	7	3	2
Hr Total	185	181	185	266	405	481	168	114	57	44	34	20

24 Hour Total: 4,094
 AM Peak Hour begins: 7:45 AM Peak Volume: 655 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 517 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Whiting St east of Florida Ave

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

Eastbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	1	2	2	10	19	39	35	23	24
30	5	2	0	1	2	5	12	44	32	22	11	15
45	1	0	0	0	1	6	20	41	53	25	10	25
00	4	2	1	0	2	9	19	47	31	26	24	25
Hr Total	14	5	3	2	7	22	61	151	155	108	68	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	40	21	52	80	79	75	128	50	15	54	47
30	18	32	29	30	71	129	81	149	38	14	38	15
45	25	32	32	43	95	83	99	146	22	14	0	8
00	27	25	30	59	111	89	97	91	16	29	36	0
Hr Total	93	129	112	184	357	380	352	514	126	72	128	70

24 Hour Total: 3,202
 AM Peak Hour begins: 7:15 AM Peak Volume: 171 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 18:45 PM Peak Volume: 520 PM Peak Hour Factor: 0.87

Westbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	0	5	11	44	136	47	29	19
30	0	0	1	0	0	6	14	57	104	35	27	22
45	2	0	0	0	0	4	25	78	98	35	18	23
00	1	0	3	5	2	8	26	118	77	44	17	19
Hr Total	4	0	4	7	2	23	76	297	415	161	91	83

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	20	10	40	31	55	95	77	50	10	81	24
30	25	22	20	29	29	58	84	78	14	12	59	7
45	29	18	32	30	40	46	59	61	20	15	152	8
00	31	15	28	31	35	43	70	68	14	34	126	7
Hr Total	99	75	90	130	135	202	308	284	98	71	418	46

24 Hour Total: 3,119
 AM Peak Hour begins: 7:45 AM Peak Volume: 456 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 22:00 PM Peak Volume: 418 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	3	2	7	21	63	175	82	52	43
30	5	2	1	1	2	11	26	101	136	57	38	37
45	3	0	0	0	1	10	45	119	151	60	28	48
00	5	2	4	5	4	17	45	165	108	70	41	44
Hr Total	18	5	7	9	9	45	137	448	570	269	159	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	60	31	92	111	134	170	205	100	25	135	71
30	43	54	49	59	100	187	165	227	52	26	97	22
45	54	50	64	73	135	129	158	207	42	29	152	16
00	58	40	58	90	146	132	167	159	30	63	162	7
Hr Total	192	204	202	314	492	582	660	798	224	143	546	116

24 Hour Total: 6,321
 AM Peak Hour begins: 7:45 AM Peak Volume: 627 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 18:45 PM Peak Volume: 806 PM Peak Hour Factor: 0.89

Volume Count Report

3-Day Average

Start Date:	September 24, 2019	Start Time:	00:00
Stop Date:	September 26, 2019	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Whiting St east of Florida Ave		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	1	2	11	20	42	35	19	21
30	2	2	1	1	1	4	13	41	36	25	13	16
45	2	1	1	0	0	4	19	43	46	24	17	24
00	2	1	1	0	2	7	24	51	35	20	22	23
Hr Total	9	6	4	2	4	18	68	155	159	104	71	84

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	32	28	41	72	90	50	54	25	11	20	18
30	24	32	25	29	64	115	51	57	21	10	16	7
45	32	27	29	38	71	78	52	60	14	10	4	5
00	28	27	27	49	92	68	43	40	12	13	14	2
Hr Total	106	118	109	158	299	350	196	212	72	43	54	32

24 Hour Total:	2,436	AM Peak Volume:	177	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	374	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:45				

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	5	12	53	125	51	26	18
30	1	0	1	0	2	3	16	56	119	38	24	26
45	2	0	1	1	1	5	24	90	105	36	22	23
00	1	1	1	2	3	8	27	113	93	37	17	22
Hr Total	4	1	3	4	6	21	78	311	442	162	89	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	22	17	34	33	46	49	33	21	6	29	10
30	20	19	16	29	28	44	38	36	7	9	24	5
45	24	19	32	26	37	45	27	30	9	7	52	4
00	26	19	29	28	29	33	28	26	8	13	43	3
Hr Total	88	79	94	116	127	168	141	125	46	36	148	21

24 Hour Total:	2,401	AM Peak Volume:	461	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	171	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	2	1	8	23	73	167	86	45	39
30	3	2	2	1	2	7	29	97	154	62	37	42
45	3	1	1	1	1	9	44	133	151	61	40	48
00	3	2	2	3	5	15	51	164	129	57	39	45
Hr Total	13	7	7	7	10	39	146	466	601	266	160	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	54	45	75	104	135	99	88	47	17	49	28
30	43	51	41	58	92	159	89	93	28	19	40	12
45	56	46	61	64	108	122	79	90	23	18	56	9
00	53	45	56	77	121	102	70	67	20	26	57	5
Hr Total	194	197	203	274	425	518	338	337	118	80	202	54

24 Hour Total:	4,837	AM Peak Volume:	636	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	538	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Whiting St east of Jefferson St

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

Eastbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	3	0	31	31	29	29	11	13
30	16	0	0	1	0	8	31	55	19	14	22	12
45	0	1	3	0	0	8	33	56	30	22	20	12
00	0	2	1	0	1	10	31	72	28	21	7	22
Hr Total	16	3	4	1	4	26	126	214	106	86	60	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	9	7	46	24	28	6	2	4	5	0	2
30	15	24	26	17	19	20	4	1	7	3	1	1
45	15	16	13	6	11	16	7	7	1	5	2	0
00	16	13	27	9	16	8	3	1	2	8	2	5
Hr Total	69	62	73	78	70	72	20	11	14	21	5	8

24 Hour Total: 1,208
 AM Peak Hour begins: 7:00 AM Peak Volume: 214 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 14:15 PM Peak Volume: 112 PM Peak Hour Factor: 0.61

Westbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	1	0	10	15	40	8	9	14
30	6	2	5	0	3	2	7	25	43	5	7	12
45	1	2	0	0	1	2	7	50	17	10	14	11
00	2	0	0	0	1	2	13	39	25	9	4	18
Hr Total	9	5	6	0	6	6	37	129	125	32	34	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	16	10	59	38	26	11	9	7	1	2	2
30	14	12	16	24	25	24	7	8	2	1	2	0
45	7	11	13	31	32	21	3	2	3	5	1	6
00	17	11	32	25	22	8	3	4	1	2	5	0
Hr Total	56	50	71	139	117	79	24	23	13	9	10	8

24 Hour Total: 1,043
 AM Peak Hour begins: 7:30 AM Peak Volume: 172 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:45 PM Peak Volume: 146 PM Peak Hour Factor: 0.62

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	4	0	41	46	69	37	20	27
30	22	2	5	1	3	10	38	80	62	19	29	24
45	1	3	3	0	1	10	40	106	47	32	34	23
00	2	2	1	0	2	12	44	111	53	30	11	40
Hr Total	25	8	10	1	10	32	163	343	231	118	94	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	25	17	105	62	54	17	11	11	6	2	4
30	29	36	42	41	44	44	11	9	9	4	3	1
45	22	27	26	37	43	37	10	9	4	10	3	6
00	33	24	59	34	38	16	6	5	3	10	7	5
Hr Total	125	112	144	217	187	151	44	34	27	30	15	16

24 Hour Total: 2,251
 AM Peak Hour begins: 7:15 AM Peak Volume: 366 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 14:45 PM Peak Volume: 242 PM Peak Hour Factor: 0.58

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Whiting St east of Jefferson St

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

Eastbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	25	21	40	18	23	1
30	5	0	1	0	5	4	42	54	33	18	7	14
45	0	4	0	0	3	4	23	53	26	21	15	24
00	4	0	1	4	7	21	29	60	38	20	0	19
Hr Total	9	4	2	4	15	31	119	188	137	77	45	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	10	11	32	9	19	11	8	0	6	0	1
30	14	12	8	23	17	21	4	4	2	0	4	0
45	20	14	27	21	11	16	2	4	7	1	5	4
00	15	17	34	19	24	10	10	2	1	0	4	0
Hr Total	68	53	80	95	61	66	27	18	10	7	13	5

24 Hour Total: 1,192
 AM Peak Hour begins: 7:15 AM Peak Volume: 207 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:30 PM Peak Volume: 116 PM Peak Hour Factor: 0.85

Westbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	6	11	48	8	10	24
30	0	0	0	4	4	2	7	28	51	13	5	21
45	0	0	0	0	0	1	7	46	28	14	14	14
00	1	0	0	0	2	6	14	40	26	19	29	18
Hr Total	2	0	0	4	7	9	34	125	153	54	58	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	10	11	48	30	21	8	1	6	2	1	3
30	10	9	12	26	15	23	10	6	0	8	5	1
45	15	6	24	35	30	21	5	0	5	0	0	1
00	6	14	14	37	28	4	0	0	2	1	1	0
Hr Total	48	39	61	146	103	69	23	7	13	11	7	5

24 Hour Total: 1,055
 AM Peak Hour begins: 7:30 AM Peak Volume: 185 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:00 PM Peak Volume: 146 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	2	31	32	88	26	33	25
30	5	0	1	4	9	6	49	82	84	31	12	35
45	0	4	0	0	3	5	30	99	54	35	29	38
00	5	0	1	4	9	27	43	100	64	39	29	37
Hr Total	11	4	2	8	22	40	153	313	290	131	103	135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	20	22	80	39	40	19	9	6	8	1	4
30	24	21	20	49	32	44	14	10	2	8	9	1
45	35	20	51	56	41	37	7	4	12	1	5	5
00	21	31	48	56	52	14	10	2	3	1	5	0
Hr Total	116	92	141	241	164	135	50	25	23	18	20	10

24 Hour Total: 2,247
 AM Peak Hour begins: 7:30 AM Peak Volume: 371 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:00 PM Peak Volume: 241 PM Peak Hour Factor: 0.75

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Whiting St east of Jefferson St

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

Eastbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	4	4	1	1	31	29	40	33	23	9
30	4	3	5	1	1	10	34	63	19	35	20	13
45	1	0	6	1	3	4	30	67	43	30	12	22
00	0	3	1	0	8	18	32	50	23	7	15	8
Hr Total	9	6	16	6	13	33	127	209	125	105	70	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	31	33	42	25	36	9	13	13	2	4	4
30	37	12	10	26	22	34	14	11	10	6	4	5
45	16	14	27	29	28	22	9	15	7	9	34	1
00	21	14	35	30	35	10	9	17	7	3	13	3
Hr Total	97	71	105	127	110	102	41	56	37	20	55	13

24 Hour Total: 1,605
 AM Peak Hour begins: 7:15 AM Peak Volume: 220 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 16:30 PM Peak Volume: 133 PM Peak Hour Factor: 0.92

Westbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	0	0	0	0	4	13	45	17	7	7
30	0	0	1	0	8	1	7	30	42	10	15	9
45	0	0	0	0	0	2	11	49	25	8	9	23
00	1	1	0	2	2	1	9	43	29	14	9	14
Hr Total	7	1	1	2	10	4	31	135	141	49	40	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	15	9	42	41	33	15	11	2	6	7	18
30	24	22	13	29	22	38	11	13	1	7	14	29
45	17	7	14	30	33	22	6	5	3	5	46	10
00	23	11	27	26	25	15	7	10	3	2	18	7
Hr Total	76	55	63	127	121	108	39	39	9	20	85	64

24 Hour Total: 1,280
 AM Peak Hour begins: 7:30 AM Peak Volume: 179 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 129 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	0	4	4	1	1	35	42	85	50	30	16
30	4	3	6	1	9	11	41	93	61	45	35	22
45	1	0	6	1	3	6	41	116	68	38	21	45
00	1	4	1	2	10	19	41	93	52	21	24	22
Hr Total	16	7	17	8	23	37	158	344	266	154	110	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	46	42	84	66	69	24	24	15	8	11	22
30	61	34	23	55	44	72	25	24	11	13	18	34
45	33	21	41	59	61	44	15	20	10	14	80	11
00	44	25	62	56	60	25	16	27	10	5	31	10
Hr Total	173	126	168	254	231	210	80	95	46	40	140	77

24 Hour Total: 2,885
 AM Peak Hour begins: 7:15 AM Peak Volume: 387 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:30 PM Peak Volume: 262 PM Peak Hour Factor: 0.91

Volume Count Report

3-Day Average

Start Date:	September 24, 2019	Start Time:	00:00
Stop Date:	September 26, 2019	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location	Whiting St east of Jefferson St		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	1	29	27	36	27	19	8
30	8	1	2	1	2	7	36	57	24	22	16	13
45	0	2	3	0	2	5	29	59	33	24	16	19
00	1	2	1	1	5	16	31	61	30	16	7	16
Hr Total	11	4	7	4	11	30	124	204	123	89	58	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	17	17	40	19	28	9	8	6	4	1	2
30	22	16	15	22	19	25	7	5	6	3	3	2
45	17	15	22	19	17	18	6	9	5	5	14	2
00	17	15	32	19	25	9	7	7	3	4	6	3
Hr Total	78	62	86	100	80	80	29	28	20	16	24	9

24 Hour Total:	1,335	AM Peak Volume:	213	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	116	PM Peak Hour Factor:	0.73
PM Peak Hour begins:	14:30				

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	1	0	7	13	44	11	9	15
30	2	1	2	1	5	2	7	28	45	9	9	14
45	0	1	0	0	0	2	8	48	23	11	12	16
00	1	0	0	1	2	3	12	41	27	14	14	17
Hr Total	6	2	2	2	8	6	34	130	140	45	44	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	14	10	50	36	27	11	7	5	3	3	8
30	16	14	14	26	21	28	9	9	1	5	7	10
45	13	8	17	32	32	21	5	2	4	3	16	6
00	15	12	24	29	25	9	3	5	2	2	8	2
Hr Total	60	48	65	137	114	85	29	23	12	13	34	26

24 Hour Total:	1,126	AM Peak Volume:	179	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	137	PM Peak Hour Factor:	0.69
PM Peak Hour begins:	15:00				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	2	1	2	1	36	40	81	38	28	23
30	10	2	4	2	7	9	43	85	69	32	25	27
45	1	2	3	0	2	7	37	107	56	35	28	35
00	3	2	1	2	7	19	43	101	56	30	21	33
Hr Total	17	6	10	6	18	36	158	333	262	134	102	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	30	27	90	56	54	20	15	11	7	5	10
30	38	30	28	48	40	53	17	14	7	8	10	12
45	30	23	39	51	48	39	11	11	9	8	29	7
00	33	27	56	49	50	18	11	11	5	5	14	5
Hr Total	138	110	151	237	194	165	58	51	32	29	58	34

24 Hour Total:	2,461	AM Peak Volume:	374	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	245	PM Peak Hour Factor:	0.68
PM Peak Hour begins:	14:45				

Volume Count Report

Start Date: September 10, 2019
 Stop Date: September 10, 2019
 City: Tampa
 Location: Whiting St east of Meridian Ave

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

Eastbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	0	0	3	2	15	11	12	11
30	0	1	0	0	0	0	5	3	6	12	7	9
45	1	0	0	0	0	0	4	9	13	16	4	10
00	2	1	0	0	2	2	4	8	17	10	10	13
Hr Total	4	3	2	0	2	2	16	22	51	49	33	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	16	7	7	17	9	21	24	14	8	8	0
30	9	13	13	5	18	17	22	11	8	8	4	1
45	11	12	8	11	6	14	12	12	16	8	5	2
00	7	15	9	9	15	12	14	27	10	4	3	0
Hr Total	38	56	37	32	56	52	69	74	48	28	20	3

24 Hour Total: 740
 AM Peak Hour begins: 8:45 AM Peak Volume: 56 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 19:00 PM Peak Volume: 74 PM Peak Hour Factor: 0.69

Westbound Volume

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	1	0	1	2	9	9	19	11	10	14
30	0	0	0	1	0	1	7	16	13	12	11	16
45	0	1	0	0	1	3	6	18	19	8	13	15
00	0	2	0	0	0	3	6	13	11	8	14	13
Hr Total	1	8	1	1	2	9	28	56	62	39	48	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	13	11	10	14	19	17	11	12	7	9	5
30	7	14	17	11	9	10	14	16	5	4	1	8
45	7	12	16	12	15	14	14	9	6	3	3	7
00	9	16	14	8	19	21	12	5	4	3	1	5
Hr Total	36	55	58	41	57	64	57	41	27	17	14	25

24 Hour Total: 805
 AM Peak Hour begins: 7:15 AM Peak Volume: 66 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:30 PM Peak Volume: 66 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Tuesday, September 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	6	3	0	1	2	12	11	34	22	22	25
30	0	1	0	1	0	1	12	19	19	24	18	25
45	1	1	0	0	1	3	10	27	32	24	17	25
00	2	3	0	0	2	5	10	21	28	18	24	26
Hr Total	5	11	3	1	4	11	44	78	113	88	81	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	29	18	17	31	28	38	35	26	15	17	5
30	16	27	30	16	27	27	36	27	13	12	5	9
45	18	24	24	23	21	28	26	21	22	11	8	9
00	16	31	23	17	34	33	26	32	14	7	4	5
Hr Total	74	111	95	73	113	116	126	115	75	45	34	28

24 Hour Total: 1,545
 AM Peak Hour begins: 8:00 AM Peak Volume: 113 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:30 PM Peak Volume: 135 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: September 11, 2019
 Stop Date: September 11, 2019
 City: Tampa
 Location: Whiting St east of Meridian Ave

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

Eastbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	0	1	4	3	7	14	11	6
30	0	0	1	0	0	2	3	15	12	11	5	14
45	1	1	3	1	1	0	2	8	16	12	13	15
00	0	2	0	0	0	1	5	15	15	9	5	8
Hr Total	5	4	4	1	1	4	14	41	50	46	34	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	10	8	19	12	19	15	11	6	0	3
30	20	7	8	11	24	30	22	12	6	10	4	1
45	24	10	17	11	13	21	20	16	9	8	2	3
00	9	12	12	17	18	22	15	13	10	5	4	2
Hr Total	63	39	47	47	74	85	76	56	36	29	10	9

24 Hour Total: 818
 AM Peak Hour begins: 8:15 AM Peak Volume: 57 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 92 PM Peak Hour Factor: 0.77

Westbound Volume

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	1	1	0	6	13	17	5	13	10
30	1	2	1	0	1	3	8	19	20	10	12	9
45	3	0	0	1	0	2	3	20	15	10	11	12
00	1	1	0	0	1	9	8	10	13	6	12	15
Hr Total	9	3	1	2	3	14	25	62	65	31	48	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	11	14	16	10	15	16	8	8	8	8	5
30	13	14	16	16	12	22	16	11	5	6	3	1
45	13	10	8	10	28	18	12	11	8	5	3	0
00	15	9	10	10	15	10	12	8	10	8	2	2
Hr Total	56	44	48	52	65	65	56	38	31	27	16	8

24 Hour Total: 815
 AM Peak Hour begins: 7:30 AM Peak Volume: 67 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:30 PM Peak Volume: 80 PM Peak Hour Factor: 0.71

Total Volume for All Lanes

Wednesday, September 11, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	0	1	1	1	10	16	24	19	24	16
30	1	2	2	0	1	5	11	34	32	21	17	23
45	4	1	3	2	1	2	5	28	31	22	24	27
00	1	3	0	0	1	10	13	25	28	15	17	23
Hr Total	14	7	5	3	4	18	39	103	115	77	82	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	21	24	24	29	27	35	23	19	14	8	8
30	33	21	24	27	36	52	38	23	11	16	7	2
45	37	20	25	21	41	39	32	27	17	13	5	3
00	24	21	22	27	33	32	27	21	20	13	6	4
Hr Total	119	83	95	99	139	150	132	94	67	56	26	17

24 Hour Total: 1,633
 AM Peak Hour begins: 8:00 AM Peak Volume: 115 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 158 PM Peak Hour Factor: 0.76

Volume Count Report

Start Date: September 12, 2019
 Stop Date: September 12, 2019
 City: Tampa
 Location: Whiting St east of Meridian Ave

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

Eastbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	0	2	2	7	17	5	10	7
30	2	0	0	0	0	0	5	10	13	13	6	11
45	2	0	2	0	0	2	3	8	11	8	6	16
00	0	0	0	1	0	2	4	18	15	10	6	10
Hr Total	7	1	2	1	0	6	14	43	56	36	28	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	13	12	13	14	23	15	19	17	12	11	3
30	12	14	14	11	13	17	18	15	15	5	4	1
45	15	8	12	12	18	29	25	16	9	2	10	6
00	8	10	8	20	18	21	15	24	7	8	3	3
Hr Total	49	45	46	56	63	90	73	74	48	27	28	13

24 Hour Total: 850
 AM Peak Hour begins: 7:45 AM Peak Volume: 59 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 17:00 PM Peak Volume: 90 PM Peak Hour Factor: 0.78

Westbound Volume

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	2	1	1	1	7	8	19	14	11	14
30	1	2	1	0	1	1	3	13	15	9	8	16
45	2	2	0	0	1	3	5	14	12	15	9	18
00	2	1	3	1	1	7	6	19	14	11	9	11
Hr Total	9	10	6	2	4	12	21	54	60	49	37	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	13	8	8	14	15	11	12	13	3	4	3
30	14	12	12	18	14	13	20	13	9	11	8	4
45	12	15	14	13	14	16	15	19	10	3	9	7
00	8	14	11	12	15	13	12	12	6	5	4	4
Hr Total	46	54	45	51	57	57	58	56	38	22	25	18

24 Hour Total: 850
 AM Peak Hour begins: 7:30 AM Peak Volume: 67 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:30 PM Peak Volume: 60 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Thursday, September 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	2	1	1	3	9	15	36	19	21	21
30	3	2	1	0	1	1	8	23	28	22	14	27
45	4	2	2	0	1	5	8	22	23	23	15	34
00	2	1	3	2	1	9	10	37	29	21	15	21
Hr Total	16	11	8	3	4	18	35	97	116	85	65	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	26	20	21	28	38	26	31	30	15	15	6
30	26	26	26	29	27	30	38	28	24	16	12	5
45	27	23	26	25	32	45	40	35	19	5	19	13
00	16	24	19	32	33	34	27	36	13	13	7	7
Hr Total	95	99	91	107	120	147	131	130	86	49	53	31

24 Hour Total: 1,700
 AM Peak Hour begins: 7:45 AM Peak Volume: 124 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 147 PM Peak Hour Factor: 0.82

Volume Count Report

3-Day Average

Start Date: September 10, 2019	Start Time: 00:00	
Stop Date: September 12, 2019	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Whiting St east of Meridian Ave		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	0	1	3	4	13	10	11	8
30	1	0	0	0	0	1	4	9	10	12	6	11
45	1	0	2	0	0	1	3	8	13	12	8	14
00	1	1	0	0	1	2	4	14	16	10	7	10
Hr Total	5	3	3	1	1	4	15	35	52	44	32	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	13	10	9	17	15	18	19	14	9	6	2
30	14	11	12	9	18	21	21	13	10	8	4	1
45	17	10	12	11	12	21	19	15	11	6	6	4
00	8	12	10	15	17	18	15	21	9	6	3	2
Hr Total	50	47	43	45	64	76	73	68	44	28	19	8

24 Hour Total:	803				
AM Peak Hour begins:	8:00	AM Peak Volume:	52	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:15	PM Peak Volume:	79	PM Peak Hour Factor:	0.93

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	1	1	1	7	10	18	10	11	13
30	1	1	1	0	1	2	6	16	16	10	10	14
45	2	1	0	0	1	3	5	17	15	11	11	15
00	1	1	1	0	1	6	7	14	13	8	12	13
Hr Total	6	7	3	2	3	12	25	57	62	40	44	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	12	11	11	13	16	15	10	11	6	7	4
30	11	13	15	15	12	15	17	13	6	7	4	4
45	11	12	13	12	19	16	14	13	8	4	5	5
00	11	13	12	10	16	15	12	8	7	5	2	4
Hr Total	46	51	50	48	60	62	57	45	32	22	18	17

24 Hour Total:	823				
AM Peak Hour begins:	7:15	AM Peak Volume:	66	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	67	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	1	1	2	10	14	31	20	22	21
30	1	2	1	0	1	2	10	25	26	22	16	25
45	3	1	2	1	1	3	8	26	29	23	19	29
00	2	2	1	1	1	8	11	28	28	18	19	23
Hr Total	12	10	5	2	4	16	39	93	115	83	76	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	25	21	21	29	31	33	30	25	15	13	6
30	25	25	27	24	30	36	37	26	16	15	8	5
45	27	22	25	23	31	37	33	28	19	10	11	8
00	19	25	21	25	33	33	27	30	16	11	6	5
Hr Total	96	98	94	93	124	138	130	113	76	50	38	25

24 Hour Total:	1,626				
AM Peak Hour begins:	8:00	AM Peak Volume:	115	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30	PM Peak Volume:	141	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Whiting St east of Nebraska Ave

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

Eastbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	0	5	25	30	22	8	13
30	1	0	0	2	0	2	7	35	17	11	8	14
45	0	1	0	0	0	0	6	51	19	26	19	18
00	1	0	0	0	1	3	14	62	31	13	5	19
Hr Total	2	2	0	3	1	5	32	173	97	72	40	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	18	9	28	22	34	9	9	10	1	1	2
30	13	16	13	28	20	32	10	2	6	3	1	2
45	15	23	24	19	22	20	8	9	4	4	0	1
00	13	11	19	18	26	9	4	6	8	7	2	1
Hr Total	56	68	65	93	90	95	31	26	28	15	4	6

24 Hour Total: 1,068
 AM Peak Hour begins: 7:15 AM Peak Volume: 178 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:30 PM Peak Volume: 114 PM Peak Hour Factor: 0.84

Westbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	1	6	21	54	14	10	6
30	0	0	0	0	1	1	11	28	41	21	11	9
45	2	3	0	0	0	3	31	46	28	9	4	18
00	0	0	0	1	0	15	17	40	24	5	14	8
Hr Total	2	4	0	1	1	20	65	135	147	49	39	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	8	5	25	29	31	13	7	4	5	0	0
30	14	9	10	20	19	11	6	12	7	0	0	0
45	13	6	15	18	17	18	6	9	1	4	1	0
00	15	2	20	16	19	11	7	10	1	1	0	0
Hr Total	59	25	50	79	84	71	32	38	13	10	1	0

24 Hour Total: 966
 AM Peak Hour begins: 7:30 AM Peak Volume: 181 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:15 PM Peak Volume: 86 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	1	0	1	11	46	84	36	18	19
30	1	0	0	2	1	3	18	63	58	32	19	23
45	2	4	0	0	0	3	37	97	47	35	23	36
00	1	0	0	1	1	18	31	102	55	18	19	27
Hr Total	4	6	0	4	2	25	97	308	244	121	79	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	26	14	53	51	65	22	16	14	6	1	2
30	27	25	23	48	39	43	16	14	13	3	1	2
45	28	29	39	37	39	38	14	18	5	8	1	1
00	28	13	39	34	45	20	11	16	9	8	2	1
Hr Total	115	93	115	172	174	166	63	64	41	25	5	6

24 Hour Total: 2,034
 AM Peak Hour begins: 7:15 AM Peak Volume: 346 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:30 PM Peak Volume: 192 PM Peak Hour Factor: 0.74

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Whiting St east of Nebraska Ave

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

Eastbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	0	1	4	15	31	10	16	16
30	2	0	0	0	1	0	5	51	24	12	19	11
45	0	2	0	0	1	0	4	56	25	17	10	18
00	0	0	1	0	2	3	13	53	24	11	9	20
Hr Total	2	4	1	0	4	4	26	175	104	50	54	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	11	32	11	30	14	11	6	6	1	3
30	14	15	6	29	24	23	11	5	2	1	1	0
45	28	10	17	27	17	19	3	5	6	1	1	4
00	14	10	25	25	42	11	8	6	1	0	1	1
Hr Total	68	44	59	113	94	83	36	27	15	8	4	8

24 Hour Total: 1,048
 AM Peak Hour begins: 7:15 AM Peak Volume: 191 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:45 PM Peak Volume: 114 PM Peak Hour Factor: 0.68

Westbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	12	19	69	16	10	6
30	0	0	0	0	0	2	13	29	47	9	4	10
45	0	0	1	0	0	4	31	47	37	7	15	16
00	0	0	1	1	0	4	11	38	27	12	15	13
Hr Total	0	1	2	1	0	10	67	133	180	44	44	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	14	4	27	24	22	9	0	8	5	1	0
30	14	6	13	36	21	18	12	7	5	1	0	0
45	18	11	15	8	19	20	9	8	3	2	0	0
00	9	16	11	13	20	11	9	0	4	0	2	2
Hr Total	56	47	43	84	84	71	39	15	20	8	3	2

24 Hour Total: 999
 AM Peak Hour begins: 7:30 AM Peak Volume: 201 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 14:30 PM Peak Volume: 89 PM Peak Hour Factor: 0.62

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	0	0	1	16	34	100	26	26	22
30	2	0	0	0	1	2	18	80	71	21	23	21
45	0	2	1	0	1	4	35	103	62	24	25	34
00	0	0	2	1	2	7	24	91	51	23	24	33
Hr Total	2	5	3	1	4	14	93	308	284	94	98	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	23	15	59	35	52	23	11	14	11	2	3
30	28	21	19	65	45	41	23	12	7	2	1	0
45	46	21	32	35	36	39	12	13	9	3	1	4
00	23	26	36	38	62	22	17	6	5	0	3	3
Hr Total	124	91	102	197	178	154	75	42	35	16	7	10

24 Hour Total: 2,047
 AM Peak Hour begins: 7:15 AM Peak Volume: 374 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:00 PM Peak Volume: 197 PM Peak Hour Factor: 0.76

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Whiting St east of Nebraska Ave

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

Eastbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	5	5	21	36	24	8	30
30	0	0	0	0	0	1	9	49	15	8	11	11
45	2	0	2	0	0	0	13	55	23	14	11	21
00	0	2	0	0	2	3	13	48	21	16	7	17
Hr Total	2	2	2	0	3	9	40	173	95	62	37	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	12	13	44	28	37	9	12	11	6	5	8
30	22	16	17	28	32	42	13	7	11	4	8	9
45	16	12	17	30	34	24	9	12	8	6	40	3
00	15	12	36	31	44	12	12	10	3	2	19	3
Hr Total	74	52	83	133	138	115	43	41	33	18	72	23

24 Hour Total: 1,329
 AM Peak Hour begins: 7:15 AM Peak Volume: 188 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:30 PM Peak Volume: 157 PM Peak Hour Factor: 0.89

Westbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	8	13	44	12	13	18
30	0	0	0	0	0	0	20	30	44	10	21	12
45	0	0	0	1	0	3	24	46	30	17	8	15
00	0	0	1	4	0	6	23	37	24	4	4	12
Hr Total	1	0	1	6	0	9	75	126	142	43	46	57

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	8	33	25	24	16	5	4	5	3	20
30	9	12	7	14	19	32	7	10	5	3	8	27
45	14	7	16	15	25	15	12	8	3	5	8	14
00	7	12	20	8	30	16	14	10	15	0	14	4
Hr Total	39	44	51	70	99	87	49	33	27	13	33	65

24 Hour Total: 1,116
 AM Peak Hour begins: 7:30 AM Peak Volume: 171 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:30 PM Peak Volume: 111 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	5	13	34	80	36	21	48
30	0	0	0	0	0	1	29	79	59	18	32	23
45	2	0	2	1	0	3	37	101	53	31	19	36
00	0	2	1	4	2	9	36	85	45	20	11	29
Hr Total	3	2	3	6	3	18	115	299	237	105	83	136

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	25	21	77	53	61	25	17	15	11	8	28
30	31	28	24	42	51	74	20	17	16	7	16	36
45	30	19	33	45	59	39	21	20	11	11	48	17
00	22	24	56	39	74	28	26	20	18	2	33	7
Hr Total	113	96	134	203	237	202	92	74	60	31	105	88

24 Hour Total: 2,445
 AM Peak Hour begins: 7:15 AM Peak Volume: 345 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:30 PM Peak Volume: 268 PM Peak Hour Factor: 0.91

Volume Count Report

3-Day Average

Start Date:	September 24, 2019	Start Time:	00:00
Stop Date:	September 26, 2019	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Whiting St east of Nebraska Ave		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	2	5	20	32	19	11	20
30	1	0	0	1	0	1	7	45	19	10	13	12
45	1	1	1	0	0	0	8	54	22	19	13	19
00	0	1	0	0	2	3	13	54	25	13	7	19
Hr Total	2	3	1	1	3	6	33	174	99	61	44	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	13	11	35	20	34	11	11	9	4	2	4
30	16	16	12	28	25	32	11	5	6	3	3	4
45	20	15	19	25	24	21	7	9	6	4	14	3
00	14	11	27	25	37	11	8	7	4	3	7	2
Hr Total	66	55	69	113	107	98	37	31	25	14	27	12

24 Hour Total:	1,148	AM Peak Volume:	186	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:15	PM Peak Volume:	128	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:30				

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	9	18	56	14	11	10
30	0	0	0	0	0	1	15	29	44	13	12	10
45	1	1	0	0	0	3	29	46	32	11	9	16
00	0	0	1	2	0	8	17	38	25	7	11	11
Hr Total	1	2	1	3	0	13	69	131	156	45	43	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	12	6	28	26	26	13	4	5	5	1	7
30	12	9	10	23	20	20	8	10	6	1	3	9
45	15	8	15	14	20	18	9	8	2	4	3	5
00	10	10	17	12	23	13	10	7	7	0	5	2
Hr Total	51	39	48	78	89	76	40	29	20	10	12	22

24 Hour Total:	1,027	AM Peak Volume:	184	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	89	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	1	0	2	13	38	88	33	22	30
30	1	0	0	1	1	2	22	74	63	24	25	22
45	1	2	1	0	0	3	36	100	54	30	22	35
00	0	1	1	2	2	11	30	93	50	20	18	30
Hr Total	3	4	2	4	3	19	102	305	255	107	87	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	25	17	63	46	59	23	15	14	9	4	11
30	29	25	22	52	45	53	20	14	12	4	6	13
45	35	23	35	39	45	39	16	17	8	7	17	7
00	24	21	44	37	60	23	18	14	11	3	13	4
Hr Total	117	93	117	191	196	174	77	60	45	24	39	35

24 Hour Total:	2,175	AM Peak Volume:	355	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	217	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: September 24, 2019
 Stop Date: September 24, 2019
 City: Tampa
 Location: Whiting St west of Jefferson St

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

Eastbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	1	2	29	32	35	33	16	20
30	14	3	0	1	0	11	32	54	37	31	30	27
45	1	3	4	0	0	4	46	63	52	24	23	27
00	3	4	2	0	2	19	43	69	46	21	21	35
Hr Total	19	11	7	2	3	36	150	218	170	109	90	109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	26	35	57	94	157	60	32	22	11	3	6
30	37	44	43	41	67	107	45	24	19	15	8	4
45	30	39	36	38	88	93	46	22	10	22	11	3
00	40	38	51	57	78	69	23	22	19	19	5	10
Hr Total	142	147	165	193	327	426	174	100	70	67	27	23

24 Hour Total: 2,785
 AM Peak Hour begins: 7:15 AM Peak Volume: 221 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 16:45 PM Peak Volume: 435 PM Peak Hour Factor: 0.69

Westbound Volume

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	4	24	68	18	11	8
30	0	1	0	0	0	4	9	31	61	10	13	11
45	1	1	1	0	0	4	12	59	47	7	11	7
00	3	0	0	0	1	6	13	64	48	16	8	12
Hr Total	4	2	1	0	1	16	38	178	224	51	43	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	8	27	22	12	14	6	3	1	2	2
30	8	11	10	20	11	20	4	10	4	1	3	1
45	6	3	18	15	20	21	4	9	4	3	1	1
00	11	8	19	14	9	7	5	4	5	2	0	0
Hr Total	37	36	55	76	62	60	27	29	16	7	6	4

24 Hour Total: 1,011
 AM Peak Hour begins: 7:30 AM Peak Volume: 252 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 14:30 PM Peak Volume: 84 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Tuesday, September 24, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	1	4	33	56	103	51	27	28
30	14	4	0	1	0	15	41	85	98	41	43	38
45	2	4	5	0	0	8	58	122	99	31	34	34
00	6	4	2	0	3	25	56	133	94	37	29	47
Hr Total	23	13	8	2	4	52	188	396	394	160	133	147

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	40	43	84	116	169	74	38	25	12	5	8
30	45	55	53	61	78	127	49	34	23	16	11	5
45	36	42	54	53	108	114	50	31	14	25	12	4
00	51	46	70	71	87	76	28	26	24	21	5	10
Hr Total	179	183	220	269	389	486	201	129	86	74	33	27

24 Hour Total: 3,796
 AM Peak Hour begins: 7:30 AM Peak Volume: 456 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:45 PM Peak Volume: 497 PM Peak Hour Factor: 0.74

Volume Count Report

Start Date: September 25, 2019
 Stop Date: September 25, 2019
 City: Tampa
 Location: Whiting St west of Jefferson St

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

Eastbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	5	30	29	61	25	38	34
30	3	0	3	2	7	2	41	52	38	30	22	28
45	3	9	2	1	4	7	38	58	30	39	47	43
00	5	0	1	5	5	17	39	70	39	22	26	41
Hr Total	14	9	6	8	17	31	148	209	168	116	133	146

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	36	37	57	80	113	74	18	9	21	13	7
30	27	31	29	50	84	116	57	15	17	10	11	4
45	40	31	47	60	91	89	47	29	18	7	10	7
00	26	32	50	59	114	75	37	26	10	7	7	4
Hr Total	122	130	163	226	369	393	215	88	54	45	41	22

24 Hour Total: 2,873
 AM Peak Hour begins: 7:15 AM Peak Volume: 241 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 434 PM Peak Hour Factor: 0.94

Westbound Volume

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	7	20	81	21	14	8
30	0	0	0	1	4	2	13	31	66	5	10	20
45	1	1	0	0	1	3	10	48	47	12	6	9
00	0	0	1	0	4	5	21	64	42	16	13	14
Hr Total	2	1	1	2	9	12	51	163	236	54	43	51

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	10	5	23	21	15	12	3	1	2	1	1
30	12	5	7	23	13	21	2	4	1	4	4	5
45	9	7	12	16	21	14	4	3	1	2	0	0
00	7	11	19	18	22	12	0	2	4	0	1	1
Hr Total	39	33	43	80	77	62	18	12	7	8	6	7

24 Hour Total: 1,017
 AM Peak Hour begins: 7:30 AM Peak Volume: 259 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 14:45 PM Peak Volume: 81 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Wednesday, September 25, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	1	1	7	37	49	142	46	52	42
30	3	0	3	3	11	4	54	83	104	35	32	48
45	4	10	2	1	5	10	48	106	77	51	53	52
00	5	0	2	5	9	22	60	134	81	38	39	55
Hr Total	16	10	7	10	26	43	199	372	404	170	176	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	46	42	80	101	128	86	21	10	23	14	8
30	39	36	36	73	97	137	59	19	18	14	15	9
45	49	38	59	76	112	103	51	32	19	9	10	7
00	33	43	69	77	136	87	37	28	14	7	8	5
Hr Total	161	163	206	306	446	455	233	100	61	53	47	29

24 Hour Total: 3,890
 AM Peak Hour begins: 7:30 AM Peak Volume: 486 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 513 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: September 26, 2019
 Stop Date: September 26, 2019
 City: Tampa
 Location: Whiting St west of Jefferson St

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

Eastbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	6	3	2	4	19	33	57	37	32	26
30	11	1	1	1	0	10	49	61	28	43	28	21
45	1	0	5	1	4	8	53	80	74	38	16	38
00	3	3	1	0	6	19	38	46	31	14	26	25
Hr Total	23	6	13	5	12	41	159	220	190	132	102	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	45	38	59	100	157	90	92	65	20	27	98
30	41	25	47	60	90	136	111	106	41	26	65	20
45	38	30	50	40	143	113	116	75	27	25	135	7
00	34	45	58	73	113	95	105	73	23	23	134	6
Hr Total	150	145	193	232	446	501	422	346	156	94	361	131

24 Hour Total: 4,190
 AM Peak Hour begins: 7:15 AM Peak Volume: 244 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 16:30 PM Peak Volume: 549 PM Peak Hour Factor: 0.87

Westbound Volume

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	0	2	26	70	19	13	10
30	0	0	2	0	0	4	8	27	61	12	9	12
45	1	0	0	1	0	6	17	65	44	13	11	9
00	1	0	1	2	2	5	17	62	39	26	9	10
Hr Total	2	0	3	4	3	15	44	180	214	70	42	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	15	6	39	26	26	24	15	15	6	11	10
30	13	12	9	23	20	29	13	17	7	2	16	11
45	12	14	14	16	14	22	18	10	4	3	52	4
00	20	10	29	19	18	19	12	20	3	7	19	3
Hr Total	53	51	58	97	78	96	67	62	29	18	98	28

24 Hour Total: 1,353
 AM Peak Hour begins: 7:30 AM Peak Volume: 258 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 14:45 PM Peak Volume: 107 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Thursday, September 26, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	6	4	3	4	21	59	127	56	45	36
30	11	1	3	1	0	14	57	88	89	55	37	33
45	2	0	5	2	4	14	70	145	118	51	27	47
00	4	3	2	2	8	24	55	108	70	40	35	35
Hr Total	25	6	16	9	15	56	203	400	404	202	144	151

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	60	44	98	126	183	114	107	80	26	38	108
30	54	37	56	83	110	165	124	123	48	28	81	31
45	50	44	64	56	157	135	134	85	31	28	187	11
00	54	55	87	92	131	114	117	93	26	30	153	9
Hr Total	203	196	251	329	524	597	489	408	185	112	459	159

24 Hour Total: 5,543
 AM Peak Hour begins: 7:30 AM Peak Volume: 469 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:30 PM Peak Volume: 636 PM Peak Hour Factor: 0.87

Volume Count Report

3-Day Average

Start Date:	September 24, 2019	Start Time:	00:00
Stop Date:	September 26, 2019	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location	Whiting St west of Jefferson St		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	1	1	4	26	31	51	32	29	27
30	9	1	1	1	2	8	41	56	34	35	27	25
45	2	4	4	1	3	6	46	67	52	34	29	36
00	4	2	1	2	4	18	40	62	39	19	24	34
Hr Total	19	9	9	5	11	36	152	216	176	119	108	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	36	37	58	91	142	75	47	32	17	14	37
30	35	33	40	50	80	120	71	48	26	17	28	9
45	36	33	44	46	107	98	70	42	18	18	52	6
00	33	38	53	63	102	80	55	40	17	16	49	7
Hr Total	138	141	174	217	381	440	270	178	93	69	143	59

24 Hour Total:	3,283	AM Peak Volume:	235	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	471	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:30				

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	4	23	73	19	13	9
30	0	0	1	0	1	3	10	30	63	9	11	14
45	1	1	0	0	0	4	13	57	46	11	9	8
00	1	0	1	1	2	5	17	63	43	19	10	12
Hr Total	3	1	2	2	4	14	44	174	225	58	43	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	13	6	30	23	18	17	8	6	3	5	4
30	11	9	9	22	15	23	6	10	4	2	8	6
45	9	8	15	16	18	19	9	7	3	3	18	2
00	13	10	22	17	16	13	6	9	4	3	7	1
Hr Total	43	40	52	84	72	73	37	34	17	11	37	13

24 Hour Total:	1,127	AM Peak Volume:	256	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	90	PM Peak Hour Factor:	0.76
PM Peak Hour begins:	14:45				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	2	2	5	30	55	124	51	41	35
30	9	2	2	2	4	11	51	85	97	44	37	40
45	3	5	4	1	3	11	59	124	98	44	38	44
00	5	2	2	2	7	24	57	125	82	38	34	46
Hr Total	21	10	10	7	15	50	197	389	401	177	151	165

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	49	43	87	114	160	91	55	38	20	19	41
30	46	43	48	72	95	143	77	59	30	19	36	15
45	45	41	59	62	126	117	78	49	21	21	70	7
00	46	48	75	80	118	92	61	49	21	19	55	8
Hr Total	181	181	226	301	453	513	308	212	111	80	180	72

24 Hour Total:	4,410	AM Peak Volume:	470	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:30	PM Peak Volume:	547	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:30				

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	
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	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

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
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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
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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

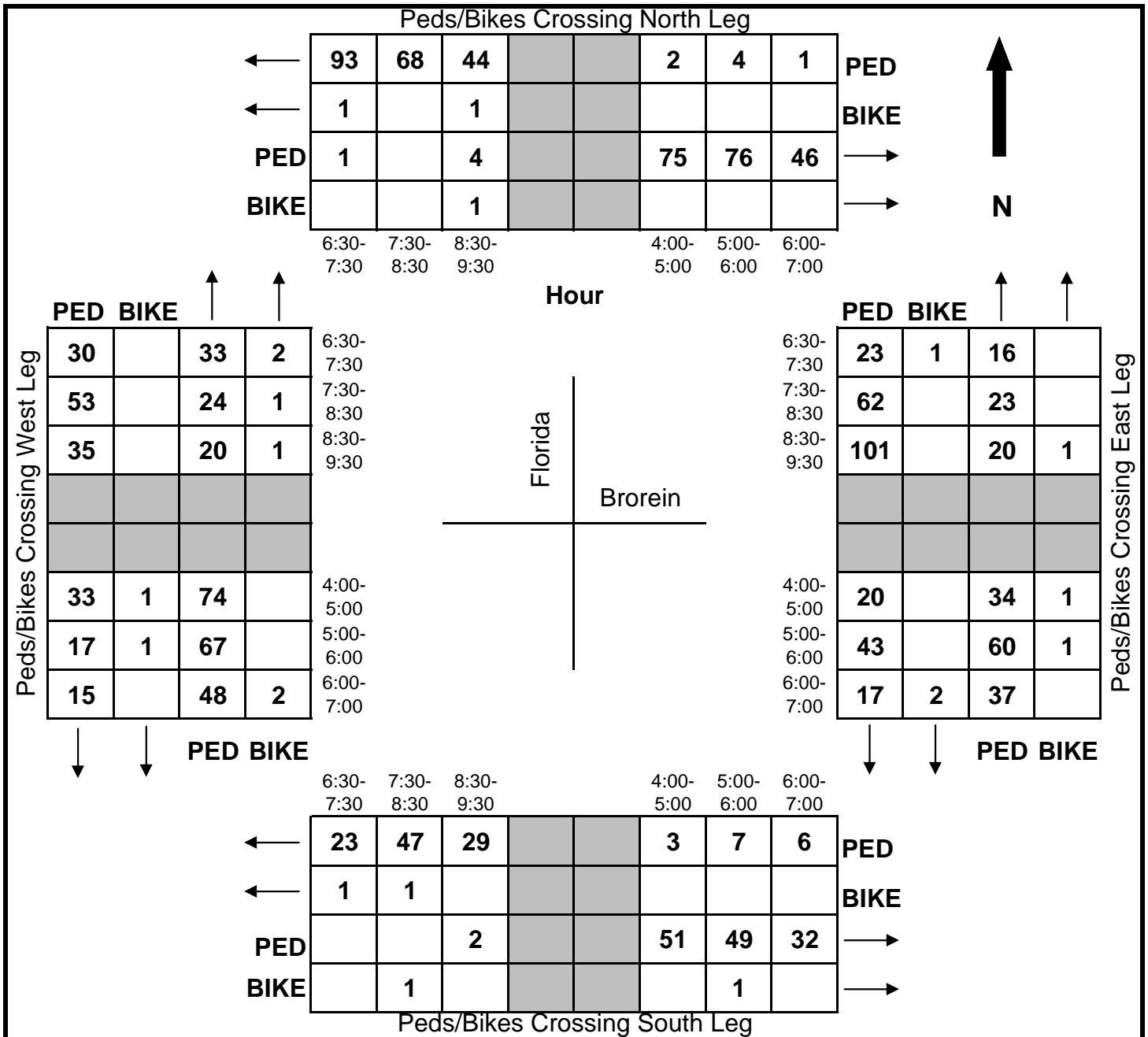
Count Times: 6:30-9:30am; 4-7pm

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&Florida
 Site Code : 18037
 Start Date : 5/21/2019
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FLORIDA AVENUE					CHANNELSIDE DRIVE						Int. Total
	Northbound					Eastbound						
	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					CHANNELSIDE DRIVE						Int. Total
	Northbound					Eastbound						
	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
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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:

	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

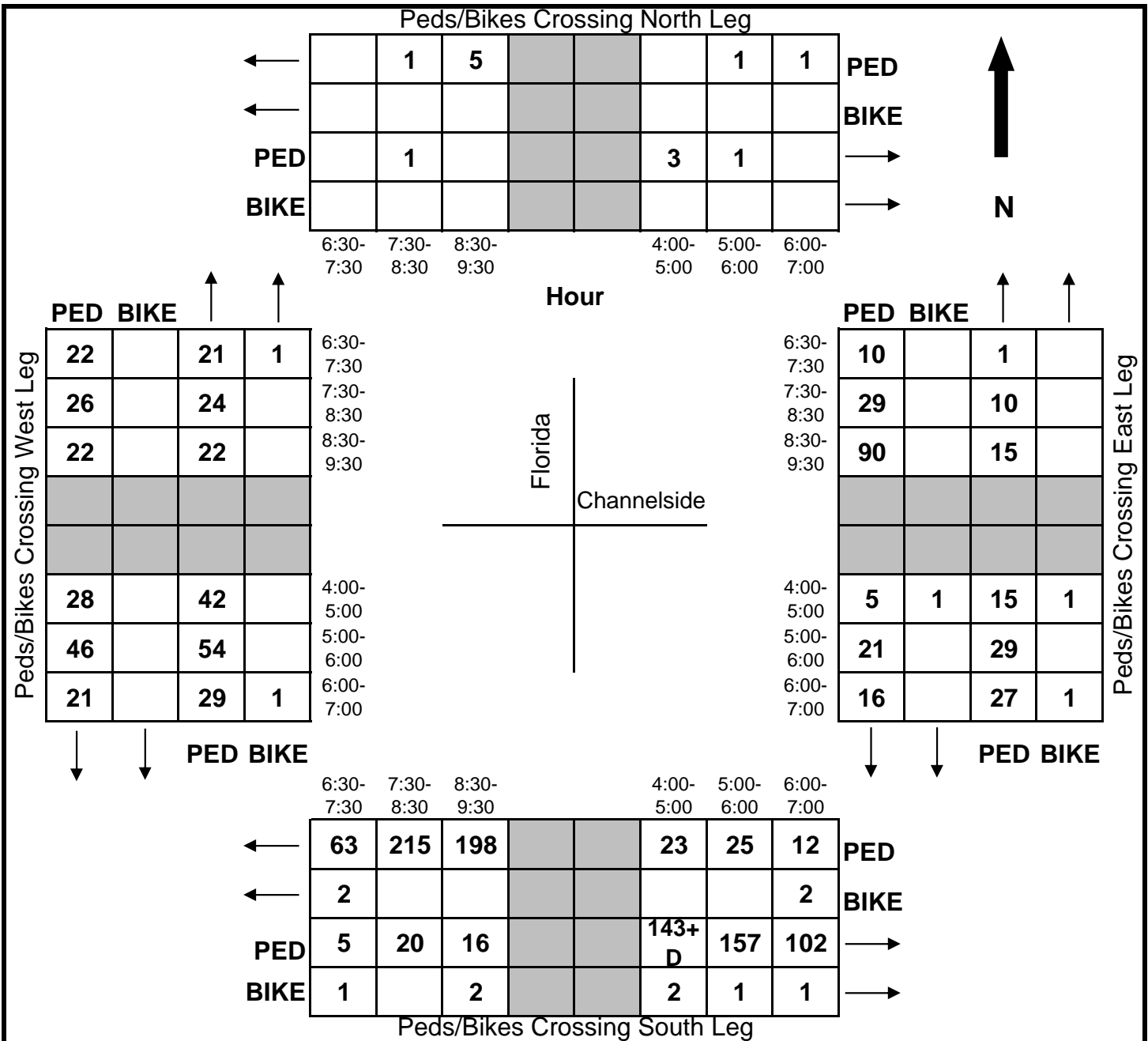
Count Times: 6:30-9:30am; 4-7pm

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 : 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	

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	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

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	

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	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

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 Pedestrian & Bicycle Count

Date: 5/21/19

Day: Tuesday

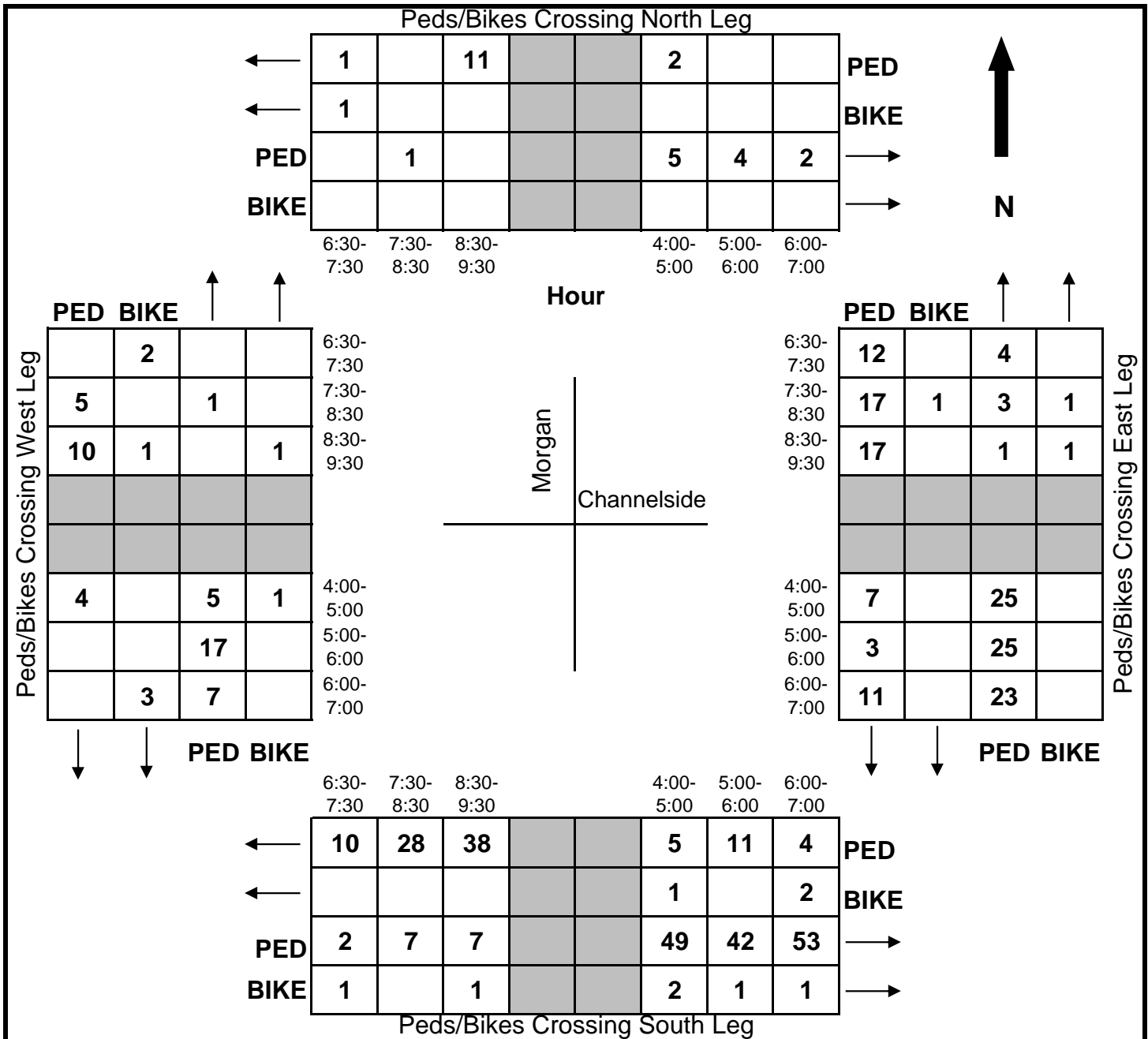
Count Times: 6:30-9:30am; 4-7pm

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 : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	2	172	0	174	1	0	0	0	1	0	30	0	0	30	205
06:45 AM	8	198	0	206	2	0	2	3	7	0	31	1	0	32	245
Total	10	370	0	380	3	0	2	3	8	0	61	1	0	62	450
07:00 AM	1	275	0	276	3	0	3	4	10	0	48	4	0	52	338
07:15 AM	8	260	0	268	5	0	6	9	20	0	46	5	1	52	340
07:30 AM	5	283	0	288	12	0	1	5	18	0	59	5	0	64	370
07:45 AM	9	287	0	296	3	0	4	4	11	0	45	8	0	53	360
Total	23	1105	0	1128	23	0	14	22	59	0	198	22	1	221	1408
08:00 AM	6	310	0	316	6	0	5	4	15	0	44	5	0	49	380
08:15 AM	6	316	0	322	14	0	5	3	22	0	59	5	0	64	408
08:30 AM	10	213	0	223	9	0	5	4	18	3	52	5	0	60	301
08:45 AM	9	276	0	285	5	0	1	7	13	2	56	7	2	67	365
Total	31	1115	0	1146	34	0	16	18	68	5	211	22	2	240	1454
09:00 AM	11	115	0	126	3	0	2	1	6	0	43	6	0	49	181
09:15 AM	7	106	0	113	3	0	1	2	6	0	53	7	0	60	179
*** BREAK ***															
Total	18	221	0	239	6	0	3	3	12	0	96	13	0	109	360
*** BREAK ***															
03:45 PM	9	50	0	59	3	0	1	3	7	2	84	11	0	97	163
Total	9	50	0	59	3	0	1	3	7	2	84	11	0	97	163
04:00 PM	7	51	0	58	8	0	1	2	11	0	120	11	1	132	201
04:15 PM	12	75	0	87	0	0	2	6	8	0	84	15	0	99	194
04:30 PM	5	57	0	62	16	0	8	2	26	1	106	5	1	113	201
04:45 PM	13	69	0	82	6	0	0	3	9	2	114	14	1	131	222
Total	37	252	0	289	30	0	11	13	54	3	424	45	3	475	818
05:00 PM	3	71	0	74	8	0	3	2	13	1	138	5	2	146	233
05:15 PM	21	80	0	101	14	0	3	4	21	0	143	15	1	159	281
05:30 PM	11	94	0	105	11	0	4	0	15	2	104	10	1	117	237
05:45 PM	8	93	0	101	5	0	3	3	11	0	102	14	0	116	228
Total	43	338	0	381	38	0	13	9	60	3	487	44	4	538	979
06:00 PM	12	87	0	99	5	0	2	8	15	0	110	9	1	120	234
06:15 PM	12	71	0	83	7	0	1	8	16	0	85	12	0	97	196
06:30 PM	9	82	0	91	2	0	1	7	10	0	90	17	0	107	208
Grand Total	204	3691	0	3895	151	0	64	94	309	13	1846	196	11	2066	6270
Apprch %	5.2	94.8	0		48.9	0	20.7	30.4		0.6	89.4	9.5	0.5		
Total %	3.3	58.9	0	62.1	2.4	0	1	1.5	4.9	0.2	29.4	3.1	0.2	33	
Passenger Vehicles	189	3660	0	3849	148	0	60	92	300	0	1823	193	11	2027	6176
% Passenger Vehicles	92.6	99.2	0	98.8	98	0	93.8	97.9	97.1	0	98.8	98.5	100	98.1	98.5
Heavy Vehicles	0	31	0	31	3	0	4	2	9	0	23	3	0	26	66
% Heavy Vehicles	0	0.8	0	0.8	2	0	6.2	2.1	2.9	0	1.2	1.5	0	1.3	1.1
UTurns	15	0	0	15	0	0	0	0	0	13	0	0	0	13	28
% UTurns	7.4	0	0	0.4	0	0	0	0	0	100	0	0	0	0.6	0.4

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 2

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	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	5	283	0	288	12	0	1	5	18	0	59	5	0	64	370
07:45 AM	9	287	0	296	3	0	4	4	11	0	45	8	0	53	360
08:00 AM	6	310	0	316	6	0	5	4	15	0	44	5	0	49	380
08:15 AM	6	316	0	322	14	0	5	3	22	0	59	5	0	64	408
Total Volume	26	1196	0	1222	35	0	15	16	66	0	207	23	0	230	1518
% App. Total	2.1	97.9	0		53	0	22.7	24.2		0	90	10	0		
PHF	.722	.946	.000	.949	.625	.000	.750	.800	.750	.000	.877	.719	.000	.898	.930

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					08:00 AM				
+0 mins.	5	283	0	288	6	0	5	4	15	0	44	5	0	49
+15 mins.	9	287	0	296	14	0	5	3	22	0	59	5	0	64
+30 mins.	6	310	0	316	9	0	5	4	18	3	52	5	0	60
+45 mins.	6	316	0	322	5	0	1	7	13	2	56	7	2	67
Total Volume	26	1196	0	1222	34	0	16	18	68	5	211	22	2	240
% App. Total	2.1	97.9	0		50	0	23.5	26.5		2.1	87.9	9.2	0.8	
PHF	.722	.946	.000	.949	.607	.000	.800	.643	.773	.417	.894	.786	.250	.896

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	21	80	0	101	14	0	3	4	21	0	143	15	1	159	281
05:30 PM	11	94	0	105	11	0	4	0	15	2	104	10	1	117	237
05:45 PM	8	93	0	101	5	0	3	3	11	0	102	14	0	116	228
06:00 PM	12	87	0	99	5	0	2	8	15	0	110	9	1	120	234
Total Volume	52	354	0	406	35	0	12	15	62	2	459	48	3	512	980
% App. Total	12.8	87.2	0		56.5	0	19.4	24.2		0.4	89.6	9.4	0.6		
PHF	.619	.941	.000	.967	.625	.000	.750	.469	.738	.250	.802	.800	.750	.805	.872

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:15 PM				04:30 PM					04:45 PM				
+0 mins.	21	80	0	101	16	0	8	2	26	2	114	14	1	131
+15 mins.	11	94	0	105	6	0	0	3	9	1	138	5	2	146
+30 mins.	8	93	0	101	8	0	3	2	13	0	143	15	1	159
+45 mins.	12	87	0	99	14	0	3	4	21	2	104	10	1	117
Total Volume	52	354	0	406	44	0	14	11	69	5	499	44	5	553
% App. Total	12.8	87.2	0		63.8	0	20.3	15.9		0.9	90.2	8	0.9	
PHF	.619	.941	.000	.967	.688	.000	.438	.688	.663	.625	.872	.733	.625	.869

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	2	172	0	174	1	0	0	0	1	0	30	0	0	30	205
06:45 AM	7	198	0	205	2	0	1	3	6	0	30	1	0	31	242
Total	9	370	0	379	3	0	1	3	7	0	60	1	0	61	447
07:00 AM	1	274	0	275	3	0	2	4	9	0	47	4	0	51	335
07:15 AM	7	260	0	267	5	0	6	8	19	0	45	5	1	51	337
07:30 AM	5	281	0	286	12	0	1	5	18	0	58	4	0	62	366
07:45 AM	7	287	0	294	3	0	4	4	11	0	44	8	0	52	357
Total	20	1102	0	1122	23	0	13	21	57	0	194	21	1	216	1395
08:00 AM	6	307	0	313	6	0	4	4	14	0	44	5	0	49	376
08:15 AM	6	313	0	319	14	0	5	3	22	0	57	5	0	62	403
08:30 AM	10	212	0	222	8	0	5	4	17	0	51	5	0	56	295
08:45 AM	7	270	0	277	5	0	1	7	13	0	55	7	2	64	354
Total	29	1102	0	1131	33	0	15	18	66	0	207	22	2	231	1428
09:00 AM	11	113	0	124	3	0	2	1	6	0	43	6	0	49	179
09:15 AM	6	105	0	111	2	0	1	2	5	0	52	7	0	59	175
*** BREAK ***															
Total	17	218	0	235	5	0	3	3	11	0	95	13	0	108	354
*** BREAK ***															
03:45 PM	9	50	0	59	3	0	1	3	7	0	83	11	0	94	160
Total	9	50	0	59	3	0	1	3	7	0	83	11	0	94	160
04:00 PM	5	49	0	54	8	0	1	2	11	0	119	10	1	130	195
04:15 PM	12	75	0	87	0	0	2	6	8	0	82	14	0	96	191
04:30 PM	5	57	0	62	16	0	7	2	25	0	106	5	1	112	199
04:45 PM	12	68	0	80	6	0	0	3	9	0	112	14	1	127	216
Total	34	249	0	283	30	0	10	13	53	0	419	43	3	465	801
05:00 PM	2	69	0	71	7	0	3	2	12	0	137	5	2	144	227
05:15 PM	20	80	0	100	14	0	3	3	20	0	141	15	1	157	277
05:30 PM	10	91	0	101	11	0	4	0	15	0	104	10	1	115	231
05:45 PM	7	93	0	100	5	0	3	3	11	0	101	14	0	115	226
Total	39	333	0	372	37	0	13	8	58	0	483	44	4	531	961
06:00 PM	12	85	0	97	5	0	2	8	15	0	109	9	1	119	231
06:15 PM	12	71	0	83	7	0	1	8	16	0	83	12	0	95	194
06:30 PM	8	80	0	88	2	0	1	7	10	0	90	17	0	107	205
Grand Total	189	3660	0	3849	148	0	60	92	300	0	1823	193	11	2027	6176
Apprch %	4.9	95.1	0		49.3	0	20	30.7		0	89.9	9.5	0.5		
Total %	3.1	59.3	0	62.3	2.4	0	1	1.5	4.9	0	29.5	3.1	0.2	32.8	

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	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	5	281	0	286	12	0	1	5	18	0	58	4	0	62	366
07:45 AM	7	287	0	294	3	0	4	4	11	0	44	8	0	52	357
08:00 AM	6	307	0	313	6	0	4	4	14	0	44	5	0	49	376
08:15 AM	6	313	0	319	14	0	5	3	22	0	57	5	0	62	403
Total Volume	24	1188	0	1212	35	0	14	16	65	0	203	22	0	225	1502
% App. Total	2	98	0		53.8	0	21.5	24.6		0	90.2	9.8	0		
PHF	.857	.949	.000	.950	.625	.000	.700	.800	.739	.000	.875	.688	.000	.907	.932

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 2

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	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:

	07:30 AM				08:00 AM					08:00 AM					
+0 mins.	5	281	0	286	6	0	4	4	14	0	44	5	0	49	
+15 mins.	7	287	0	294	14	0	5	3	22	0	57	5	0	62	
+30 mins.	6	307	0	313	8	0	5	4	17	0	51	5	0	56	
+45 mins.	6	313	0	319	5	0	1	7	13	0	55	7	2	64	
Total Volume	24	1188	0	1212	33	0	15	18	66	0	207	22	2	231	
% App. Total	2	98	0		50	0	22.7	27.3		0	89.6	9.5	0.9		
PHF	.857	.949	.000	.950	.589	.000	.750	.643	.750	.000	.908	.786	.250	.902	

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

	05:15 PM				05:30 PM					05:45 PM					06:00 PM	
05:15 PM	20	80	0	100	14	0	3	3	20	0	141	15	1	157	277	
05:30 PM	10	91	0	101	11	0	4	0	15	0	104	10	1	115	231	
05:45 PM	7	93	0	100	5	0	3	3	11	0	101	14	0	115	226	
06:00 PM	12	85	0	97	5	0	2	8	15	0	109	9	1	119	231	
Total Volume	49	349	0	398	35	0	12	14	61	0	455	48	3	506	965	
% App. Total	12.3	87.7	0		57.4	0	19.7	23		0	89.9	9.5	0.6			
PHF	.613	.938	.000	.985	.625	.000	.750	.438	.763	.000	.807	.800	.750	.806	.871	

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM				04:30 PM					04:45 PM					
+0 mins.	20	80	0	100	16	0	7	2	25	0	112	14	1	127	
+15 mins.	10	91	0	101	6	0	0	3	9	0	137	5	2	144	
+30 mins.	7	93	0	100	7	0	3	2	12	0	141	15	1	157	
+45 mins.	12	85	0	97	14	0	3	3	20	0	104	10	1	115	
Total Volume	49	349	0	398	43	0	13	10	66	0	494	44	5	543	
% App. Total	12.3	87.7	0		65.2	0	19.7	15.2		0	91	8.1	0.9		
PHF	.613	.938	.000	.985	.672	.000	.464	.833	.660	.000	.876	.733	.625	.865	

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***															
06:45 AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
07:00 AM	0	1	0	1	0	0	1	0	1	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
07:30 AM	0	2	0	2	0	0	0	0	0	0	1	1	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	3	0	3	0	0	1	1	2	0	4	1	0	5	10
08:00 AM	0	3	0	3	0	0	1	0	1	0	0	0	0	0	4
08:15 AM	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
08:30 AM	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
08:45 AM	0	6	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	0	13	0	13	1	0	1	0	2	0	4	0	0	4	19
09:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
*** BREAK ***															
Total	0	3	0	3	1	0	0	0	1	0	1	0	0	1	5
*** BREAK ***															
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
04:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	3	0	3	0	0	1	0	1	0	5	2	0	7	11
05:00 PM	0	2	0	2	1	0	0	0	1	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
05:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	5	0	5	1	0	0	1	2	0	4	0	0	4	11
06:00 PM	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	31	0	31	3	0	4	2	9	0	23	3	0	26	66
Apprch %	0	100	0		33.3	0	44.4	22.2		0	88.5	11.5	0		
Total %	0	47	0	47	4.5	0	6.1	3	13.6	0	34.8	4.5	0	39.4	

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	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	0	3	0	3	0	0	1	0	1	0	0	0	0	0	4
08:15 AM	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
08:30 AM	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
08:45 AM	0	6	0	6	0	0	0	0	0	0	1	0	0	1	7
Total Volume	0	13	0	13	1	0	1	0	2	0	4	0	0	4	19
% App. Total	0	100	0		50	0	50	0		0	100	0	0		
PHF	.000	.542	.000	.542	.250	.000	.250	.000	.500	.000	.500	.000	.000	.500	.679

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 2

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	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				06:30 AM					06:45 AM				
+0 mins.	0	3	0	3	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	3	0	3	0	0	1	0	1	0	1	0	0	1
+30 mins.	0	1	0	1	0	0	1	0	1	0	1	0	0	1
+45 mins.	0	6	0	6	0	0	0	1	1	0	1	1	0	2
Total Volume	0	13	0	13	0	0	2	1	3	0	4	1	0	5
% App. Total	0	100	0		0	0	66.7	33.3		0	80	20	0	
PHF	.000	.542	.000	.542	.000	.000	.500	.250	.750	.000	1.000	.250	.000	.625

Peak Hour Analysis From 03:45 PM to 06:30 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	1	0	1	0	0	0	0	0	0	2	0	0	2	3				
05:00 PM	0	2	0	2	1	0	0	0	1	0	1	0	0	1	4				
05:15 PM	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3				
05:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3				
Total Volume	0	6	0	6	1	0	0	1	2	0	5	0	0	5	13				
% App. Total	0	100	0		50	0	0	50		0	100	0	0						
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.500	.000	.625	.000	.000	.625	.813				

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM					04:00 PM				
+0 mins.	0	1	0	1	0	0	1	0	1	0	1	1	0	2
+15 mins.	0	2	0	2	0	0	0	0	0	0	2	1	0	3
+30 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	1	1	0	2	0	0	2
Total Volume	0	6	0	6	1	0	1	1	3	0	5	2	0	7
% App. Total	0	100	0		33.3	0	33.3	33.3		0	71.4	28.6	0	
PHF	.000	.500	.000	.500	.250	.000	.250	.250	.750	.000	.625	.500	.000	.583

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 1

Groups Printed- UTurns

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
*** BREAK ***																
06:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:45 AM	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Total	2	0	0	2	0	0	0	0	0	0	5	0	0	0	5	7
*** BREAK ***																
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Total	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
05:00 PM	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	0	3	0	0	0	3	7
*** BREAK ***																
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	15	0	0	15	0	0	0	0	0	0	13	0	0	0	13	28
Apprch %	100	0	0		0	0	0	0	0	0	100	0	0	0		
Total %	53.6	0	0	53.6	0	0	0	0	0	0	46.4	0	0	0	46.4	

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total	
	Left	Thru	Right	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	3	0	0	0	3	3
08:45 AM	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	0	5	0	0	0	5	8
% App. Total	100	0	0		0	0	0	0	0	0	100	0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.500

Intersection Turning Movement Count

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

File Name : Meridian&Whiting
 Site Code : 19015
 Start Date : 9/11/2019
 Page No : 2

Start Time	MERIDIAN AVENUE Southbound				WHITING STREET Westbound					MERIDIAN AVENUE Northbound					Int. Total
	Left	Thru	Right	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				06:30 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
+45 mins.	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2
Total Volume	3	0	0	3	0	0	0	0	0	5	0	0	0	0	5
% App. Total	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM				03:45 PM					04:45 PM					
04:45 PM	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2
05:00 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2
Total Volume	4	0	0	4	0	0	0	0	0	5	0	0	0	0	5
% App. Total	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	1.00	.000	.000	1.00	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.750

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				03:45 PM					04:45 PM					
+0 mins.	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2
+15 mins.	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2
Total Volume	4	0	0	4	0	0	0	0	0	5	0	0	0	0	5
% App. Total	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	1.000	.000	.000	1.000	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	

Intersection Pedestrian & Bicycle Count

Date: 9-11-19

Day: Wednesday

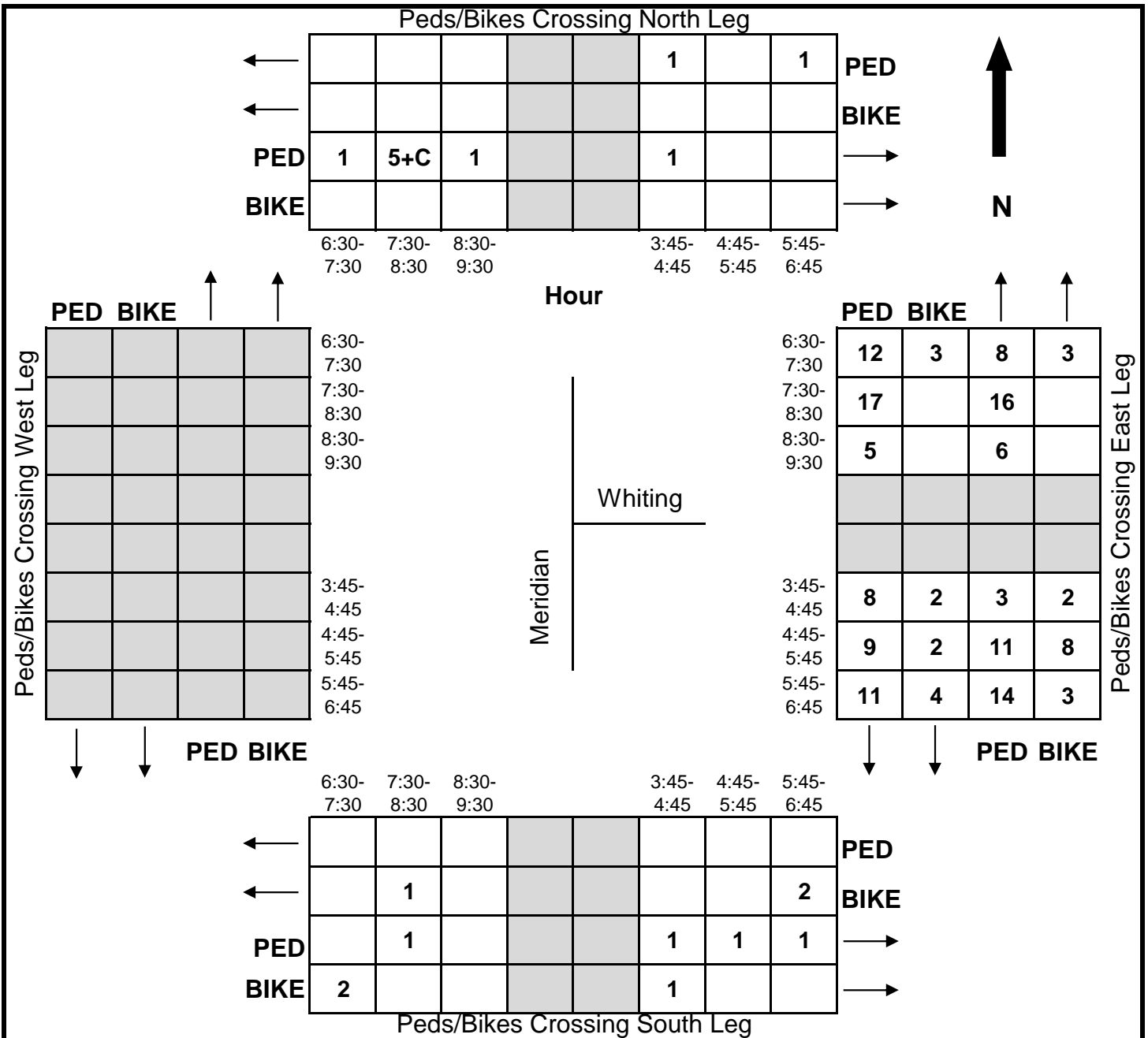
Count Times: 6:30-9:30am & 3:45-6:45pm

Weather: Clear

Intersection: Meridian Avenue 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 : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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	10	20	5	0	35	0	3	0	1	4	3	13	4	0	20	0	21	3	6	30	89
06:45 AM	6	17	3	0	26	4	3	0	0	7	5	29	4	0	38	2	24	5	6	37	108
Total	16	37	8	0	61	4	6	0	1	11	8	42	8	0	58	2	45	8	12	67	197
07:00 AM	5	21	12	0	38	4	7	1	0	12	5	30	8	3	46	5	11	2	2	20	116
07:15 AM	9	20	7	0	36	8	14	2	2	26	9	39	9	5	62	2	26	4	10	42	166
07:30 AM	7	18	8	4	37	14	26	11	2	53	22	48	21	1	92	4	28	2	9	43	225
07:45 AM	8	32	21	6	67	11	20	16	3	50	17	46	16	2	81	2	38	6	6	52	250
Total	29	91	48	10	178	37	67	30	7	141	53	163	54	11	281	13	103	14	27	157	757
08:00 AM	6	20	10	5	41	13	32	3	0	48	17	55	10	0	82	3	12	3	13	31	202
08:15 AM	3	22	16	4	45	13	26	2	0	41	16	55	9	0	80	2	11	9	3	25	191
08:30 AM	4	25	16	2	47	3	16	0	0	19	14	73	3	1	91	10	16	6	8	40	197
08:45 AM	3	32	17	3	55	4	18	2	0	24	10	59	8	0	77	6	15	6	7	34	190
Total	16	99	59	14	188	33	92	7	0	132	57	242	30	1	330	21	54	24	31	130	780
09:00 AM	4	10	4	2	20	3	5	0	1	9	7	33	8	0	48	2	10	5	6	23	100
09:15 AM	1	16	3	0	20	0	4	0	0	4	2	28	2	3	35	3	5	4	14	26	85
*** BREAK ***																					
Total	5	26	7	2	40	3	9	0	1	13	9	61	10	3	83	5	15	9	20	49	185
*** BREAK ***																					
03:45 PM	1	18	2	0	21	4	8	7	7	26	4	74	3	0	81	8	5	15	23	51	179
Total	1	18	2	0	21	4	8	7	7	26	4	74	3	0	81	8	5	15	23	51	179
04:00 PM	3	42	1	0	46	10	17	7	3	37	3	47	5	1	56	8	8	12	49	77	216
04:15 PM	2	39	4	0	45	12	7	3	2	24	2	50	6	0	58	15	9	4	38	66	193
04:30 PM	1	39	1	1	42	9	9	4	6	28	8	45	2	0	55	9	8	17	45	79	204
04:45 PM	0	29	1	0	30	14	3	3	6	26	5	65	4	2	76	8	12	8	49	77	209
Total	6	149	7	1	163	45	36	17	17	115	18	207	17	3	245	40	37	41	181	299	822
05:00 PM	3	65	2	0	70	10	7	2	3	22	2	82	10	0	94	29	15	39	54	137	323
05:15 PM	0	52	3	1	56	7	13	4	2	26	3	79	4	0	86	14	15	22	55	106	274
05:30 PM	0	52	3	1	56	9	12	2	1	24	3	75	5	0	83	10	12	19	45	86	249
05:45 PM	0	28	2	1	31	3	2	1	1	7	3	33	3	0	39	7	5	7	48	67	144
Total	3	197	10	3	213	29	34	9	7	79	11	269	22	0	302	60	47	87	202	396	990
06:00 PM	0	28	1	0	29	5	5	1	2	13	6	46	0	1	53	9	6	3	41	59	154
06:15 PM	0	23	0	0	23	2	3	1	0	6	1	28	1	0	30	3	3	4	33	43	102
06:30 PM	0	19	1	0	20	0	2	1	0	3	1	14	1	0	16	6	5	3	27	41	80
Grand Total	76	687	143	30	936	162	262	73	42	539	168	1146	146	19	1479	167	320	208	597	1292	4246
Apprch %	8.1	73.4	15.3	3.2		30.1	48.6	13.5	7.8		11.4	77.5	9.9	1.3		12.9	24.8	16.1	46.2		
Total %	1.8	16.2	3.4	0.7	22	3.8	6.2	1.7	1	12.7	4	27	3.4	0.4	34.8	3.9	7.5	4.9	14.1	30.4	
Passenger Vehicles	73	677	143	29	922	154	255	71	42	522	156	1133	144	18	1451	165	299	207	597	1268	4163
% Passenger Vehicles	96.1	98.5	100	96.7	98.5	95.1	97.3	97.3	100	96.8	92.9	98.9	98.6	94.7	98.1	98.8	93.4	99.5	100	98.1	98
Heavy Vehicles	3	10	0	1	14	8	7	2	0	17	11	13	2	1	27	2	21	1	0	24	82

Intersection Turning Movement Count

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

File Name : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 3

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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 03:45 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	29	1	0	30	14	3	3	6	26	5	65	4	2	76	8	12	8	49	77	209
05:00 PM	3	65	2	0	70	10	7	2	3	22	2	82	10	0	94	29	15	39	54	137	323
05:15 PM	0	52	3	1	56	7	13	4	2	26	3	79	4	0	86	14	15	22	55	106	274
05:30 PM	0	52	3	1	56	9	12	2	1	24	3	75	5	0	83	10	12	19	45	86	249
Total Volume	3	198	9	2	212	40	35	11	12	98	13	301	23	2	339	61	54	88	203	406	1055
% App. Total	1.4	93.4	4.2	0.9		40.8	35.7	11.2	12.2		3.8	88.8	6.8	0.6		15	13.3	21.7	50		
PHF	.250	.762	.750	.500	.757	.714	.673	.688	.500	.942	.650	.918	.575	.250	.902	.526	.900	.564	.923	.741	.817
Passenger Vehicles	3	196	9	2	210	39	35	10	12	96	12	298	23	2	335	60	53	88	203	404	1045
% Passenger Vehicles	100	99.0	100	100	99.1	97.5	100	90.9	100	98.0	92.3	99.0	100	100	98.8	98.4	98.1	100	100	99.5	99.1
Heavy Vehicles	0	2	0	0	2	1	0	1	0	2	1	3	0	0	4	1	1	0	0	2	10
% Heavy Vehicles	0	1.0	0	0	0.9	2.5	0	9.1	0	2.0	7.7	1.0	0	0	1.2	1.6	1.9	0	0	0.5	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 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					03:45 PM					04:45 PM					04:45 PM				
+0 mins.	3	65	2	0	70	4	8	7	7	26	5	65	4	2	76	8	12	8	49	77
+15 mins.	0	52	3	1	56	10	17	7	3	37	2	82	10	0	94	29	15	39	54	137
+30 mins.	0	52	3	1	56	12	7	3	2	24	3	79	4	0	86	14	15	22	55	106
+45 mins.	0	28	2	1	31	9	9	4	6	28	3	75	5	0	83	10	12	19	45	86
Total Volume	3	197	10	3	213	35	41	21	18	115	13	301	23	2	339	61	54	88	203	406
% App. Total	1.4	92.5	4.7	1.4		30.4	35.7	18.3	15.7		3.8	88.8	6.8	0.6		15	13.3	21.7	50	
PHF	.250	.758	.833	.750	.761	.729	.603	.750	.643	.777	.650	.918	.575	.250	.902	.526	.900	.564	.923	.741
Passenger Vehicles	3	196	10	3	212	32	39	21	18	110	12	298	23	2	335	60	53	88	203	404
% Passenger Vehicles	100	99.5	100	100	99.5	91.4	95.1	100	100	95.7	92.3	99	100	100	98.8	98.4	98.1	100	100	99.5
Heavy Vehicles	0	1	0	0	1	3	2	0	0	5	1	3	0	0	4	1	1	0	0	2
% Heavy Vehicles	0	0.5	0	0	0.5	8.6	4.9	0	0	4.3	7.7	1	0	0	1.2	1.6	1.9	0	0	0.5
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 : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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	10	20	5	0	35	0	3	0	1	4	3	13	4	0	20	0	19	3	6	28	87
06:45 AM	6	17	3	0	26	4	3	0	0	7	5	29	4	0	38	2	24	5	6	37	108
Total	16	37	8	0	61	4	6	0	1	11	8	42	8	0	58	2	43	8	12	65	195
07:00 AM	4	20	12	0	36	4	7	1	0	12	4	29	8	3	44	5	10	2	2	19	111
07:15 AM	9	20	7	0	36	8	13	2	2	25	9	37	9	4	59	2	25	4	10	41	161
07:30 AM	7	17	8	3	35	11	25	11	2	49	21	48	21	1	91	4	26	2	9	41	216
07:45 AM	7	32	21	6	66	11	20	15	3	49	17	46	15	2	80	2	37	6	6	51	246
Total	27	89	48	9	173	34	65	29	7	135	51	160	53	10	274	13	98	14	27	152	734
08:00 AM	6	19	10	5	40	13	31	3	0	47	16	54	10	0	80	3	12	3	13	31	198
08:15 AM	3	22	16	4	45	12	25	2	0	39	16	55	9	0	80	2	11	9	3	25	189
08:30 AM	4	24	16	2	46	3	15	0	0	18	13	73	3	1	90	9	13	6	8	36	190
08:45 AM	3	29	17	3	52	4	18	2	0	24	10	59	8	0	77	6	13	6	7	32	185
Total	16	94	59	14	183	32	89	7	0	128	55	241	30	1	327	20	49	24	31	124	762
09:00 AM	4	10	4	2	20	3	5	0	1	9	6	32	7	0	45	2	8	5	6	21	95
09:15 AM	1	16	3	0	20	0	4	0	0	4	1	28	2	3	34	3	4	4	14	25	83
*** BREAK ***																					
Total	5	26	7	2	40	3	9	0	1	13	7	60	9	3	79	5	12	9	20	46	178
*** BREAK ***																					
03:45 PM	1	18	2	0	21	4	8	7	7	26	4	72	3	0	79	8	5	14	23	50	176
Total	1	18	2	0	21	4	8	7	7	26	4	72	3	0	79	8	5	14	23	50	176
04:00 PM	3	42	1	0	46	10	16	7	3	36	2	45	5	1	53	8	5	12	49	74	209
04:15 PM	1	38	4	0	43	11	7	3	2	23	1	50	6	0	57	15	8	4	38	65	188
04:30 PM	1	39	1	1	42	7	8	4	6	25	8	45	2	0	55	9	8	17	45	79	201
04:45 PM	0	28	1	0	29	13	3	3	6	25	5	64	4	2	75	7	11	8	49	75	204
Total	5	147	7	1	160	41	34	17	17	109	16	204	17	3	240	39	32	41	181	293	802
05:00 PM	3	64	2	0	69	10	7	2	3	22	1	81	10	0	92	29	15	39	54	137	320
05:15 PM	0	52	3	1	56	7	13	3	2	25	3	78	4	0	85	14	15	22	55	106	272
05:30 PM	0	52	3	1	56	9	12	2	1	24	3	75	5	0	83	10	12	19	45	86	249
05:45 PM	0	28	2	1	31	3	2	1	1	7	3	33	3	0	39	7	5	7	48	67	144
Total	3	196	10	3	212	29	34	8	7	78	10	267	22	0	299	60	47	87	202	396	985
06:00 PM	0	28	1	0	29	5	5	1	2	13	4	46	0	1	51	9	6	3	41	59	152
06:15 PM	0	23	0	0	23	2	3	1	0	6	1	28	1	0	30	3	3	4	33	43	102
06:30 PM	0	19	1	0	20	0	2	1	0	3	0	13	1	0	14	6	4	3	27	40	77
Grand Total	73	677	143	29	922	154	255	71	42	522	156	1133	144	18	1451	165	299	207	597	1268	4163
Apprch %	7.9	73.4	15.5	3.1		29.5	48.9	13.6	8		10.8	78.1	9.9	1.2		13	23.6	16.3	47.1		
Total %	1.8	16.3	3.4	0.7	22.1	3.7	6.1	1.7	1	12.5	3.7	27.2	3.5	0.4	34.9	4	7.2	5	14.3	30.5	

Intersection Turning Movement Count

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

File Name : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 2

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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	7	17	8	3	35	11	25	11	2	49	21	48	21	1	91	4	26	2	9	41	216
07:45 AM	7	32	21	6	66	11	20	15	3	49	17	46	15	2	80	2	37	6	6	51	246
08:00 AM	6	19	10	5	40	13	31	3	0	47	16	54	10	0	80	3	12	3	13	31	198
08:15 AM	3	22	16	4	45	12	25	2	0	39	16	55	9	0	80	2	11	9	3	25	189
Total Volume	23	90	55	18	186	47	101	31	5	184	70	203	55	3	331	11	86	20	31	148	849
% App. Total	12.4	48.4	29.6	9.7		25.5	54.9	16.8	2.7		21.1	61.3	16.6	0.9		7.4	58.1	13.5	20.9		
PHF	.821	.703	.655	.750	.705	.904	.815	.517	.417	.939	.833	.923	.655	.375	.909	.688	.581	.556	.596	.725	.863

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					07:30 AM					07:15 AM					
+0 mins.	7	32	21	6	66	11	25	11	2	49	21	48	21	1	91	2	25	4	10	41	
+15 mins.	6	19	10	5	40	11	20	15	3	49	17	46	15	2	80	4	26	2	9	41	
+30 mins.	3	22	16	4	45	13	31	3	0	47	16	54	10	0	80	2	37	6	6	51	
+45 mins.	4	24	16	2	46	12	25	2	0	39	16	55	9	0	80	3	12	3	13	31	
Total Volume	20	97	63	17	197	47	101	31	5	184	70	203	55	3	331	11	100	15	38	164	
% App. Total	10.2	49.2	32	8.6		25.5	54.9	16.8	2.7		21.1	61.3	16.6	0.9		6.7	61	9.1	23.2		
PHF	.714	.758	.750	.708	.746	.904	.815	.517	.417	.939	.833	.923	.655	.375	.909	.688	.676	.625	.731	.804	

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	28	1	0	29	13	3	3	6	25	5	64	4	2	75	7	11	8	49	75	204
05:00 PM	3	64	2	0	69	10	7	2	3	22	1	81	10	0	92	29	15	39	54	137	320
05:15 PM	0	52	3	1	56	7	13	3	2	25	3	78	4	0	85	14	15	22	55	106	272
05:30 PM	0	52	3	1	56	9	12	2	1	24	3	75	5	0	83	10	12	19	45	86	249
Total Volume	3	196	9	2	210	39	35	10	12	96	12	298	23	2	335	60	53	88	203	404	1045
% App. Total	1.4	93.3	4.3	1		40.6	36.5	10.4	12.5		3.6	89	6.9	0.6		14.9	13.1	21.8	50.2		
PHF	.250	.766	.750	.500	.761	.750	.673	.833	.500	.960	.600	.920	.575	.250	.910	.517	.883	.564	.923	.737	.816

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					03:45 PM					04:45 PM					04:45 PM					
+0 mins.	3	64	2	0	69	4	8	7	7	26	5	64	4	2	75	7	11	8	49	75	
+15 mins.	0	52	3	1	56	10	16	7	3	36	1	81	10	0	92	29	15	39	54	137	
+30 mins.	0	52	3	1	56	11	7	3	2	23	3	78	4	0	85	14	15	22	55	106	
+45 mins.	0	28	2	1	31	7	8	4	6	25	3	75	5	0	83	10	12	19	45	86	
Total Volume	3	196	10	3	212	32	39	21	18	110	12	298	23	2	335	60	53	88	203	404	
% App. Total	1.4	92.5	4.7	1.4		29.1	35.5	19.1	16.4		3.6	89	6.9	0.6		14.9	13.1	21.8	50.2		
PHF	.250	.766	.833	.750	.768	.727	.609	.750	.643	.764	.600	.920	.575	.250	.910	.517	.883	.564	.923	.737	

Intersection Turning Movement Count

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

File Name : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:00 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	1	3	0	1	0	0	1	5
07:30 AM	0	1	0	1	2	3	1	0	0	4	1	0	0	0	1	0	2	0	0	2	9
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
Total	2	2	0	1	5	3	2	1	0	6	2	3	1	1	7	0	5	0	0	5	23
08:00 AM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	1	3	0	0	4	7
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Total	0	5	0	0	5	1	3	0	0	4	2	1	0	0	3	1	5	0	0	6	18
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	2	0	0	2	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	3	0	0	3	7
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	3	0	0	3	7
04:15 PM	1	1	0	0	2	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	5
04:30 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5
Total	1	2	0	0	3	4	2	0	0	6	2	3	0	0	5	1	5	0	0	6	20
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
Grand Total	3	10	0	1	14	8	7	2	0	17	11	13	2	1	27	2	21	1	0	24	82
Apprch %	21.4	71.4	0	7.1		47.1	41.2	11.8	0		40.7	48.1	7.4	3.7		8.3	87.5	4.2	0		
Total %	3.7	12.2	0	1.2	17.1	9.8	8.5	2.4	0	20.7	13.4	15.9	2.4	1.2	32.9	2.4	25.6	1.2	0	29.3	

Intersection Turning Movement Count

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

File Name : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 2

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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 07:00 AM																					
07:00 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	1	3	0	1	0	0	1	5
07:30 AM	0	1	0	1	2	3	1	0	0	4	1	0	0	0	1	0	2	0	0	2	9
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
Total Volume	2	2	0	1	5	3	2	1	0	6	2	3	1	1	7	0	5	0	0	5	23
% App. Total	40	40	0	20		50	33.3	16.7	0		28.6	42.9	14.3	14.3		0	100	0	0		
PHF	.500	.500	.000	.250	.625	.250	.500	.250	.000	.375	.500	.375	.250	.250	.583	.000	.625	.000	.000	.625	.639

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					07:00 AM					08:30 AM				
+0 mins.	1	1	0	0	2	3	1	0	0	4	1	1	0	0	2	1	3	0	0	4
+15 mins.	0	0	0	0	0	0	0	1	0	1	0	2	0	1	3	0	2	0	0	2
+30 mins.	0	1	0	1	2	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2
+45 mins.	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1
Total Volume	2	2	0	1	5	4	3	1	0	8	2	3	1	1	7	1	8	0	0	9
% App. Total	40	40	0	20		50	37.5	12.5	0		28.6	42.9	14.3	14.3		11.1	88.9	0	0	
PHF	.500	.500	.000	.250	.625	.333	.750	.250	.000	.500	.500	.375	.250	.250	.583	.250	.667	.000	.000	.563

Peak Hour Analysis From 03:45 PM to 06:30 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	1	2	0	0	3	0	3	0	0	3	7
04:15 PM	1	1	0	0	2	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	5
04:30 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5
Total Volume	1	2	0	0	3	4	2	0	0	6	2	3	0	0	5	1	5	0	0	6	20
% App. Total	33.3	66.7	0	0		66.7	33.3	0	0		40	60	0	0		16.7	83.3	0	0		
PHF	.250	.500	.000	.000	.375	.500	.500	.000	.000	.500	.500	.375	.000	.000	.417	.250	.417	.000	.000	.500	.714

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					03:45 PM					04:00 PM				
+0 mins.	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	1	0	0	1
+30 mins.	0	1	0	0	1	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0
+45 mins.	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2
Total Volume	1	3	0	0	4	4	2	0	0	6	2	4	0	0	6	1	5	0	0	6
% App. Total	25	75	0	0		66.7	33.3	0	0		33.3	66.7	0	0		16.7	83.3	0	0	
PHF	.250	.750	.000	.000	.500	.500	.500	.000	.000	.500	.500	.500	.000	.000	.500	.250	.417	.000	.000	.500

Intersection Turning Movement Count

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

File Name : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- UTurns

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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 ***																					
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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 06:30 AM																					
06:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	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	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 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					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	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 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

Intersection Turning Movement Count

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

File Name : JeffersonSt&WhitingSt
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 2

Start Time	JEFFERSON STREET Southbound					WHITING STREET Westbound					JEFFERSON STREET Northbound					WHITING STREET 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 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					03:45 PM					05:15 PM					03:45 PM				
+0 mins.	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
+30 mins.	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	1	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 9-24-19

Day: Tuesday

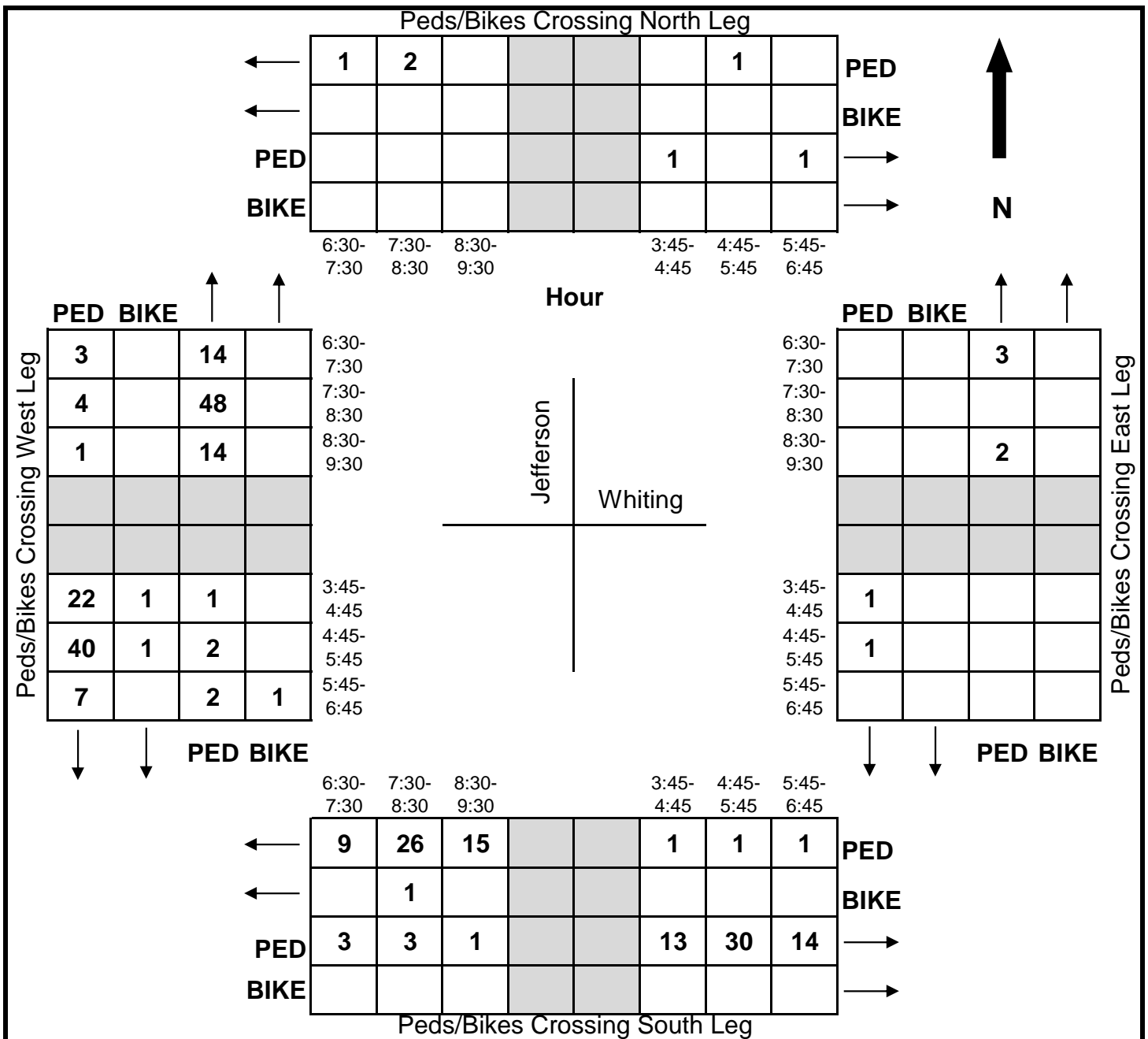
Count Times: 6:30-9:30am & 3:45-6:45pm

Weather: Clear

Intersection: Whiting Street at Jefferson 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 : WhitingSt&NebraskaAve
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	4	7	0	11	1	0	1	2	1	6	23	30	43
06:45 AM	5	8	0	13	1	0	3	4	0	15	16	31	48
Total	9	15	0	24	2	0	4	6	1	21	39	61	91
07:00 AM	4	12	0	16	2	0	2	4	0	21	7	28	48
07:15 AM	3	20	0	23	1	0	5	6	0	31	14	45	74
07:30 AM	6	34	0	40	2	0	7	9	0	36	7	43	92
07:45 AM	5	33	0	38	2	0	4	6	0	59	6	65	109
Total	18	99	0	117	7	0	18	25	0	147	34	181	323
08:00 AM	2	36	0	38	3	0	3	6	0	27	4	31	75
08:15 AM	2	38	0	40	3	0	2	5	0	14	5	19	64
08:30 AM	3	13	0	16	2	0	3	5	0	10	11	21	42
08:45 AM	1	24	0	25	1	0	8	9	0	15	9	24	58
Total	8	111	0	119	9	0	16	25	0	66	29	95	239
09:00 AM	5	7	0	12	1	0	2	3	0	15	6	21	36
09:15 AM	8	2	0	10	2	0	2	4	0	8	4	12	26
*** BREAK ***													
Total	13	9	0	22	3	0	4	7	0	23	10	33	62
*** BREAK ***													
03:45 PM	4	15	0	19	11	0	8	19	0	7	1	8	46
Total	4	15	0	19	11	0	8	19	0	7	1	8	46
04:00 PM	3	29	0	32	3	0	2	5	1	10	7	18	55
04:15 PM	3	14	0	17	5	0	5	10	0	11	3	14	41
04:30 PM	4	21	0	25	9	0	5	14	0	11	1	12	51
04:45 PM	4	19	0	23	4	0	6	10	0	16	0	16	49
Total	14	83	0	97	21	0	18	39	1	48	11	60	196
05:00 PM	8	13	0	21	6	0	12	18	0	21	6	27	66
05:15 PM	4	10	0	14	9	0	11	20	0	23	1	24	58
05:30 PM	4	14	0	18	5	0	3	8	0	16	0	16	42
05:45 PM	2	7	0	9	0	0	1	1	0	8	0	8	18
Total	18	44	0	62	20	0	27	47	0	68	7	75	184
06:00 PM	3	10	0	13	2	0	2	4	0	6	0	6	23
06:15 PM	4	2	0	6	4	0	5	9	0	4	0	4	19
06:30 PM	3	1	0	4	3	0	2	5	0	4	1	5	14
Grand Total	94	389	0	483	82	0	104	186	2	394	132	528	1197
Apprch %	19.5	80.5	0		44.1	0	55.9		0.4	74.6	25		
Total %	7.9	32.5	0	40.4	6.9	0	8.7	15.5	0.2	32.9	11	44.1	
Passenger Vehicles	68	385	0	453	69	0	73	142	0	390	111	501	1096
% Passenger Vehicles	72.3	99	0	93.8	84.1	0	70.2	76.3	0	99	84.1	94.9	91.6
Heavy Vehicles	25	4	0	29	13	0	31	44	0	4	21	25	98
% Heavy Vehicles	26.6	1	0	6	15.9	0	29.8	23.7	0	1	15.9	4.7	8.2
UTurns	1	0	0	1	0	0	0	0	2	0	0	2	3
% UTurns	1.1	0	0	0.2	0	0	0	0	100	0	0	0.4	0.3

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	3	20	0	23	1	0	5	6	0	31	14	45	74
07:30 AM	6	34	0	40	2	0	7	9	0	36	7	43	92
07:45 AM	5	33	0	38	2	0	4	6	0	59	6	65	109
08:00 AM	2	36	0	38	3	0	3	6	0	27	4	31	75
Total Volume	16	123	0	139	8	0	19	27	0	153	31	184	350
% App. Total	11.5	88.5	0		29.6	0	70.4		0	83.2	16.8		
PHF	.667	.854	.000	.869	.667	.000	.679	.750	.000	.648	.554	.708	.803

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 : WhitingSt&NebraskaAve
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	4	7	0	11	1	0	1	2	0	6	22	28	41
06:45 AM	5	8	0	13	1	0	3	4	0	15	16	31	48
Total	9	15	0	24	2	0	4	6	0	21	38	59	89
07:00 AM	4	12	0	16	2	0	1	3	0	21	5	26	45
07:15 AM	2	19	0	21	1	0	4	5	0	31	12	43	69
07:30 AM	6	32	0	38	0	0	5	5	0	36	5	41	84
07:45 AM	5	33	0	38	1	0	3	4	0	59	3	62	104
Total	17	96	0	113	4	0	13	17	0	147	25	172	302
08:00 AM	2	36	0	38	2	0	1	3	0	27	4	31	72
08:15 AM	1	37	0	38	1	0	1	2	0	14	5	19	59
08:30 AM	1	13	0	14	2	0	0	2	0	10	8	18	34
08:45 AM	1	24	0	25	1	0	3	4	0	15	7	22	51
Total	5	110	0	115	6	0	5	11	0	66	24	90	216
09:00 AM	4	7	0	11	0	0	1	1	0	14	4	18	30
09:15 AM	3	2	0	5	2	0	1	3	0	7	4	11	19
*** BREAK ***													
Total	7	9	0	16	2	0	2	4	0	21	8	29	49
*** BREAK ***													
03:45 PM	1	15	0	16	10	0	6	16	0	7	1	8	40
Total	1	15	0	16	10	0	6	16	0	7	1	8	40
04:00 PM	1	29	0	30	2	0	2	4	0	10	4	14	48
04:15 PM	2	14	0	16	4	0	3	7	0	11	2	13	36
04:30 PM	3	21	0	24	7	0	3	10	0	11	1	12	46
04:45 PM	3	19	0	22	4	0	6	10	0	15	0	15	47
Total	9	83	0	92	17	0	14	31	0	47	7	54	177
05:00 PM	6	13	0	19	6	0	11	17	0	21	6	27	63
05:15 PM	4	10	0	14	8	0	8	16	0	23	1	24	54
05:30 PM	3	14	0	17	5	0	3	8	0	16	0	16	41
05:45 PM	0	7	0	7	0	0	1	1	0	8	0	8	16
Total	13	44	0	57	19	0	23	42	0	68	7	75	174
06:00 PM	2	10	0	12	2	0	0	2	0	6	0	6	20
06:15 PM	4	2	0	6	4	0	4	8	0	4	0	4	18
06:30 PM	1	1	0	2	3	0	2	5	0	3	1	4	11
Grand Total	68	385	0	453	69	0	73	142	0	390	111	501	1096
Apprch %	15	85	0		48.6	0	51.4		0	77.8	22.2		
Total %	6.2	35.1	0	41.3	6.3	0	6.7	13	0	35.6	10.1	45.7	

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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	2	19	0	21	1	0	4	5	0	31	12	43	69
07:30 AM	6	32	0	38	0	0	5	5	0	36	5	41	84
07:45 AM	5	33	0	38	1	0	3	4	0	59	3	62	104
08:00 AM	2	36	0	38	2	0	1	3	0	27	4	31	72
Total Volume	15	120	0	135	4	0	13	17	0	153	24	177	329
% App. Total	11.1	88.9	0		23.5	0	76.5		0	86.4	13.6		
PHF	.625	.833	.000	.888	.500	.000	.650	.850	.000	.648	.500	.714	.791

Intersection Turning Movement Count

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

File Name : WhitingSt&NebraskaAve
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 2

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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				06:45 AM				07:15 AM			
+0 mins.	6	32	0	38	1	0	3	4	0	31	12	43
+15 mins.	5	33	0	38	2	0	1	3	0	36	5	41
+30 mins.	2	36	0	38	1	0	4	5	0	59	3	62
+45 mins.	1	37	0	38	0	0	5	5	0	27	4	31
Total Volume	14	138	0	152	4	0	13	17	0	153	24	177
% App. Total	9.2	90.8	0		23.5	0	76.5		0	86.4	13.6	
PHF	.583	.932	.000	1.000	.500	.000	.650	.850	.000	.648	.500	.714

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	3	21	0	24	7	0	3	10	0	11	1	12	46
04:45 PM	3	19	0	22	4	0	6	10	0	15	0	15	47
05:00 PM	6	13	0	19	6	0	11	17	0	21	6	27	63
05:15 PM	4	10	0	14	8	0	8	16	0	23	1	24	54
Total Volume	16	63	0	79	25	0	28	53	0	70	8	78	210
% App. Total	20.3	79.7	0		47.2	0	52.8		0	89.7	10.3		
PHF	.667	.750	.000	.823	.781	.000	.636	.779	.000	.761	.333	.722	.833

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM			
+0 mins.	1	29	0	30	7	0	3	10	0	15	0	15
+15 mins.	2	14	0	16	4	0	6	10	0	21	6	27
+30 mins.	3	21	0	24	6	0	11	17	0	23	1	24
+45 mins.	3	19	0	22	8	0	8	16	0	16	0	16
Total Volume	9	83	0	92	25	0	28	53	0	75	7	82
% App. Total	9.8	90.2	0		47.2	0	52.8		0	91.5	8.5	
PHF	.750	.716	.000	.767	.781	.000	.636	.779	.000	.815	.292	.759

Intersection Turning Movement Count

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

File Name : WhitingSt&NebraskaAve
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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	1	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	0	1	1	1
07:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	3
07:15 AM	1	1	0	2	0	0	1	1	0	0	2	2	5
07:30 AM	0	2	0	2	2	0	2	4	0	0	2	2	8
07:45 AM	0	0	0	0	1	0	1	2	0	0	3	3	5
Total	1	3	0	4	3	0	5	8	0	0	9	9	21
08:00 AM	0	0	0	0	1	0	2	3	0	0	0	0	3
08:15 AM	1	1	0	2	2	0	1	3	0	0	0	0	5
08:30 AM	2	0	0	2	0	0	3	3	0	0	3	3	8
08:45 AM	0	0	0	0	0	0	5	5	0	0	2	2	7
Total	3	1	0	4	3	0	11	14	0	0	5	5	23
09:00 AM	1	0	0	1	1	0	1	2	0	1	2	3	6
09:15 AM	5	0	0	5	0	0	1	1	0	1	0	1	7
*** BREAK ***													
Total	6	0	0	6	1	0	2	3	0	2	2	4	13
*** BREAK ***													
03:45 PM	3	0	0	3	1	0	2	3	0	0	0	0	6
Total	3	0	0	3	1	0	2	3	0	0	0	0	6
04:00 PM	2	0	0	2	1	0	0	1	0	0	3	3	6
04:15 PM	1	0	0	1	1	0	2	3	0	0	1	1	5
04:30 PM	1	0	0	1	2	0	2	4	0	0	0	0	5
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	5	0	0	5	4	0	4	8	0	1	4	5	18
05:00 PM	2	0	0	2	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	1	0	3	4	0	0	0	0	4
*** BREAK ***													
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	1	0	4	5	0	0	0	0	9
06:00 PM	1	0	0	1	0	0	2	2	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
06:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	25	4	0	29	13	0	31	44	0	4	21	25	98
Apprch %	86.2	13.8	0		29.5	0	70.5		0	16	84		
Total %	25.5	4.1	0	29.6	13.3	0	31.6	44.9	0	4.1	21.4	25.5	

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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 08:30 AM													
08:30 AM	2	0	0	2	0	0	3	3	0	0	3	3	8
08:45 AM	0	0	0	0	0	0	5	5	0	0	2	2	7
09:00 AM	1	0	0	1	1	0	1	2	0	1	2	3	6
09:15 AM	5	0	0	5	0	0	1	1	0	1	0	1	7
Total Volume	8	0	0	8	1	0	10	11	0	2	7	9	28
% App. Total	100	0	0		9.1	0	90.9		0	22.2	77.8		
PHF	.400	.000	.000	.400	.250	.000	.500	.550	.000	.500	.583	.750	.875

Intersection Turning Movement Count

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

File Name : WhitingSt&NebraskaAve
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 2

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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				08:00 AM				07:00 AM			
+0 mins.	2	0	0	2	1	0	2	3	0	0	2	2
+15 mins.	0	0	0	0	2	0	1	3	0	0	2	2
+30 mins.	1	0	0	1	0	0	3	3	0	0	2	2
+45 mins.	5	0	0	5	0	0	5	5	0	0	3	3
Total Volume	8	0	0	8	3	0	11	14	0	0	9	9
% App. Total	100	0	0		21.4	0	78.6		0	0	100	
PHF	.400	.000	.000	.400	.375	.000	.550	.700	.000	.000	.750	.750

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	3	0	0	3	1	0	2	3	0	0	0	0	6
04:00 PM	2	0	0	2	1	0	0	1	0	0	3	3	6
04:15 PM	1	0	0	1	1	0	2	3	0	0	1	1	5
04:30 PM	1	0	0	1	2	0	2	4	0	0	0	0	5
Total Volume	7	0	0	7	5	0	6	11	0	0	4	4	22
% App. Total	100	0	0		45.5	0	54.5		0	0	100		
PHF	.583	.000	.000	.583	.625	.000	.750	.688	.000	.000	.333	.333	.917

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				04:00 PM			
+0 mins.	3	0	0	3	1	0	2	3	0	0	3	3
+15 mins.	2	0	0	2	1	0	0	1	0	0	1	1
+30 mins.	1	0	0	1	1	0	2	3	0	0	0	0
+45 mins.	1	0	0	1	2	0	2	4	0	1	0	1
Total Volume	7	0	0	7	5	0	6	11	0	1	4	5
% App. Total	100	0	0		45.5	0	54.5		0	20	80	
PHF	.583	.000	.000	.583	.625	.000	.750	.688	.000	.250	.333	.417

Intersection Turning Movement Count

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

File Name : WhitingSt&NebraskaAve
 Site Code : 19015
 Start Date : 9/24/2019
 Page No : 1

Groups Printed- UTurns

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
04:00 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 ***													
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Grand Total	1	0	0	1	0	0	0	0	2	0	0	2	3
Apprch %	100	0	0		0	0	0		100	0	0		
Total %	33.3	0	0	33.3	0	0	0	0	66.7	0	0	66.7	

Start Time	WHITING STREET Westbound				NEBRASKA AVENUE Northbound				WHITING STREET 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	1	0	0	1	1
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	1	0	0	1	1
% App. Total	0	0	0		0	0	0		100	0	0		
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				06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+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	1	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
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
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 03:45 PM to 06:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				03:45 PM				03:45 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	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1
% App. Total	100	0	0		0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

Appendix C

Signal Timing Plans





Timingsheet, Controller Operation and Load Switch Page

SECID: 1203 Timing Date: 4/23/2014 Phasing Date: 10/9/2018

Shop Number: Drop:

Major Street **JEFFERSON**

Orientation: North - South

Controller Type Cobalt

Minor Street **WHITING**

Orientation: East West

Computer System Cent

Last Date Sent 8/26/2014

Controller Timings (seconds)

Controller Phase Number	2	4	6	8
Direction	SB	WB	NB	EB
Minimum Green	10	10	10	10
Vehicle Extension	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	2	2	2
Max Green I	50	25	50	25
Max Green II	60	35	60	35
Walk	7	7	7	7
Walk - XGuard				
FDW	12	13	12	13
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: 1 MOD
 Fire Preempt: No Backup Protection: N
 Bridge Preempt: No LPI Location(Y/N): Yes
 Transit Preempt: False LPI Date: 10/9/2018
 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

Phase Ring Assignments

Sequence 1 Ring 1: 2 | 4
 Ring 2: 6 | 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: Ø6 LS7: LS8: Ø8
 LS9: P2 LS10: P4 LS11: P6 LS12: P8 LS13: LS14: LS15: LS16:

5 sec LPI implemented 10-9-2018

Comments

Submitted By: *CYB* Date: 10-23-18 Review By: *[Signature]* Date: 10-29-18 Approved By: *BC* Date: 10/24/2018
 Implemented By: *DW* Date: 10/31/18 Notes:



Coordination Pattern Page

Ver. E

Print Date: 10/23/2018

Major Street: JEFFERSON

Section Id: 1203

Record Number: 149

Coord Date: 10/9/2018

Minor Street: WHITING

Coord M-F: Patt 1-7

Coord WkEnd: S-Su patt 7 and patt 2 all other times

Coord Free:

Coord Sp Ops:

Direction:		SB		WB		NB		EB
Ø Number:		2		4		6		8

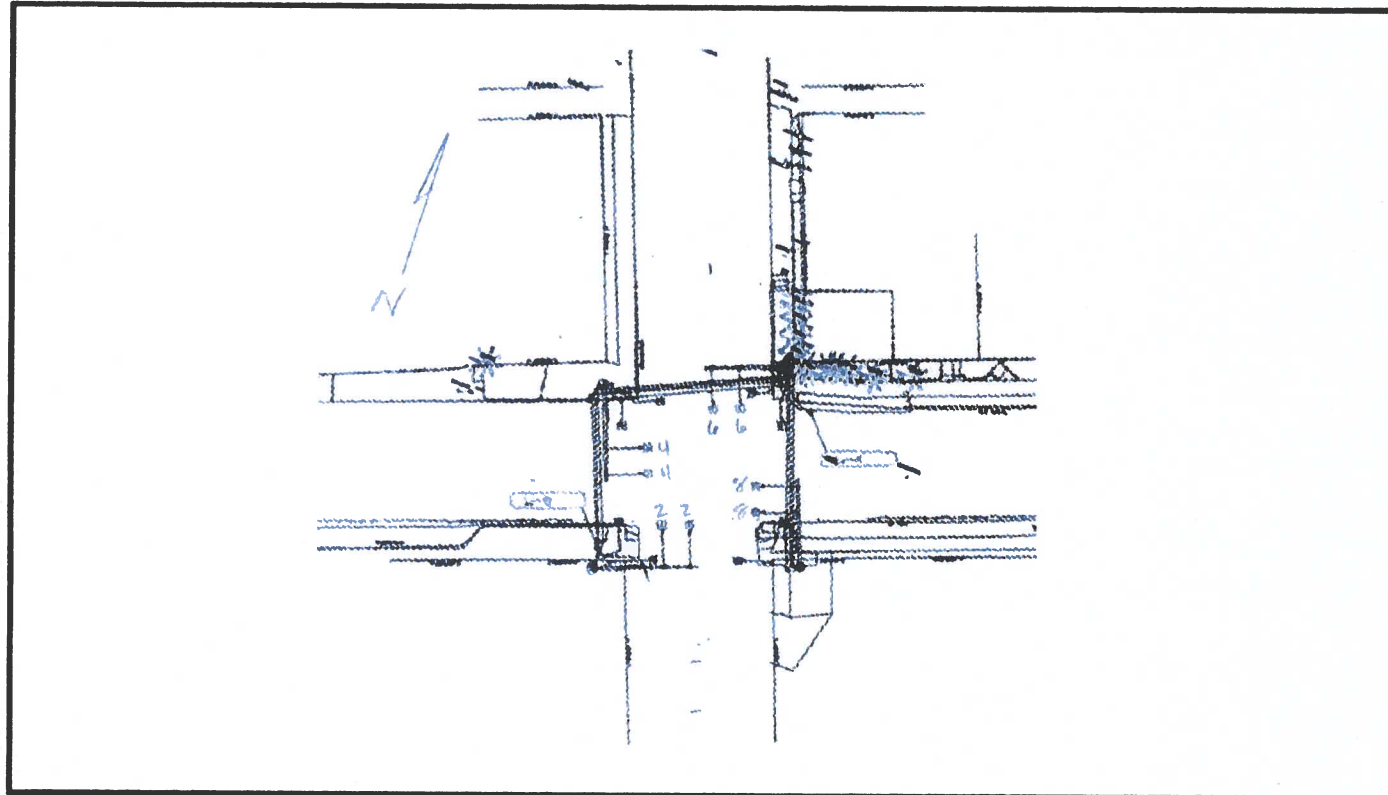
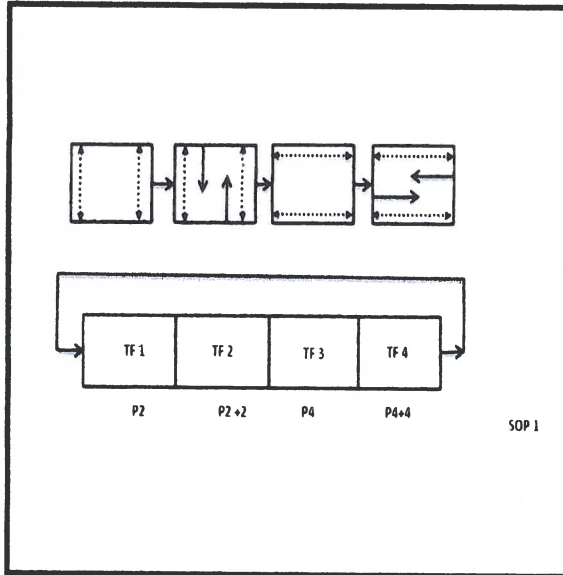
Patterns	Sequence	Cycle	Offset								
1. 0615 - 0900 AM Peak	1	70	18		40		30		40		30
2. 0900 - 1115 AM Off Peak	1	60	30		30		30		30		30
3. 1115 - 1330 Noon	1	60	30		30		30		30		30
4. 1330 - 1515 PM Off Peak	1	60	30		30		30		30		30
5. 1515 - 1830 PM Peak	1	70	18		40		30		40		30
6. 1830 - 2000 Evening	1	60	30		30		30		30		30
7. 2000 - 0615 Late	1	60	30		30		30		30		30
8.											
9. Convention Ctr - Outbound	1	120	30		40		80		40		80
10. Arena - Inbound	1	120	30		40		80		40		80
11. Arena - Outbound Fla Ave Closed	1	120	51		85		35		85		35
12. Marriott - Outbound PM	1	100	1		40		60		40		60
13. Arena - Outbound Fla Ave Opened	1	120	40		90		30		90		30
14. Arena - Inbound Flush	1	120	5		54		66		54		66
15. Arena Lg / Straz - Outbound	1	120	51		80		40		80		40
16. Hurricane	1	100	1		40		60		40		60

Section Id 1203 Controller Type Cobalt

Major Street JEFFERSON

Minor Street WHITING

Coord Date 10/9/2018 FDOT SOP: 1



Ped 1 Selector
1ped-wlk-fdw-count

Sig 1 Selector
3-section-ball-vertica

Sig 2 Selector

Sig 3 Selector

Sig 4 Selector

Sig 5 Selector

Sig 6 Selector

Sig 7 Selector

Sig 8 Selector

PED Signal 1:

Signal Head 1:

Signal Head 2:

Signal Head 3:

Signal Head 4:

Signal Head 5:

Signal Head 6:

Signal Head 7:

Signal Head 8:

P2, P4, P6, P8

2, 4, 6, 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: 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.

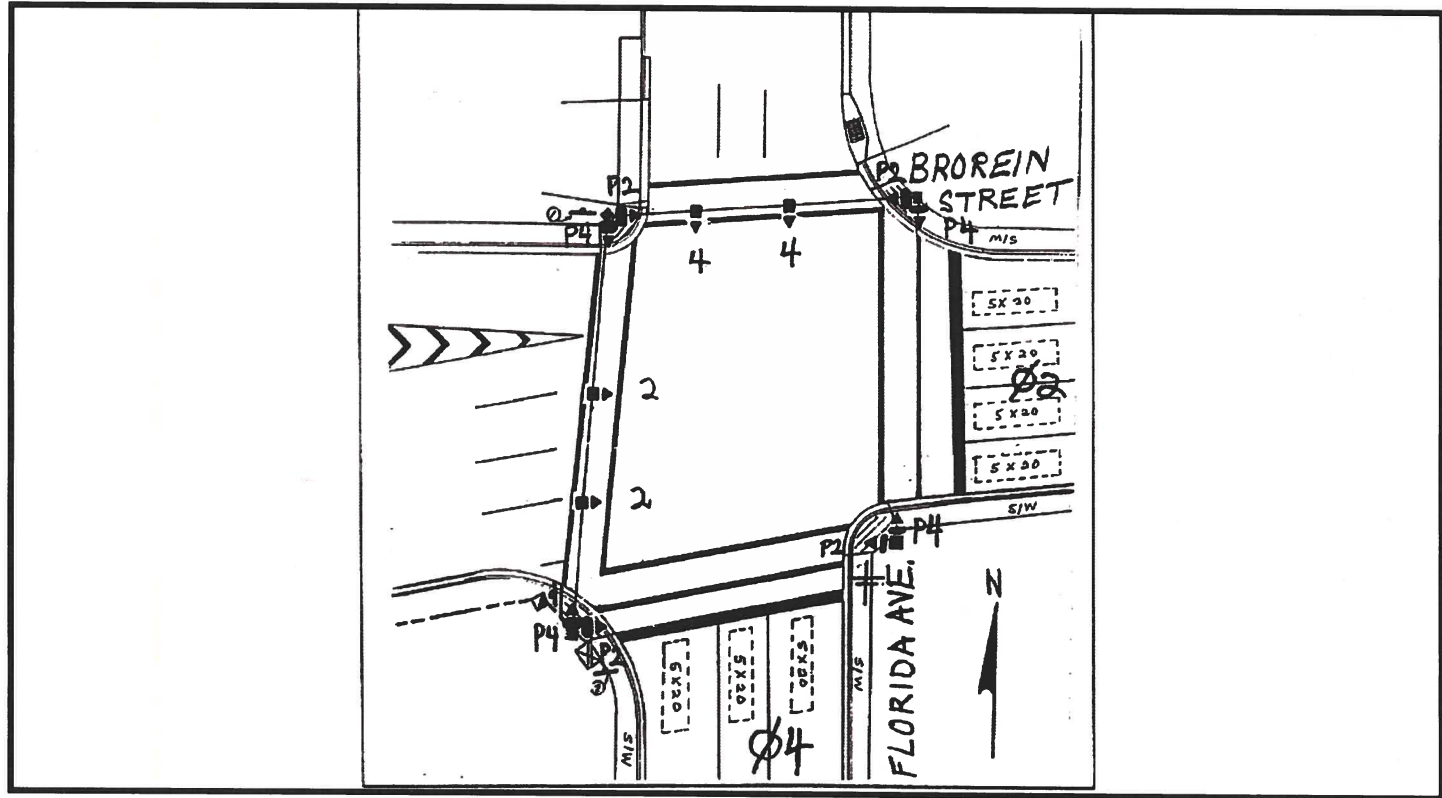
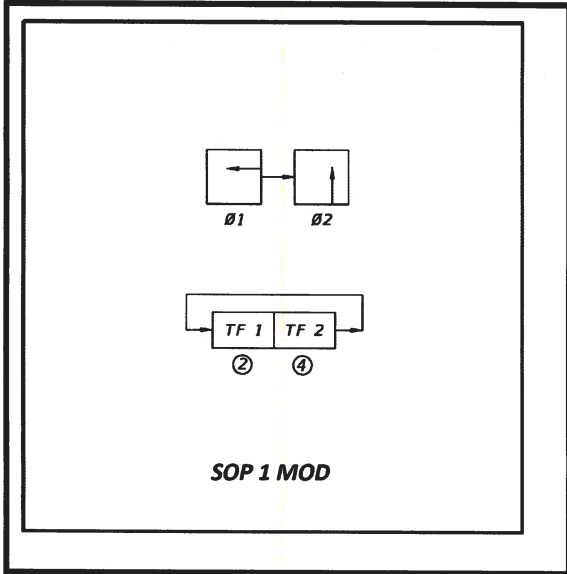
Day Plan #2 - Fri - patt 1 - 7 w/5 @ 14:45

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: 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**

Cabinet Load Switch Assignments

LS1: LS2: LS3: LS4: Ø4 LS5: LS6: Ø6 LS7: LS8:
 LS9: LS10: P4 LS11: P6 LS12: LS13: LS14: LS15: LS16:

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: _____

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

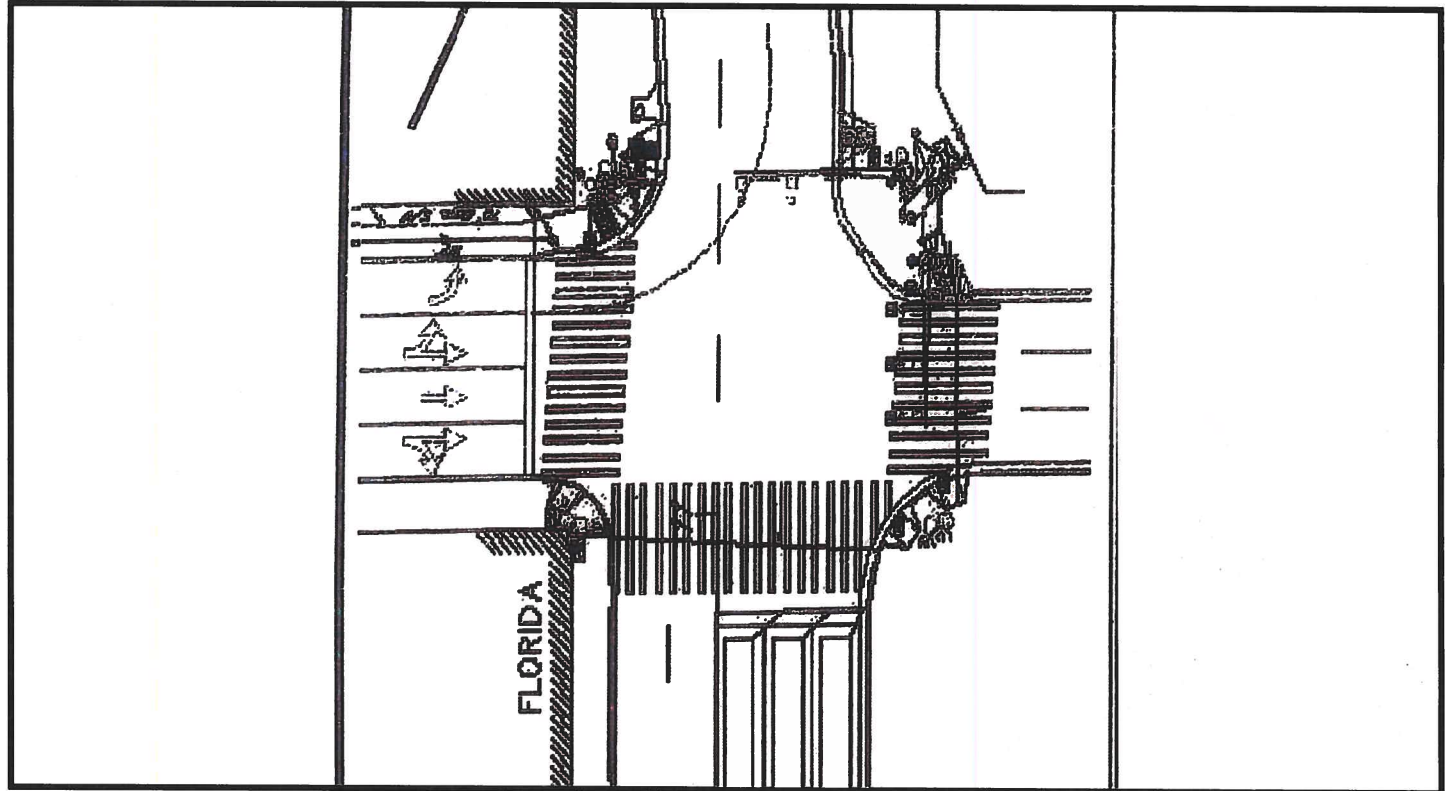
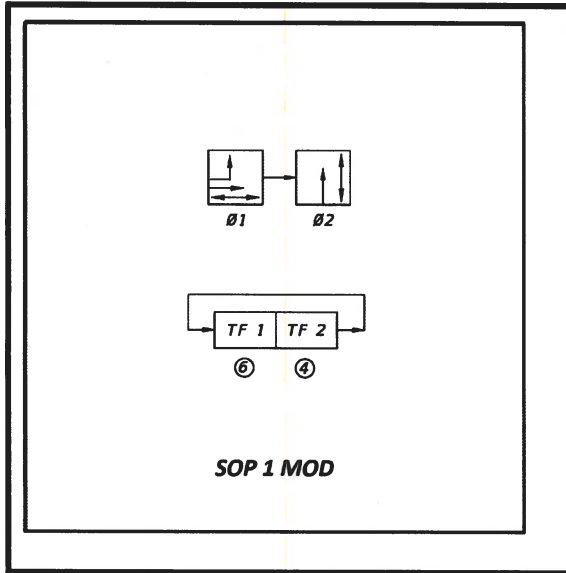
	Patterns	Cycle	Offset						
1.	0615 - 0900 AM Peak	140	83			41		99	
2.	0900 - 1130 AM Off Peak	120	80			30		90	
3.	1130 - 1330 Noon	120	80			30		90	
4.	1330 - 1515 PM Off Peak	120	80			30		90	
5.	1515 - 1830 PM Peak	140	88			41		99	
6.	1830 - 2000 Evening	120	80			50		70	
7.	2000 - 0615 Late	120	80			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: 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:				NB	RAMP	EB		SB
Ø Number:				4	5	6		8

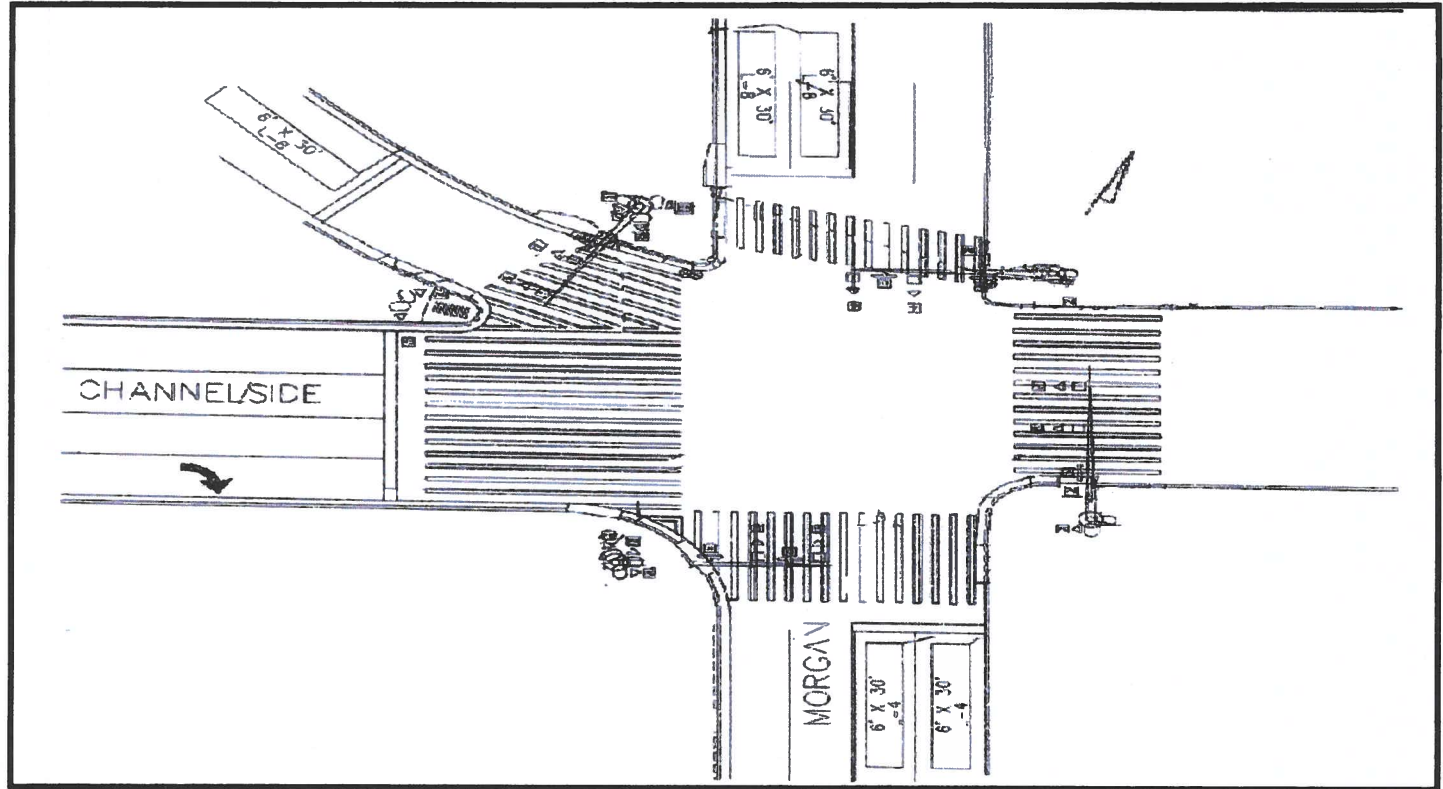
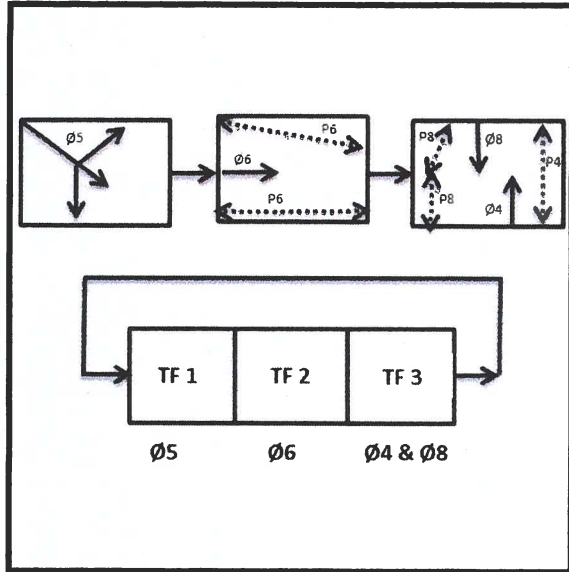
	Patterns	Sequence	Cycle	Offset								
1.	0615 - 0900 AM Peak	1	140	104				40	35	65		40
2.	0900 - 1130 AM Off Peak	1	120	94				30	25	65		30
3.	1130 - 1330 Noon	1	120	94				30	25	65		30
4.	1330 - 1515 PM Off Peak	1	120	94				30	25	65		30
5.	1515 - 1830 PM Peak	1	140	104				40	25	75		40
6.	1830 - 2000 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

SECID: 1304 Timing Date: 8/7/2017 Phasing Date: 8/7/2017 ARCGIS Node ID: Shop Number: Drop:

Major Street **MERIDIAN**

Orientation: North-South

Controller Type **COBALT**

Minor Street **WHITING**

Orientation: West

Computer System **CEN**

Date Sen

Controller Timings (seconds)

Controller Phase Number	2	4	5	6	8
Direction	SB	WB	SBLT	NB	EBPED
Minimum Green	10	10	5	10	10
Vehicle Extention	3.0	3.0	3.0	3.0	3.0
Yellow Clr/Alt Clr	4.4	3.7	4.4	4.4	3.7
Red Clr/Alt Red Clr	2.2	3.5	2.0	2.2	3.5
Max Green I	17	17	12	17	17
Max Green II	40	45	25	40	45
Walk	---	7	---	7	7
Walk - XGuard	---	---	---	---	---
FDW	---	30	---	14	30
FDW - XGuard	---	---	---	---	---
Detector Memory	---	---	---	---	---
Phase Recall	MIN	---	---	MIN	---
Ped Recall	---	---	---	ON	---
Flash Operation	YEL	RED	---	YEL	---

Controller Operation

RXR Preempt: No FDOT SOP: 12
 Fire Preempt: No 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 2 + 6

Phase Ring Assignments

Sequence 1 Ring 1: 1 2 / 4
 Ring 2: 5 6 / 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: Ø5 LS6: Ø6 LS7: LS8:
 LS9: LS10: LS11: LS12: LS13: LS14: P4 LS15: P6 LS16: P8

Comments

Logic statement Control (LP 1-15 EEE)
 Logic stat. 1 IF DET 14 on - Then Det 14 on
 2 " 15 " " " P4 on
 3 " 16 " " " P8 on

Submitted By: *[Signature]* Date: 10-31-17 Review By: *[Signature]* Date: 10-31-17 Approved By: *[Signature]* Date: 10-31-17

Implemented By: *[Signature]* Date: 11-1-17 Notes:

DET Assign
 14-14
 15-15
 16-16

17-1
 18-2
 19-3
 20-4

21-5
 22-6



Coordination Pattern Page

Print Date: 10/31/2017

Major Street: MERIDIAN

Section Id: 1304

Record Number: 166

Coord Date: 10/18/2017

Minor Street: WHITING

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 6 all other times

Day Plan #4 - Sun - patt 7, then patt 6 all other times

Min Green:		10		10	5	10		10
Yellow CLR:		4.4		3.7	4.4	4.4		3.7
All Red CLR:		2.2		3.5	2.0	2.2		3.5
Walk:		---		7	---	7		7
FDW:		---		30	---	14		30

Direction:		SB		WB	SBLT	NB		EBPED
Ø Number:		2		4	5	6		8

	Patterns	Cycle	Offset							
1.	0615 - 0900 AM Peak	140	0		95		45	15	80	45
2.	0900 - 1130 AM Off Peak	120	0		75		45	24	51	45
3.	1130 - 1330 Noon	120	0		75		45	24	51	45
4.	1330 - 1515 PM Off Peak	120	0		75		45	24	51	45
5.	1515 - 1830 PM Peak	140	0		95		45	20	75	45
6.	1830 - 2000 Evening	120	0		75		45	24	51	45
7.	2000 - 2200 Late	120	0		75		45	24	51	45
8.	2200 - 0615 Overnight	120	0		75		45	24	51	45
9.	Convention Center - Out	120	0		75		45	24	51	45
10.	Arena - In	120	0		75		45	24	51	45
11.	Arena - Out Florida Ave Close	120	0		81		39	13	68	39
12.	Marriot - Out (PM Special)	120	0		81		39	13	68	39
13.	Arena - Out Florida Ave Open	120	0		75		45	13	62	45
14.	Arena Inbound Flush	160	30		115		45	24	91	45
15.	Arena Large / Straz Outbound	240	80		195		45	20	175	45
16.	Hurricane	100	0		61		39	13	48	39

Appendix D

Seasonal and Axle Correction Factors



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.95	0.98
*11	03/06/2022 - 03/12/2022	0.95	0.98
*12	03/13/2022 - 03/19/2022	0.95	0.98
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.04	1.07
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.01	1.04
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.04	1.07
37	09/04/2022 - 09/10/2022	1.06	1.09
38	09/11/2022 - 09/17/2022	1.08	1.11
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

23-FEB-2023 09:11:23

830UPD

7_1000_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1004 HILLSBOROUGH I4

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.01
2	01/02/2022 - 01/08/2022	1.02	1.04
3	01/09/2022 - 01/15/2022	1.04	1.06
4	01/16/2022 - 01/22/2022	1.03	1.05
5	01/23/2022 - 01/29/2022	1.02	1.04
6	01/30/2022 - 02/05/2022	1.00	1.02
7	02/06/2022 - 02/12/2022	0.99	1.01
* 8	02/13/2022 - 02/19/2022	0.98	1.00
* 9	02/20/2022 - 02/26/2022	0.98	1.00
*10	02/27/2022 - 03/05/2022	0.97	0.99
*11	03/06/2022 - 03/12/2022	0.97	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.98
*13	03/20/2022 - 03/26/2022	0.97	0.99
*14	03/27/2022 - 04/02/2022	0.97	0.99
*15	04/03/2022 - 04/09/2022	0.98	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.00
*19	05/01/2022 - 05/07/2022	0.99	1.01
*20	05/08/2022 - 05/14/2022	0.99	1.01
21	05/15/2022 - 05/21/2022	0.99	1.01
22	05/22/2022 - 05/28/2022	0.99	1.01
23	05/29/2022 - 06/04/2022	1.00	1.02
24	06/05/2022 - 06/11/2022	1.00	1.02
25	06/12/2022 - 06/18/2022	1.00	1.02
26	06/19/2022 - 06/25/2022	1.00	1.02
27	06/26/2022 - 07/02/2022	1.01	1.03
28	07/03/2022 - 07/09/2022	1.01	1.03
29	07/10/2022 - 07/16/2022	1.01	1.03
30	07/17/2022 - 07/23/2022	1.01	1.03
31	07/24/2022 - 07/30/2022	1.01	1.03
32	07/31/2022 - 08/06/2022	1.01	1.03
33	08/07/2022 - 08/13/2022	1.01	1.03
34	08/14/2022 - 08/20/2022	1.01	1.03
35	08/21/2022 - 08/27/2022	1.03	1.05
36	08/28/2022 - 09/03/2022	1.06	1.08
37	09/04/2022 - 09/10/2022	1.08	1.10
38	09/11/2022 - 09/17/2022	1.10	1.12
39	09/18/2022 - 09/24/2022	1.07	1.09
40	09/25/2022 - 10/01/2022	1.05	1.07
41	10/02/2022 - 10/08/2022	1.02	1.04
42	10/09/2022 - 10/15/2022	0.99	1.01
43	10/16/2022 - 10/22/2022	0.99	1.01
44	10/23/2022 - 10/29/2022	1.00	1.02
45	10/30/2022 - 11/05/2022	1.00	1.02
46	11/06/2022 - 11/12/2022	1.01	1.03
47	11/13/2022 - 11/19/2022	1.01	1.03
48	11/20/2022 - 11/26/2022	1.01	1.03
49	11/27/2022 - 12/03/2022	1.00	1.02
50	12/04/2022 - 12/10/2022	1.00	1.02
51	12/11/2022 - 12/17/2022	0.99	1.01
52	12/18/2022 - 12/24/2022	1.02	1.04
53	12/25/2022 - 12/31/2022	1.04	1.06

* PEAK SEASON

23-FEB-2023 09:11:23

830UPD

7_1004_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1027 HILLSBOROUGH I275

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.02
2	01/02/2022 - 01/08/2022	1.03	1.07
3	01/09/2022 - 01/15/2022	1.08	1.13
4	01/16/2022 - 01/22/2022	1.05	1.09
5	01/23/2022 - 01/29/2022	1.03	1.07
6	01/30/2022 - 02/05/2022	1.01	1.05
7	02/06/2022 - 02/12/2022	0.99	1.03
* 8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.95	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.98
*12	03/13/2022 - 03/19/2022	0.94	0.98
*13	03/20/2022 - 03/26/2022	0.94	0.98
*14	03/27/2022 - 04/02/2022	0.94	0.98
*15	04/03/2022 - 04/09/2022	0.95	0.99
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.97	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.02
*20	05/08/2022 - 05/14/2022	0.99	1.03
21	05/15/2022 - 05/21/2022	1.00	1.04
22	05/22/2022 - 05/28/2022	1.01	1.05
23	05/29/2022 - 06/04/2022	1.01	1.05
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.03	1.07
27	06/26/2022 - 07/02/2022	1.03	1.07
28	07/03/2022 - 07/09/2022	1.03	1.07
29	07/10/2022 - 07/16/2022	1.04	1.08
30	07/17/2022 - 07/23/2022	1.04	1.08
31	07/24/2022 - 07/30/2022	1.04	1.08
32	07/31/2022 - 08/06/2022	1.04	1.08
33	08/07/2022 - 08/13/2022	1.04	1.08
34	08/14/2022 - 08/20/2022	1.04	1.08
35	08/21/2022 - 08/27/2022	1.05	1.09
36	08/28/2022 - 09/03/2022	1.06	1.10
37	09/04/2022 - 09/10/2022	1.07	1.11
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.06	1.10
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.00	1.04
42	10/09/2022 - 10/15/2022	0.97	1.01
43	10/16/2022 - 10/22/2022	0.98	1.02
44	10/23/2022 - 10/29/2022	0.99	1.03
45	10/30/2022 - 11/05/2022	0.99	1.03
46	11/06/2022 - 11/12/2022	1.00	1.04
47	11/13/2022 - 11/19/2022	1.01	1.05
48	11/20/2022 - 11/26/2022	1.00	1.04
49	11/27/2022 - 12/03/2022	0.99	1.03
50	12/04/2022 - 12/10/2022	0.98	1.02
51	12/11/2022 - 12/17/2022	0.98	1.02
52	12/18/2022 - 12/24/2022	1.03	1.07
53	12/25/2022 - 12/31/2022	1.08	1.13

* PEAK SEASON

23-FEB-2023 09:11:23

830UPD

7_1027_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1075 HILLSBOROUGH I75

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2022 - 01/01/2022	0.97	1.01
2	01/02/2022 - 01/08/2022	1.01	1.05
3	01/09/2022 - 01/15/2022	1.05	1.09
4	01/16/2022 - 01/22/2022	1.03	1.07
5	01/23/2022 - 01/29/2022	1.02	1.06
6	01/30/2022 - 02/05/2022	1.00	1.04
7	02/06/2022 - 02/12/2022	0.99	1.03
* 8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.97	1.01
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.01
*18	04/24/2022 - 04/30/2022	0.97	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.02
*20	05/08/2022 - 05/14/2022	0.98	1.02
21	05/15/2022 - 05/21/2022	0.99	1.03
22	05/22/2022 - 05/28/2022	1.00	1.04
23	05/29/2022 - 06/04/2022	1.01	1.05
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.03	1.07
27	06/26/2022 - 07/02/2022	1.03	1.07
28	07/03/2022 - 07/09/2022	1.03	1.07
29	07/10/2022 - 07/16/2022	1.03	1.07
30	07/17/2022 - 07/23/2022	1.03	1.07
31	07/24/2022 - 07/30/2022	1.03	1.07
32	07/31/2022 - 08/06/2022	1.02	1.06
33	08/07/2022 - 08/13/2022	1.02	1.06
34	08/14/2022 - 08/20/2022	1.02	1.06
35	08/21/2022 - 08/27/2022	1.04	1.08
36	08/28/2022 - 09/03/2022	1.07	1.11
37	09/04/2022 - 09/10/2022	1.09	1.14
38	09/11/2022 - 09/17/2022	1.11	1.16
39	09/18/2022 - 09/24/2022	1.08	1.13
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.97	1.01
43	10/16/2022 - 10/22/2022	0.98	1.02
44	10/23/2022 - 10/29/2022	0.98	1.02
45	10/30/2022 - 11/05/2022	0.99	1.03
46	11/06/2022 - 11/12/2022	0.99	1.03
47	11/13/2022 - 11/19/2022	1.00	1.04
48	11/20/2022 - 11/26/2022	0.99	1.03
49	11/27/2022 - 12/03/2022	0.99	1.03
50	12/04/2022 - 12/10/2022	0.98	1.02
51	12/11/2022 - 12/17/2022	0.97	1.01
52	12/18/2022 - 12/24/2022	1.01	1.05
53	12/25/2022 - 12/31/2022	1.05	1.09

* PEAK SEASON

23-FEB-2023 09:11:23

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2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1000 I75, US301 - SR582	1001 I75, SR582 - PASCO C	1002 I275, PINELLAS-I4	1003 SR569/599, SR618-US92
1	01/01/2022 - 01/01/2022	0.94	0.94	0.97	0.96
2	01/02/2022 - 01/08/2022	0.95	0.94	0.97	0.95
3	01/09/2022 - 01/15/2022	0.95	0.94	0.97	0.93
4	01/16/2022 - 01/22/2022	0.95	0.94	0.97	0.93
5	01/23/2022 - 01/29/2022	0.95	0.94	0.97	0.93
6	01/30/2022 - 02/05/2022	0.95	0.93	0.97	0.93
7	02/06/2022 - 02/12/2022	0.95	0.93	0.97	0.93
8	02/13/2022 - 02/19/2022	0.95	0.93	0.97	0.93
9	02/20/2022 - 02/26/2022	0.95	0.93	0.97	0.93
10	02/27/2022 - 03/05/2022	0.95	0.94	0.97	0.93
11	03/06/2022 - 03/12/2022	0.95	0.94	0.97	0.93
12	03/13/2022 - 03/19/2022	0.95	0.94	0.97	0.93
13	03/20/2022 - 03/26/2022	0.95	0.94	0.97	0.93
14	03/27/2022 - 04/02/2022	0.96	0.94	0.97	0.93
15	04/03/2022 - 04/09/2022	0.96	0.94	0.97	0.93
16	04/10/2022 - 04/16/2022	0.96	0.94	0.97	0.93
17	04/17/2022 - 04/23/2022	0.96	0.94	0.97	0.93
18	04/24/2022 - 04/30/2022	0.96	0.94	0.97	0.93
19	05/01/2022 - 05/07/2022	0.96	0.94	0.97	0.92
20	05/08/2022 - 05/14/2022	0.96	0.94	0.97	0.92
21	05/15/2022 - 05/21/2022	0.96	0.94	0.97	0.92
22	05/22/2022 - 05/28/2022	0.96	0.94	0.97	0.92
23	05/29/2022 - 06/04/2022	0.96	0.94	0.97	0.92
24	06/05/2022 - 06/11/2022	0.95	0.93	0.97	0.92
25	06/12/2022 - 06/18/2022	0.95	0.93	0.97	0.92
26	06/19/2022 - 06/25/2022	0.95	0.93	0.97	0.92
27	06/26/2022 - 07/02/2022	0.95	0.93	0.97	0.93
28	07/03/2022 - 07/09/2022	0.95	0.93	0.97	0.93
29	07/10/2022 - 07/16/2022	0.95	0.93	0.97	0.93
30	07/17/2022 - 07/23/2022	0.95	0.93	0.97	0.93
31	07/24/2022 - 07/30/2022	0.95	0.93	0.97	0.93
32	07/31/2022 - 08/06/2022	0.95	0.93	0.97	0.92
33	08/07/2022 - 08/13/2022	0.95	0.93	0.97	0.92
34	08/14/2022 - 08/20/2022	0.95	0.93	0.97	0.92
35	08/21/2022 - 08/27/2022	0.95	0.93	0.97	0.92
36	08/28/2022 - 09/03/2022	0.96	0.94	0.97	0.93
37	09/04/2022 - 09/10/2022	0.96	0.94	0.97	0.93
38	09/11/2022 - 09/17/2022	0.96	0.94	0.97	0.93
39	09/18/2022 - 09/24/2022	0.96	0.94	0.97	0.93
40	09/25/2022 - 10/01/2022	0.95	0.94	0.97	0.93
41	10/02/2022 - 10/08/2022	0.95	0.94	0.97	0.92
42	10/09/2022 - 10/15/2022	0.94	0.94	0.97	0.92
43	10/16/2022 - 10/22/2022	0.94	0.94	0.97	0.92
44	10/23/2022 - 10/29/2022	0.94	0.94	0.97	0.93
45	10/30/2022 - 11/05/2022	0.94	0.94	0.97	0.93
46	11/06/2022 - 11/12/2022	0.94	0.94	0.97	0.94
47	11/13/2022 - 11/19/2022	0.94	0.94	0.97	0.94
48	11/20/2022 - 11/26/2022	0.94	0.94	0.97	0.95
49	11/27/2022 - 12/03/2022	0.94	0.94	0.97	0.95
50	12/04/2022 - 12/10/2022	0.94	0.94	0.97	0.96
51	12/11/2022 - 12/17/2022	0.94	0.94	0.97	0.96
52	12/18/2022 - 12/24/2022	0.95	0.94	0.97	0.95
53	12/25/2022 - 12/31/2022	0.95	0.94	0.97	0.93

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1004 I75, US301 - SR582	1005 I75, SR582 - PASCO C	1007 I275, PINELLAS-I4	1009 SR569/599, SR618-US92
1	01/01/2022 - 01/01/2022	0.96	0.96	0.96	0.93
2	01/02/2022 - 01/08/2022	0.95	0.95	0.96	0.93
3	01/09/2022 - 01/15/2022	0.93	0.93	0.96	0.93
4	01/16/2022 - 01/22/2022	0.93	0.93	0.96	0.93
5	01/23/2022 - 01/29/2022	0.93	0.94	0.96	0.93
6	01/30/2022 - 02/05/2022	0.93	0.94	0.96	0.93
7	02/06/2022 - 02/12/2022	0.93	0.95	0.96	0.93
8	02/13/2022 - 02/19/2022	0.93	0.95	0.96	0.93
9	02/20/2022 - 02/26/2022	0.93	0.95	0.96	0.93
10	02/27/2022 - 03/05/2022	0.93	0.95	0.96	0.93
11	03/06/2022 - 03/12/2022	0.93	0.95	0.96	0.93
12	03/13/2022 - 03/19/2022	0.93	0.95	0.96	0.93
13	03/20/2022 - 03/26/2022	0.93	0.95	0.96	0.93
14	03/27/2022 - 04/02/2022	0.93	0.95	0.96	0.93
15	04/03/2022 - 04/09/2022	0.93	0.95	0.96	0.93
16	04/10/2022 - 04/16/2022	0.93	0.95	0.96	0.93
17	04/17/2022 - 04/23/2022	0.93	0.95	0.96	0.93
18	04/24/2022 - 04/30/2022	0.93	0.95	0.96	0.93
19	05/01/2022 - 05/07/2022	0.92	0.94	0.96	0.93
20	05/08/2022 - 05/14/2022	0.92	0.94	0.96	0.93
21	05/15/2022 - 05/21/2022	0.92	0.94	0.96	0.93
22	05/22/2022 - 05/28/2022	0.92	0.94	0.96	0.93
23	05/29/2022 - 06/04/2022	0.92	0.94	0.96	0.93
24	06/05/2022 - 06/11/2022	0.92	0.94	0.96	0.93
25	06/12/2022 - 06/18/2022	0.92	0.94	0.96	0.93
26	06/19/2022 - 06/25/2022	0.92	0.94	0.96	0.93
27	06/26/2022 - 07/02/2022	0.93	0.95	0.96	0.93
28	07/03/2022 - 07/09/2022	0.93	0.95	0.96	0.93
29	07/10/2022 - 07/16/2022	0.93	0.95	0.96	0.93
30	07/17/2022 - 07/23/2022	0.93	0.95	0.96	0.93
31	07/24/2022 - 07/30/2022	0.93	0.95	0.96	0.93
32	07/31/2022 - 08/06/2022	0.92	0.94	0.96	0.93
33	08/07/2022 - 08/13/2022	0.92	0.94	0.96	0.93
34	08/14/2022 - 08/20/2022	0.92	0.94	0.96	0.93
35	08/21/2022 - 08/27/2022	0.92	0.94	0.96	0.93
36	08/28/2022 - 09/03/2022	0.93	0.95	0.96	0.93
37	09/04/2022 - 09/10/2022	0.93	0.95	0.96	0.93
38	09/11/2022 - 09/17/2022	0.93	0.95	0.96	0.93
39	09/18/2022 - 09/24/2022	0.93	0.95	0.96	0.93
40	09/25/2022 - 10/01/2022	0.92	0.95	0.96	0.93
41	10/02/2022 - 10/08/2022	0.92	0.94	0.96	0.93
42	10/09/2022 - 10/15/2022	0.91	0.94	0.96	0.93
43	10/16/2022 - 10/22/2022	0.92	0.94	0.96	0.93
44	10/23/2022 - 10/29/2022	0.92	0.94	0.96	0.93
45	10/30/2022 - 11/05/2022	0.93	0.95	0.96	0.93
46	11/06/2022 - 11/12/2022	0.93	0.95	0.96	0.93
47	11/13/2022 - 11/19/2022	0.94	0.95	0.96	0.93
48	11/20/2022 - 11/26/2022	0.95	0.95	0.96	0.93
49	11/27/2022 - 12/03/2022	0.95	0.96	0.96	0.93
50	12/04/2022 - 12/10/2022	0.96	0.96	0.96	0.93
51	12/11/2022 - 12/17/2022	0.96	0.96	0.96	0.93
52	12/18/2022 - 12/24/2022	0.95	0.95	0.96	0.93
53	12/25/2022 - 12/31/2022	0.93	0.93	0.96	0.93

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1010 SR618, SR600 - SR60	1011 SR618, SR60 - I75	US41	1012	1013 US301, MANATEE-CR672
1	01/01/2022 - 01/01/2022	0.99	0.97		0.93	0.91
2	01/02/2022 - 01/08/2022	0.99	0.97		0.93	0.91
3	01/09/2022 - 01/15/2022	0.99	0.97		0.93	0.91
4	01/16/2022 - 01/22/2022	0.99	0.97		0.93	0.91
5	01/23/2022 - 01/29/2022	0.99	0.97		0.93	0.91
6	01/30/2022 - 02/05/2022	0.99	0.97		0.93	0.91
7	02/06/2022 - 02/12/2022	0.99	0.97		0.93	0.91
8	02/13/2022 - 02/19/2022	0.99	0.97		0.93	0.91
9	02/20/2022 - 02/26/2022	0.99	0.97		0.93	0.91
10	02/27/2022 - 03/05/2022	0.99	0.97		0.93	0.91
11	03/06/2022 - 03/12/2022	0.99	0.97		0.93	0.91
12	03/13/2022 - 03/19/2022	0.99	0.97		0.93	0.91
13	03/20/2022 - 03/26/2022	0.99	0.97		0.93	0.91
14	03/27/2022 - 04/02/2022	0.99	0.97		0.93	0.91
15	04/03/2022 - 04/09/2022	0.99	0.97		0.93	0.91
16	04/10/2022 - 04/16/2022	0.99	0.97		0.93	0.91
17	04/17/2022 - 04/23/2022	0.99	0.97		0.93	0.91
18	04/24/2022 - 04/30/2022	0.99	0.97		0.93	0.91
19	05/01/2022 - 05/07/2022	0.99	0.97		0.93	0.91
20	05/08/2022 - 05/14/2022	0.99	0.97		0.93	0.91
21	05/15/2022 - 05/21/2022	0.99	0.97		0.93	0.91
22	05/22/2022 - 05/28/2022	0.99	0.97		0.93	0.91
23	05/29/2022 - 06/04/2022	0.99	0.97		0.93	0.91
24	06/05/2022 - 06/11/2022	0.99	0.97		0.93	0.91
25	06/12/2022 - 06/18/2022	0.99	0.97		0.93	0.91
26	06/19/2022 - 06/25/2022	0.99	0.97		0.93	0.91
27	06/26/2022 - 07/02/2022	0.99	0.97		0.93	0.91
28	07/03/2022 - 07/09/2022	0.99	0.97		0.93	0.91
29	07/10/2022 - 07/16/2022	0.99	0.97		0.93	0.91
30	07/17/2022 - 07/23/2022	0.99	0.97		0.93	0.91
31	07/24/2022 - 07/30/2022	0.99	0.97		0.93	0.91
32	07/31/2022 - 08/06/2022	0.99	0.97		0.93	0.91
33	08/07/2022 - 08/13/2022	0.99	0.97		0.93	0.91
34	08/14/2022 - 08/20/2022	0.99	0.97		0.93	0.91
35	08/21/2022 - 08/27/2022	0.99	0.97		0.93	0.91
36	08/28/2022 - 09/03/2022	0.99	0.97		0.93	0.91
37	09/04/2022 - 09/10/2022	0.99	0.97		0.93	0.91
38	09/11/2022 - 09/17/2022	0.99	0.97		0.93	0.91
39	09/18/2022 - 09/24/2022	0.99	0.97		0.93	0.91
40	09/25/2022 - 10/01/2022	0.99	0.97		0.93	0.91
41	10/02/2022 - 10/08/2022	0.99	0.97		0.93	0.91
42	10/09/2022 - 10/15/2022	0.99	0.97		0.93	0.91
43	10/16/2022 - 10/22/2022	0.99	0.97		0.93	0.91
44	10/23/2022 - 10/29/2022	0.99	0.97		0.93	0.91
45	10/30/2022 - 11/05/2022	0.99	0.97		0.93	0.91
46	11/06/2022 - 11/12/2022	0.99	0.97		0.93	0.91
47	11/13/2022 - 11/19/2022	0.99	0.97		0.93	0.91
48	11/20/2022 - 11/26/2022	0.99	0.97		0.93	0.91
49	11/27/2022 - 12/03/2022	0.99	0.97		0.93	0.91
50	12/04/2022 - 12/10/2022	0.99	0.97		0.93	0.91
51	12/11/2022 - 12/17/2022	0.99	0.97		0.93	0.91
52	12/18/2022 - 12/24/2022	0.99	0.97		0.93	0.91
53	12/25/2022 - 12/31/2022	0.99	0.97		0.93	0.91

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1014 US301, CR672 - I75	1015 US301, I75 - I-4	1016 SR685(NB), SR60-SR574	1017 SR685, SR574 - SR580
1	01/01/2022 - 01/01/2022	0.98	0.98	0.98	0.99
2	01/02/2022 - 01/08/2022	0.98	0.98	0.98	0.99
3	01/09/2022 - 01/15/2022	0.98	0.98	0.97	0.99
4	01/16/2022 - 01/22/2022	0.98	0.98	0.97	0.99
5	01/23/2022 - 01/29/2022	0.98	0.98	0.97	0.99
6	01/30/2022 - 02/05/2022	0.98	0.98	0.98	0.99
7	02/06/2022 - 02/12/2022	0.98	0.98	0.98	0.99
8	02/13/2022 - 02/19/2022	0.98	0.98	0.98	0.99
9	02/20/2022 - 02/26/2022	0.98	0.98	0.98	0.99
10	02/27/2022 - 03/05/2022	0.98	0.98	0.98	0.99
11	03/06/2022 - 03/12/2022	0.98	0.98	0.97	0.99
12	03/13/2022 - 03/19/2022	0.98	0.98	0.97	0.99
13	03/20/2022 - 03/26/2022	0.98	0.98	0.97	0.99
14	03/27/2022 - 04/02/2022	0.98	0.98	0.98	0.99
15	04/03/2022 - 04/09/2022	0.98	0.98	0.98	0.99
16	04/10/2022 - 04/16/2022	0.98	0.98	0.98	0.99
17	04/17/2022 - 04/23/2022	0.98	0.98	0.98	0.99
18	04/24/2022 - 04/30/2022	0.98	0.98	0.98	0.99
19	05/01/2022 - 05/07/2022	0.98	0.98	0.98	0.99
20	05/08/2022 - 05/14/2022	0.98	0.98	0.98	0.99
21	05/15/2022 - 05/21/2022	0.98	0.98	0.98	0.99
22	05/22/2022 - 05/28/2022	0.98	0.98	0.98	0.99
23	05/29/2022 - 06/04/2022	0.98	0.98	0.98	0.99
24	06/05/2022 - 06/11/2022	0.98	0.98	0.98	0.99
25	06/12/2022 - 06/18/2022	0.98	0.98	0.98	0.99
26	06/19/2022 - 06/25/2022	0.98	0.98	0.98	0.99
27	06/26/2022 - 07/02/2022	0.98	0.98	0.98	0.99
28	07/03/2022 - 07/09/2022	0.98	0.98	0.98	0.99
29	07/10/2022 - 07/16/2022	0.98	0.98	0.98	0.99
30	07/17/2022 - 07/23/2022	0.98	0.98	0.98	0.99
31	07/24/2022 - 07/30/2022	0.98	0.98	0.98	0.99
32	07/31/2022 - 08/06/2022	0.98	0.98	0.98	0.99
33	08/07/2022 - 08/13/2022	0.98	0.98	0.98	0.99
34	08/14/2022 - 08/20/2022	0.98	0.98	0.98	0.99
35	08/21/2022 - 08/27/2022	0.98	0.98	0.98	0.99
36	08/28/2022 - 09/03/2022	0.98	0.98	0.98	0.99
37	09/04/2022 - 09/10/2022	0.98	0.98	0.98	0.99
38	09/11/2022 - 09/17/2022	0.98	0.98	0.98	0.99
39	09/18/2022 - 09/24/2022	0.97	0.97	0.98	0.99
40	09/25/2022 - 10/01/2022	0.97	0.97	0.98	0.99
41	10/02/2022 - 10/08/2022	0.96	0.96	0.98	0.99
42	10/09/2022 - 10/15/2022	0.95	0.95	0.98	0.99
43	10/16/2022 - 10/22/2022	0.96	0.96	0.98	0.99
44	10/23/2022 - 10/29/2022	0.96	0.96	0.98	0.99
45	10/30/2022 - 11/05/2022	0.97	0.97	0.98	0.99
46	11/06/2022 - 11/12/2022	0.97	0.97	0.98	0.99
47	11/13/2022 - 11/19/2022	0.98	0.98	0.98	0.99
48	11/20/2022 - 11/26/2022	0.98	0.98	0.98	0.99
49	11/27/2022 - 12/03/2022	0.98	0.98	0.98	0.99
50	12/04/2022 - 12/10/2022	0.98	0.98	0.98	0.99
51	12/11/2022 - 12/17/2022	0.98	0.98	0.98	0.99
52	12/18/2022 - 12/24/2022	0.98	0.98	0.98	0.99
53	12/25/2022 - 12/31/2022	0.98	0.98	0.97	0.99

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1018 SR685, SR580 - SR579	1019 SR685, SR579 - SR45	1020 SR685(SB), SR574-SR60	1021 US92, US41 - I-75
1	01/01/2022 - 01/01/2022	0.99	0.99	0.99	0.98
2	01/02/2022 - 01/08/2022	0.99	0.99	0.99	0.98
3	01/09/2022 - 01/15/2022	0.99	0.99	0.99	0.98
4	01/16/2022 - 01/22/2022	0.99	0.99	0.99	0.98
5	01/23/2022 - 01/29/2022	0.99	0.99	0.99	0.98
6	01/30/2022 - 02/05/2022	0.99	0.99	0.99	0.98
7	02/06/2022 - 02/12/2022	0.99	0.99	0.99	0.98
8	02/13/2022 - 02/19/2022	0.99	0.99	0.99	0.98
9	02/20/2022 - 02/26/2022	0.99	0.99	0.99	0.98
10	02/27/2022 - 03/05/2022	0.99	0.99	0.99	0.98
11	03/06/2022 - 03/12/2022	0.99	0.99	0.99	0.98
12	03/13/2022 - 03/19/2022	0.99	0.99	0.99	0.98
13	03/20/2022 - 03/26/2022	0.99	0.99	0.99	0.98
14	03/27/2022 - 04/02/2022	0.99	0.99	0.99	0.98
15	04/03/2022 - 04/09/2022	0.99	0.99	0.99	0.98
16	04/10/2022 - 04/16/2022	0.99	0.99	0.99	0.98
17	04/17/2022 - 04/23/2022	0.99	0.99	0.99	0.98
18	04/24/2022 - 04/30/2022	0.99	0.99	0.99	0.98
19	05/01/2022 - 05/07/2022	0.99	0.99	0.99	0.98
20	05/08/2022 - 05/14/2022	0.99	0.99	0.99	0.98
21	05/15/2022 - 05/21/2022	0.99	0.99	0.99	0.98
22	05/22/2022 - 05/28/2022	0.99	0.99	0.99	0.98
23	05/29/2022 - 06/04/2022	0.99	0.99	0.99	0.98
24	06/05/2022 - 06/11/2022	0.99	0.99	0.99	0.98
25	06/12/2022 - 06/18/2022	0.99	0.99	0.99	0.98
26	06/19/2022 - 06/25/2022	0.99	0.99	0.99	0.98
27	06/26/2022 - 07/02/2022	0.99	0.99	0.99	0.98
28	07/03/2022 - 07/09/2022	0.99	0.99	0.99	0.98
29	07/10/2022 - 07/16/2022	0.99	0.99	0.99	0.98
30	07/17/2022 - 07/23/2022	0.99	0.99	0.99	0.98
31	07/24/2022 - 07/30/2022	0.99	0.99	0.99	0.98
32	07/31/2022 - 08/06/2022	0.99	0.99	0.99	0.98
33	08/07/2022 - 08/13/2022	0.99	0.99	0.99	0.98
34	08/14/2022 - 08/20/2022	0.99	0.99	0.99	0.98
35	08/21/2022 - 08/27/2022	0.99	0.99	0.99	0.98
36	08/28/2022 - 09/03/2022	0.99	0.99	0.99	0.98
37	09/04/2022 - 09/10/2022	0.99	0.99	0.99	0.98
38	09/11/2022 - 09/17/2022	0.99	0.99	0.99	0.98
39	09/18/2022 - 09/24/2022	0.99	0.99	0.99	0.98
40	09/25/2022 - 10/01/2022	0.99	0.99	0.99	0.98
41	10/02/2022 - 10/08/2022	0.99	0.99	0.99	0.98
42	10/09/2022 - 10/15/2022	0.99	0.99	0.99	0.98
43	10/16/2022 - 10/22/2022	0.99	0.99	0.99	0.98
44	10/23/2022 - 10/29/2022	0.99	0.99	0.99	0.98
45	10/30/2022 - 11/05/2022	0.99	0.99	0.99	0.98
46	11/06/2022 - 11/12/2022	0.99	0.99	0.99	0.98
47	11/13/2022 - 11/19/2022	0.99	0.99	0.99	0.98
48	11/20/2022 - 11/26/2022	0.99	0.99	0.99	0.98
49	11/27/2022 - 12/03/2022	0.99	0.99	0.99	0.98
50	12/04/2022 - 12/10/2022	0.99	0.99	0.99	0.98
51	12/11/2022 - 12/17/2022	0.99	0.99	0.99	0.98
52	12/18/2022 - 12/24/2022	0.99	0.99	0.99	0.98
53	12/25/2022 - 12/31/2022	0.99	0.99	0.99	0.98

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1022 US92,US301-WHITEHURS	1023 SR600, SR566-SR533	1024 US92 WB (BAKER ST.)	1025 US41, SR60 - SR574
1	01/01/2022 - 01/01/2022	0.94	0.97	0.94	0.98
2	01/02/2022 - 01/08/2022	0.94	0.97	0.94	0.98
3	01/09/2022 - 01/15/2022	0.94	0.97	0.94	0.98
4	01/16/2022 - 01/22/2022	0.94	0.97	0.94	0.98
5	01/23/2022 - 01/29/2022	0.94	0.97	0.94	0.98
6	01/30/2022 - 02/05/2022	0.93	0.97	0.93	0.98
7	02/06/2022 - 02/12/2022	0.93	0.97	0.93	0.98
8	02/13/2022 - 02/19/2022	0.93	0.97	0.93	0.98
9	02/20/2022 - 02/26/2022	0.93	0.97	0.93	0.98
10	02/27/2022 - 03/05/2022	0.94	0.97	0.94	0.98
11	03/06/2022 - 03/12/2022	0.94	0.97	0.94	0.98
12	03/13/2022 - 03/19/2022	0.94	0.97	0.94	0.98
13	03/20/2022 - 03/26/2022	0.94	0.97	0.94	0.98
14	03/27/2022 - 04/02/2022	0.94	0.97	0.94	0.98
15	04/03/2022 - 04/09/2022	0.94	0.97	0.94	0.98
16	04/10/2022 - 04/16/2022	0.94	0.97	0.94	0.98
17	04/17/2022 - 04/23/2022	0.94	0.97	0.94	0.98
18	04/24/2022 - 04/30/2022	0.94	0.97	0.94	0.98
19	05/01/2022 - 05/07/2022	0.94	0.97	0.94	0.98
20	05/08/2022 - 05/14/2022	0.94	0.97	0.94	0.98
21	05/15/2022 - 05/21/2022	0.94	0.97	0.94	0.98
22	05/22/2022 - 05/28/2022	0.94	0.97	0.94	0.98
23	05/29/2022 - 06/04/2022	0.94	0.97	0.94	0.98
24	06/05/2022 - 06/11/2022	0.93	0.97	0.93	0.98
25	06/12/2022 - 06/18/2022	0.93	0.97	0.93	0.98
26	06/19/2022 - 06/25/2022	0.93	0.97	0.93	0.98
27	06/26/2022 - 07/02/2022	0.93	0.97	0.93	0.98
28	07/03/2022 - 07/09/2022	0.93	0.97	0.93	0.98
29	07/10/2022 - 07/16/2022	0.93	0.97	0.93	0.98
30	07/17/2022 - 07/23/2022	0.93	0.97	0.93	0.98
31	07/24/2022 - 07/30/2022	0.93	0.97	0.93	0.98
32	07/31/2022 - 08/06/2022	0.93	0.97	0.93	0.98
33	08/07/2022 - 08/13/2022	0.93	0.97	0.93	0.98
34	08/14/2022 - 08/20/2022	0.93	0.97	0.93	0.98
35	08/21/2022 - 08/27/2022	0.93	0.97	0.93	0.98
36	08/28/2022 - 09/03/2022	0.94	0.97	0.94	0.98
37	09/04/2022 - 09/10/2022	0.94	0.97	0.94	0.98
38	09/11/2022 - 09/17/2022	0.94	0.97	0.94	0.98
39	09/18/2022 - 09/24/2022	0.95	0.97	0.94	0.98
40	09/25/2022 - 10/01/2022	0.95	0.97	0.94	0.98
41	10/02/2022 - 10/08/2022	0.96	0.97	0.94	0.98
42	10/09/2022 - 10/15/2022	0.96	0.97	0.94	0.98
43	10/16/2022 - 10/22/2022	0.96	0.97	0.94	0.98
44	10/23/2022 - 10/29/2022	0.95	0.97	0.94	0.98
45	10/30/2022 - 11/05/2022	0.95	0.97	0.94	0.98
46	11/06/2022 - 11/12/2022	0.94	0.97	0.94	0.98
47	11/13/2022 - 11/19/2022	0.94	0.97	0.94	0.98
48	11/20/2022 - 11/26/2022	0.94	0.97	0.94	0.98
49	11/27/2022 - 12/03/2022	0.94	0.97	0.94	0.98
50	12/04/2022 - 12/10/2022	0.94	0.97	0.94	0.98
51	12/11/2022 - 12/17/2022	0.94	0.97	0.94	0.98
52	12/18/2022 - 12/24/2022	0.94	0.97	0.94	0.98
53	12/25/2022 - 12/31/2022	0.94	0.97	0.94	0.98

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	US41, SR574 - 1026 SR580	US41, SR580 - 1027 APOLBCH BL	US41, APOLBCH BL - 1028	US41, APOL BCH BL - 1029 BL-676
1	01/01/2022 - 01/01/2022	0.99	0.99	0.99	0.99
2	01/02/2022 - 01/08/2022	0.99	0.99	0.99	0.99
3	01/09/2022 - 01/15/2022	0.99	0.99	0.99	0.99
4	01/16/2022 - 01/22/2022	0.99	0.99	0.99	0.99
5	01/23/2022 - 01/29/2022	0.99	0.99	0.99	0.99
6	01/30/2022 - 02/05/2022	0.99	0.99	0.99	0.99
7	02/06/2022 - 02/12/2022	0.99	0.99	0.99	0.99
8	02/13/2022 - 02/19/2022	0.99	0.99	0.99	0.99
9	02/20/2022 - 02/26/2022	0.99	0.99	0.99	0.99
10	02/27/2022 - 03/05/2022	0.99	0.99	0.99	0.99
11	03/06/2022 - 03/12/2022	0.99	0.99	0.99	0.99
12	03/13/2022 - 03/19/2022	0.99	0.99	0.99	0.99
13	03/20/2022 - 03/26/2022	0.99	0.99	0.99	0.99
14	03/27/2022 - 04/02/2022	0.99	0.99	0.99	0.99
15	04/03/2022 - 04/09/2022	0.99	0.99	0.99	0.99
16	04/10/2022 - 04/16/2022	0.99	0.99	0.99	0.99
17	04/17/2022 - 04/23/2022	0.99	0.99	0.99	0.99
18	04/24/2022 - 04/30/2022	0.99	0.99	0.99	0.99
19	05/01/2022 - 05/07/2022	0.99	0.99	0.99	0.99
20	05/08/2022 - 05/14/2022	0.99	0.99	0.99	0.99
21	05/15/2022 - 05/21/2022	0.99	0.99	0.99	0.99
22	05/22/2022 - 05/28/2022	0.99	0.99	0.99	0.99
23	05/29/2022 - 06/04/2022	0.99	0.99	0.99	0.99
24	06/05/2022 - 06/11/2022	0.99	0.99	0.99	0.99
25	06/12/2022 - 06/18/2022	0.99	0.99	0.99	0.99
26	06/19/2022 - 06/25/2022	0.99	0.99	0.99	0.99
27	06/26/2022 - 07/02/2022	0.99	0.99	0.99	0.99
28	07/03/2022 - 07/09/2022	0.99	0.99	0.99	0.99
29	07/10/2022 - 07/16/2022	0.99	0.99	0.99	0.99
30	07/17/2022 - 07/23/2022	0.99	0.99	0.99	0.99
31	07/24/2022 - 07/30/2022	0.99	0.99	0.99	0.99
32	07/31/2022 - 08/06/2022	0.99	0.99	0.99	0.99
33	08/07/2022 - 08/13/2022	0.99	0.99	0.99	0.99
34	08/14/2022 - 08/20/2022	0.99	0.99	0.99	0.99
35	08/21/2022 - 08/27/2022	0.99	0.99	0.99	0.99
36	08/28/2022 - 09/03/2022	0.99	0.99	0.99	0.99
37	09/04/2022 - 09/10/2022	0.99	0.99	0.99	0.99
38	09/11/2022 - 09/17/2022	0.99	0.99	0.99	0.99
39	09/18/2022 - 09/24/2022	0.99	0.99	0.99	0.99
40	09/25/2022 - 10/01/2022	0.99	0.99	0.99	0.99
41	10/02/2022 - 10/08/2022	0.99	0.99	0.99	0.99
42	10/09/2022 - 10/15/2022	0.99	0.99	0.99	0.99
43	10/16/2022 - 10/22/2022	0.99	0.99	0.99	0.99
44	10/23/2022 - 10/29/2022	0.99	0.99	0.99	0.99
45	10/30/2022 - 11/05/2022	0.99	0.99	0.99	0.99
46	11/06/2022 - 11/12/2022	0.99	0.99	0.99	0.99
47	11/13/2022 - 11/19/2022	0.99	0.99	0.99	0.99
48	11/20/2022 - 11/26/2022	0.99	0.99	0.99	0.99
49	11/27/2022 - 12/03/2022	0.99	0.99	0.99	0.99
50	12/04/2022 - 12/10/2022	0.99	0.99	0.99	0.99
51	12/11/2022 - 12/17/2022	0.99	0.99	0.99	0.99
52	12/18/2022 - 12/24/2022	0.99	0.99	0.99	0.99
53	12/25/2022 - 12/31/2022	0.99	0.99	0.99	0.99

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	US41, SR676 - 1030 SR60	SR39, SR60 - 1031 SR600	SR60, SR685-ASHLEY - 1032	SR60, ASHLEY - 1033 SR618
1	01/01/2022 - 01/01/2022	0.92	0.94	0.96	0.98
2	01/02/2022 - 01/08/2022	0.92	0.94	0.96	0.98
3	01/09/2022 - 01/15/2022	0.92	0.94	0.96	0.97
4	01/16/2022 - 01/22/2022	0.92	0.94	0.96	0.97
5	01/23/2022 - 01/29/2022	0.92	0.94	0.96	0.97
6	01/30/2022 - 02/05/2022	0.92	0.93	0.97	0.98
7	02/06/2022 - 02/12/2022	0.92	0.93	0.97	0.98
8	02/13/2022 - 02/19/2022	0.92	0.93	0.97	0.98
9	02/20/2022 - 02/26/2022	0.92	0.93	0.97	0.98
10	02/27/2022 - 03/05/2022	0.92	0.94	0.97	0.98
11	03/06/2022 - 03/12/2022	0.92	0.94	0.96	0.97
12	03/13/2022 - 03/19/2022	0.92	0.94	0.96	0.97
13	03/20/2022 - 03/26/2022	0.92	0.94	0.96	0.97
14	03/27/2022 - 04/02/2022	0.92	0.94	0.97	0.98
15	04/03/2022 - 04/09/2022	0.92	0.94	0.97	0.98
16	04/10/2022 - 04/16/2022	0.92	0.94	0.97	0.98
17	04/17/2022 - 04/23/2022	0.92	0.94	0.97	0.98
18	04/24/2022 - 04/30/2022	0.92	0.94	0.97	0.98
19	05/01/2022 - 05/07/2022	0.92	0.94	0.97	0.98
20	05/08/2022 - 05/14/2022	0.92	0.94	0.97	0.98
21	05/15/2022 - 05/21/2022	0.92	0.94	0.97	0.98
22	05/22/2022 - 05/28/2022	0.92	0.94	0.97	0.98
23	05/29/2022 - 06/04/2022	0.92	0.94	0.97	0.98
24	06/05/2022 - 06/11/2022	0.92	0.93	0.97	0.98
25	06/12/2022 - 06/18/2022	0.92	0.93	0.97	0.98
26	06/19/2022 - 06/25/2022	0.92	0.93	0.97	0.98
27	06/26/2022 - 07/02/2022	0.92	0.93	0.97	0.98
28	07/03/2022 - 07/09/2022	0.92	0.93	0.97	0.98
29	07/10/2022 - 07/16/2022	0.92	0.93	0.97	0.98
30	07/17/2022 - 07/23/2022	0.92	0.93	0.97	0.98
31	07/24/2022 - 07/30/2022	0.92	0.93	0.97	0.98
32	07/31/2022 - 08/06/2022	0.92	0.93	0.97	0.98
33	08/07/2022 - 08/13/2022	0.92	0.93	0.97	0.98
34	08/14/2022 - 08/20/2022	0.92	0.93	0.97	0.98
35	08/21/2022 - 08/27/2022	0.92	0.93	0.97	0.98
36	08/28/2022 - 09/03/2022	0.92	0.94	0.97	0.98
37	09/04/2022 - 09/10/2022	0.92	0.94	0.97	0.98
38	09/11/2022 - 09/17/2022	0.92	0.94	0.97	0.98
39	09/18/2022 - 09/24/2022	0.92	0.94	0.97	0.98
40	09/25/2022 - 10/01/2022	0.92	0.94	0.97	0.98
41	10/02/2022 - 10/08/2022	0.92	0.94	0.97	0.98
42	10/09/2022 - 10/15/2022	0.92	0.94	0.97	0.98
43	10/16/2022 - 10/22/2022	0.92	0.94	0.97	0.98
44	10/23/2022 - 10/29/2022	0.92	0.94	0.97	0.98
45	10/30/2022 - 11/05/2022	0.92	0.94	0.97	0.98
46	11/06/2022 - 11/12/2022	0.92	0.94	0.96	0.98
47	11/13/2022 - 11/19/2022	0.92	0.94	0.96	0.98
48	11/20/2022 - 11/26/2022	0.92	0.94	0.96	0.98
49	11/27/2022 - 12/03/2022	0.92	0.94	0.96	0.98
50	12/04/2022 - 12/10/2022	0.92	0.94	0.96	0.98
51	12/11/2022 - 12/17/2022	0.92	0.94	0.96	0.98
52	12/18/2022 - 12/24/2022	0.92	0.94	0.96	0.98
53	12/25/2022 - 12/31/2022	0.92	0.94	0.96	0.97

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1034 SR60, SR618 - SR585	1035 SR60(WB), SR45 - ASH	1036 SR574, CR574-TURKEY CR	1037 SR574, TURKEY CR-US92
1	01/01/2022 - 01/01/2022	0.96	0.96	0.98	0.98
2	01/02/2022 - 01/08/2022	0.96	0.96	0.98	0.98
3	01/09/2022 - 01/15/2022	0.96	0.96	0.98	0.98
4	01/16/2022 - 01/22/2022	0.96	0.96	0.98	0.98
5	01/23/2022 - 01/29/2022	0.96	0.96	0.98	0.98
6	01/30/2022 - 02/05/2022	0.97	0.97	0.98	0.98
7	02/06/2022 - 02/12/2022	0.97	0.97	0.98	0.98
8	02/13/2022 - 02/19/2022	0.97	0.97	0.98	0.98
9	02/20/2022 - 02/26/2022	0.97	0.97	0.98	0.98
10	02/27/2022 - 03/05/2022	0.97	0.97	0.98	0.98
11	03/06/2022 - 03/12/2022	0.96	0.96	0.98	0.98
12	03/13/2022 - 03/19/2022	0.96	0.96	0.98	0.98
13	03/20/2022 - 03/26/2022	0.96	0.96	0.98	0.98
14	03/27/2022 - 04/02/2022	0.97	0.97	0.98	0.98
15	04/03/2022 - 04/09/2022	0.97	0.97	0.98	0.98
16	04/10/2022 - 04/16/2022	0.97	0.97	0.98	0.98
17	04/17/2022 - 04/23/2022	0.97	0.97	0.98	0.98
18	04/24/2022 - 04/30/2022	0.97	0.97	0.98	0.98
19	05/01/2022 - 05/07/2022	0.97	0.97	0.98	0.98
20	05/08/2022 - 05/14/2022	0.97	0.97	0.98	0.98
21	05/15/2022 - 05/21/2022	0.97	0.97	0.98	0.98
22	05/22/2022 - 05/28/2022	0.97	0.97	0.98	0.98
23	05/29/2022 - 06/04/2022	0.97	0.97	0.98	0.98
24	06/05/2022 - 06/11/2022	0.97	0.97	0.98	0.98
25	06/12/2022 - 06/18/2022	0.97	0.97	0.98	0.98
26	06/19/2022 - 06/25/2022	0.97	0.97	0.98	0.98
27	06/26/2022 - 07/02/2022	0.97	0.97	0.98	0.98
28	07/03/2022 - 07/09/2022	0.97	0.97	0.98	0.98
29	07/10/2022 - 07/16/2022	0.97	0.97	0.98	0.98
30	07/17/2022 - 07/23/2022	0.97	0.97	0.98	0.98
31	07/24/2022 - 07/30/2022	0.97	0.97	0.98	0.98
32	07/31/2022 - 08/06/2022	0.97	0.97	0.98	0.98
33	08/07/2022 - 08/13/2022	0.97	0.97	0.98	0.98
34	08/14/2022 - 08/20/2022	0.97	0.97	0.98	0.98
35	08/21/2022 - 08/27/2022	0.97	0.97	0.98	0.98
36	08/28/2022 - 09/03/2022	0.97	0.97	0.98	0.98
37	09/04/2022 - 09/10/2022	0.97	0.97	0.98	0.98
38	09/11/2022 - 09/17/2022	0.97	0.97	0.98	0.98
39	09/18/2022 - 09/24/2022	0.97	0.97	0.98	0.98
40	09/25/2022 - 10/01/2022	0.97	0.97	0.98	0.98
41	10/02/2022 - 10/08/2022	0.97	0.97	0.98	0.98
42	10/09/2022 - 10/15/2022	0.97	0.97	0.98	0.98
43	10/16/2022 - 10/22/2022	0.97	0.97	0.98	0.98
44	10/23/2022 - 10/29/2022	0.97	0.97	0.98	0.98
45	10/30/2022 - 11/05/2022	0.97	0.97	0.98	0.98
46	11/06/2022 - 11/12/2022	0.96	0.96	0.98	0.98
47	11/13/2022 - 11/19/2022	0.96	0.96	0.98	0.98
48	11/20/2022 - 11/26/2022	0.96	0.96	0.98	0.98
49	11/27/2022 - 12/03/2022	0.96	0.96	0.98	0.98
50	12/04/2022 - 12/10/2022	0.96	0.96	0.98	0.98
51	12/11/2022 - 12/17/2022	0.96	0.96	0.98	0.98
52	12/18/2022 - 12/24/2022	0.96	0.96	0.98	0.98
53	12/25/2022 - 12/31/2022	0.96	0.96	0.98	0.98

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR60, SR585 - US301	1038 SR60,US301-LAKEWOOD	1039 SR60, LKWOOD- POLK	1040 SR674, US41 - US301
1	01/01/2022 - 01/01/2022	0.96	0.97	0.94	0.97
2	01/02/2022 - 01/08/2022	0.96	0.97	0.94	0.97
3	01/09/2022 - 01/15/2022	0.96	0.97	0.94	0.97
4	01/16/2022 - 01/22/2022	0.96	0.97	0.94	0.97
5	01/23/2022 - 01/29/2022	0.96	0.97	0.94	0.97
6	01/30/2022 - 02/05/2022	0.97	0.97	0.94	0.97
7	02/06/2022 - 02/12/2022	0.97	0.97	0.94	0.97
8	02/13/2022 - 02/19/2022	0.97	0.97	0.94	0.98
9	02/20/2022 - 02/26/2022	0.97	0.97	0.94	0.98
10	02/27/2022 - 03/05/2022	0.97	0.97	0.94	0.98
11	03/06/2022 - 03/12/2022	0.96	0.97	0.94	0.98
12	03/13/2022 - 03/19/2022	0.96	0.97	0.94	0.98
13	03/20/2022 - 03/26/2022	0.96	0.97	0.94	0.98
14	03/27/2022 - 04/02/2022	0.97	0.97	0.94	0.98
15	04/03/2022 - 04/09/2022	0.97	0.97	0.94	0.97
16	04/10/2022 - 04/16/2022	0.97	0.97	0.94	0.97
17	04/17/2022 - 04/23/2022	0.97	0.97	0.94	0.97
18	04/24/2022 - 04/30/2022	0.97	0.97	0.94	0.97
19	05/01/2022 - 05/07/2022	0.97	0.97	0.94	0.97
20	05/08/2022 - 05/14/2022	0.97	0.97	0.94	0.97
21	05/15/2022 - 05/21/2022	0.97	0.97	0.94	0.97
22	05/22/2022 - 05/28/2022	0.97	0.97	0.94	0.97
23	05/29/2022 - 06/04/2022	0.97	0.97	0.94	0.97
24	06/05/2022 - 06/11/2022	0.97	0.97	0.94	0.97
25	06/12/2022 - 06/18/2022	0.97	0.97	0.94	0.97
26	06/19/2022 - 06/25/2022	0.97	0.97	0.94	0.97
27	06/26/2022 - 07/02/2022	0.97	0.97	0.94	0.97
28	07/03/2022 - 07/09/2022	0.97	0.97	0.94	0.97
29	07/10/2022 - 07/16/2022	0.97	0.97	0.94	0.97
30	07/17/2022 - 07/23/2022	0.97	0.97	0.94	0.97
31	07/24/2022 - 07/30/2022	0.97	0.97	0.94	0.97
32	07/31/2022 - 08/06/2022	0.97	0.97	0.94	0.97
33	08/07/2022 - 08/13/2022	0.97	0.97	0.94	0.97
34	08/14/2022 - 08/20/2022	0.97	0.97	0.94	0.97
35	08/21/2022 - 08/27/2022	0.97	0.97	0.94	0.97
36	08/28/2022 - 09/03/2022	0.97	0.97	0.94	0.97
37	09/04/2022 - 09/10/2022	0.97	0.97	0.94	0.97
38	09/11/2022 - 09/17/2022	0.97	0.97	0.94	0.97
39	09/18/2022 - 09/24/2022	0.97	0.97	0.94	0.97
40	09/25/2022 - 10/01/2022	0.97	0.97	0.94	0.97
41	10/02/2022 - 10/08/2022	0.97	0.97	0.94	0.97
42	10/09/2022 - 10/15/2022	0.97	0.97	0.94	0.97
43	10/16/2022 - 10/22/2022	0.97	0.97	0.94	0.97
44	10/23/2022 - 10/29/2022	0.97	0.97	0.94	0.97
45	10/30/2022 - 11/05/2022	0.97	0.97	0.94	0.97
46	11/06/2022 - 11/12/2022	0.96	0.97	0.94	0.97
47	11/13/2022 - 11/19/2022	0.96	0.97	0.94	0.97
48	11/20/2022 - 11/26/2022	0.96	0.97	0.94	0.97
49	11/27/2022 - 12/03/2022	0.96	0.97	0.94	0.97
50	12/04/2022 - 12/10/2022	0.96	0.97	0.94	0.97
51	12/11/2022 - 12/17/2022	0.96	0.97	0.94	0.97
52	12/18/2022 - 12/24/2022	0.96	0.97	0.94	0.97
53	12/25/2022 - 12/31/2022	0.96	0.97	0.94	0.97

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1042 SR600, PINELLAS-SR60	1043 SR600, SR60 - SR580	1044 SR60, PINELLAS-SR60	1045 SR589, SR60 - SPRUCE
1	01/01/2022 - 01/01/2022	0.97	0.97	0.98	0.99
2	01/02/2022 - 01/08/2022	0.97	0.97	0.98	0.99
3	01/09/2022 - 01/15/2022	0.97	0.97	0.98	0.99
4	01/16/2022 - 01/22/2022	0.97	0.97	0.98	0.99
5	01/23/2022 - 01/29/2022	0.97	0.97	0.98	0.99
6	01/30/2022 - 02/05/2022	0.97	0.97	0.98	0.99
7	02/06/2022 - 02/12/2022	0.97	0.97	0.98	0.99
8	02/13/2022 - 02/19/2022	0.98	0.98	0.98	0.99
9	02/20/2022 - 02/26/2022	0.98	0.98	0.98	0.99
10	02/27/2022 - 03/05/2022	0.98	0.98	0.98	0.99
11	03/06/2022 - 03/12/2022	0.98	0.98	0.98	0.99
12	03/13/2022 - 03/19/2022	0.98	0.98	0.98	0.99
13	03/20/2022 - 03/26/2022	0.98	0.98	0.98	0.99
14	03/27/2022 - 04/02/2022	0.98	0.98	0.98	0.99
15	04/03/2022 - 04/09/2022	0.97	0.97	0.98	0.99
16	04/10/2022 - 04/16/2022	0.97	0.97	0.98	0.99
17	04/17/2022 - 04/23/2022	0.97	0.97	0.98	0.99
18	04/24/2022 - 04/30/2022	0.97	0.97	0.98	0.99
19	05/01/2022 - 05/07/2022	0.97	0.97	0.98	0.99
20	05/08/2022 - 05/14/2022	0.97	0.97	0.98	0.99
21	05/15/2022 - 05/21/2022	0.97	0.97	0.98	0.99
22	05/22/2022 - 05/28/2022	0.97	0.97	0.98	0.99
23	05/29/2022 - 06/04/2022	0.97	0.97	0.98	0.99
24	06/05/2022 - 06/11/2022	0.97	0.97	0.98	0.99
25	06/12/2022 - 06/18/2022	0.97	0.97	0.98	0.99
26	06/19/2022 - 06/25/2022	0.97	0.97	0.98	0.99
27	06/26/2022 - 07/02/2022	0.97	0.97	0.98	0.99
28	07/03/2022 - 07/09/2022	0.97	0.97	0.98	0.99
29	07/10/2022 - 07/16/2022	0.97	0.97	0.98	0.99
30	07/17/2022 - 07/23/2022	0.97	0.97	0.98	0.99
31	07/24/2022 - 07/30/2022	0.97	0.97	0.98	0.99
32	07/31/2022 - 08/06/2022	0.97	0.97	0.98	0.99
33	08/07/2022 - 08/13/2022	0.97	0.97	0.98	0.99
34	08/14/2022 - 08/20/2022	0.97	0.97	0.98	0.99
35	08/21/2022 - 08/27/2022	0.97	0.97	0.98	0.99
36	08/28/2022 - 09/03/2022	0.97	0.97	0.98	0.99
37	09/04/2022 - 09/10/2022	0.97	0.97	0.98	0.99
38	09/11/2022 - 09/17/2022	0.97	0.97	0.98	0.99
39	09/18/2022 - 09/24/2022	0.97	0.97	0.98	0.99
40	09/25/2022 - 10/01/2022	0.97	0.97	0.98	0.99
41	10/02/2022 - 10/08/2022	0.97	0.97	0.98	0.99
42	10/09/2022 - 10/15/2022	0.97	0.97	0.98	0.99
43	10/16/2022 - 10/22/2022	0.97	0.97	0.98	0.98
44	10/23/2022 - 10/29/2022	0.97	0.97	0.98	0.98
45	10/30/2022 - 11/05/2022	0.97	0.97	0.98	0.97
46	11/06/2022 - 11/12/2022	0.97	0.97	0.98	0.97
47	11/13/2022 - 11/19/2022	0.97	0.97	0.98	0.96
48	11/20/2022 - 11/26/2022	0.97	0.97	0.98	0.97
49	11/27/2022 - 12/03/2022	0.97	0.97	0.98	0.97
50	12/04/2022 - 12/10/2022	0.97	0.97	0.98	0.98
51	12/11/2022 - 12/17/2022	0.97	0.97	0.98	0.98
52	12/18/2022 - 12/24/2022	0.97	0.97	0.98	0.99
53	12/25/2022 - 12/31/2022	0.97	0.97	0.98	0.99

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1046 SR589, SR60 - SR600	1047 SR580, PINELLAS-T'N'C	1048 SR580, T'N'C - SR600	1049 SR600, D MABRY - US41
1	01/01/2022 - 01/01/2022	0.99	0.98	0.97	0.97
2	01/02/2022 - 01/08/2022	0.99	0.98	0.97	0.97
3	01/09/2022 - 01/15/2022	0.99	0.98	0.97	0.97
4	01/16/2022 - 01/22/2022	0.99	0.98	0.97	0.97
5	01/23/2022 - 01/29/2022	0.99	0.98	0.97	0.97
6	01/30/2022 - 02/05/2022	0.99	0.98	0.97	0.97
7	02/06/2022 - 02/12/2022	0.99	0.98	0.97	0.97
8	02/13/2022 - 02/19/2022	0.99	0.98	0.97	0.97
9	02/20/2022 - 02/26/2022	0.99	0.98	0.97	0.97
10	02/27/2022 - 03/05/2022	0.99	0.98	0.97	0.97
11	03/06/2022 - 03/12/2022	0.99	0.98	0.97	0.97
12	03/13/2022 - 03/19/2022	0.99	0.98	0.97	0.97
13	03/20/2022 - 03/26/2022	0.99	0.98	0.97	0.97
14	03/27/2022 - 04/02/2022	0.99	0.98	0.97	0.97
15	04/03/2022 - 04/09/2022	0.99	0.98	0.97	0.97
16	04/10/2022 - 04/16/2022	0.99	0.98	0.97	0.97
17	04/17/2022 - 04/23/2022	0.99	0.98	0.97	0.97
18	04/24/2022 - 04/30/2022	0.99	0.98	0.97	0.97
19	05/01/2022 - 05/07/2022	0.99	0.98	0.97	0.97
20	05/08/2022 - 05/14/2022	0.99	0.98	0.97	0.97
21	05/15/2022 - 05/21/2022	0.99	0.98	0.97	0.97
22	05/22/2022 - 05/28/2022	0.99	0.98	0.97	0.97
23	05/29/2022 - 06/04/2022	0.99	0.98	0.97	0.97
24	06/05/2022 - 06/11/2022	0.99	0.98	0.97	0.97
25	06/12/2022 - 06/18/2022	0.99	0.98	0.97	0.97
26	06/19/2022 - 06/25/2022	0.99	0.98	0.97	0.97
27	06/26/2022 - 07/02/2022	0.99	0.98	0.97	0.97
28	07/03/2022 - 07/09/2022	0.99	0.98	0.97	0.97
29	07/10/2022 - 07/16/2022	0.99	0.98	0.97	0.97
30	07/17/2022 - 07/23/2022	0.99	0.98	0.97	0.97
31	07/24/2022 - 07/30/2022	0.99	0.98	0.97	0.97
32	07/31/2022 - 08/06/2022	0.99	0.98	0.97	0.97
33	08/07/2022 - 08/13/2022	0.99	0.98	0.97	0.97
34	08/14/2022 - 08/20/2022	0.99	0.98	0.97	0.97
35	08/21/2022 - 08/27/2022	0.99	0.98	0.97	0.97
36	08/28/2022 - 09/03/2022	0.99	0.98	0.97	0.97
37	09/04/2022 - 09/10/2022	0.99	0.98	0.97	0.97
38	09/11/2022 - 09/17/2022	0.99	0.98	0.97	0.97
39	09/18/2022 - 09/24/2022	0.99	0.98	0.97	0.97
40	09/25/2022 - 10/01/2022	0.99	0.98	0.97	0.97
41	10/02/2022 - 10/08/2022	0.99	0.98	0.97	0.97
42	10/09/2022 - 10/15/2022	0.99	0.98	0.97	0.97
43	10/16/2022 - 10/22/2022	0.98	0.98	0.97	0.97
44	10/23/2022 - 10/29/2022	0.98	0.98	0.97	0.97
45	10/30/2022 - 11/05/2022	0.97	0.98	0.97	0.97
46	11/06/2022 - 11/12/2022	0.97	0.98	0.97	0.97
47	11/13/2022 - 11/19/2022	0.96	0.98	0.97	0.97
48	11/20/2022 - 11/26/2022	0.97	0.98	0.97	0.97
49	11/27/2022 - 12/03/2022	0.97	0.98	0.97	0.97
50	12/04/2022 - 12/10/2022	0.98	0.98	0.97	0.97
51	12/11/2022 - 12/17/2022	0.98	0.98	0.97	0.97
52	12/18/2022 - 12/24/2022	0.99	0.98	0.97	0.97
53	12/25/2022 - 12/31/2022	0.99	0.98	0.97	0.97

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR580, HILLS	1050 AV-BUSCH	SR573, MCDILLAFB-US92	1052	CR39, SR600- SAM ALLE	1053	SR39, SAM ALLEN-PASCO	1054
1	01/01/2022 - 01/01/2022		0.96		0.96		0.94		0.94
2	01/02/2022 - 01/08/2022		0.96		0.96		0.94		0.94
3	01/09/2022 - 01/15/2022		0.96		0.96		0.94		0.94
4	01/16/2022 - 01/22/2022		0.96		0.96		0.94		0.94
5	01/23/2022 - 01/29/2022		0.96		0.96		0.94		0.94
6	01/30/2022 - 02/05/2022		0.97		0.97		0.93		0.93
7	02/06/2022 - 02/12/2022		0.97		0.97		0.93		0.93
8	02/13/2022 - 02/19/2022		0.97		0.97		0.93		0.93
9	02/20/2022 - 02/26/2022		0.97		0.97		0.93		0.93
10	02/27/2022 - 03/05/2022		0.97		0.97		0.94		0.94
11	03/06/2022 - 03/12/2022		0.96		0.96		0.94		0.94
12	03/13/2022 - 03/19/2022		0.96		0.96		0.94		0.94
13	03/20/2022 - 03/26/2022		0.96		0.96		0.94		0.94
14	03/27/2022 - 04/02/2022		0.97		0.97		0.94		0.94
15	04/03/2022 - 04/09/2022		0.97		0.97		0.94		0.94
16	04/10/2022 - 04/16/2022		0.97		0.97		0.94		0.94
17	04/17/2022 - 04/23/2022		0.97		0.97		0.94		0.94
18	04/24/2022 - 04/30/2022		0.97		0.97		0.94		0.94
19	05/01/2022 - 05/07/2022		0.97		0.97		0.94		0.94
20	05/08/2022 - 05/14/2022		0.97		0.97		0.94		0.94
21	05/15/2022 - 05/21/2022		0.97		0.97		0.94		0.94
22	05/22/2022 - 05/28/2022		0.97		0.97		0.94		0.94
23	05/29/2022 - 06/04/2022		0.97		0.97		0.94		0.94
24	06/05/2022 - 06/11/2022		0.97		0.97		0.93		0.93
25	06/12/2022 - 06/18/2022		0.97		0.97		0.93		0.93
26	06/19/2022 - 06/25/2022		0.97		0.97		0.93		0.93
27	06/26/2022 - 07/02/2022		0.97		0.97		0.93		0.93
28	07/03/2022 - 07/09/2022		0.97		0.97		0.93		0.93
29	07/10/2022 - 07/16/2022		0.97		0.97		0.93		0.93
30	07/17/2022 - 07/23/2022		0.97		0.97		0.93		0.93
31	07/24/2022 - 07/30/2022		0.97		0.97		0.93		0.93
32	07/31/2022 - 08/06/2022		0.97		0.97		0.93		0.93
33	08/07/2022 - 08/13/2022		0.97		0.97		0.93		0.93
34	08/14/2022 - 08/20/2022		0.97		0.97		0.93		0.93
35	08/21/2022 - 08/27/2022		0.97		0.97		0.93		0.93
36	08/28/2022 - 09/03/2022		0.97		0.97		0.94		0.94
37	09/04/2022 - 09/10/2022		0.97		0.97		0.94		0.94
38	09/11/2022 - 09/17/2022		0.97		0.97		0.94		0.94
39	09/18/2022 - 09/24/2022		0.97		0.97		0.94		0.94
40	09/25/2022 - 10/01/2022		0.97		0.97		0.94		0.94
41	10/02/2022 - 10/08/2022		0.97		0.97		0.94		0.94
42	10/09/2022 - 10/15/2022		0.97		0.97		0.94		0.94
43	10/16/2022 - 10/22/2022		0.97		0.97		0.94		0.94
44	10/23/2022 - 10/29/2022		0.97		0.97		0.94		0.94
45	10/30/2022 - 11/05/2022		0.97		0.97		0.94		0.94
46	11/06/2022 - 11/12/2022		0.96		0.96		0.94		0.94
47	11/13/2022 - 11/19/2022		0.96		0.96		0.94		0.94
48	11/20/2022 - 11/26/2022		0.96		0.96		0.94		0.94
49	11/27/2022 - 12/03/2022		0.96		0.96		0.94		0.94
50	12/04/2022 - 12/10/2022		0.96		0.96		0.94		0.94
51	12/11/2022 - 12/17/2022		0.96		0.96		0.94		0.94
52	12/18/2022 - 12/24/2022		0.96		0.96		0.94		0.94
53	12/25/2022 - 12/31/2022		0.96		0.96		0.94		0.94

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR589, SR60	1055 - SR580	SR45, US41	1056 - I-4	US41B(SB), SR585-SR45	1057	US301, SR600-HARNEY	1058
1	01/01/2022 - 01/01/2022		0.99		0.93		0.99		0.98
2	01/02/2022 - 01/08/2022		0.99		0.93		0.99		0.98
3	01/09/2022 - 01/15/2022		0.99		0.93		0.99		0.98
4	01/16/2022 - 01/22/2022		0.99		0.93		0.99		0.98
5	01/23/2022 - 01/29/2022		0.99		0.93		0.99		0.98
6	01/30/2022 - 02/05/2022		0.99		0.93		0.99		0.98
7	02/06/2022 - 02/12/2022		0.99		0.93		0.99		0.98
8	02/13/2022 - 02/19/2022		0.99		0.93		0.99		0.98
9	02/20/2022 - 02/26/2022		0.99		0.93		0.99		0.98
10	02/27/2022 - 03/05/2022		0.99		0.93		0.99		0.98
11	03/06/2022 - 03/12/2022		0.99		0.93		0.99		0.98
12	03/13/2022 - 03/19/2022		0.99		0.93		0.99		0.98
13	03/20/2022 - 03/26/2022		0.99		0.93		0.99		0.98
14	03/27/2022 - 04/02/2022		0.99		0.93		0.99		0.98
15	04/03/2022 - 04/09/2022		0.99		0.93		0.99		0.98
16	04/10/2022 - 04/16/2022		0.99		0.93		0.99		0.98
17	04/17/2022 - 04/23/2022		0.99		0.93		0.99		0.98
18	04/24/2022 - 04/30/2022		0.99		0.93		0.99		0.98
19	05/01/2022 - 05/07/2022		0.99		0.93		0.99		0.98
20	05/08/2022 - 05/14/2022		0.99		0.93		0.99		0.98
21	05/15/2022 - 05/21/2022		0.99		0.93		0.99		0.98
22	05/22/2022 - 05/28/2022		0.99		0.93		0.99		0.98
23	05/29/2022 - 06/04/2022		0.99		0.93		0.99		0.98
24	06/05/2022 - 06/11/2022		0.99		0.93		0.99		0.98
25	06/12/2022 - 06/18/2022		0.99		0.93		0.99		0.98
26	06/19/2022 - 06/25/2022		0.99		0.93		0.99		0.98
27	06/26/2022 - 07/02/2022		0.99		0.93		0.99		0.98
28	07/03/2022 - 07/09/2022		0.99		0.93		0.99		0.98
29	07/10/2022 - 07/16/2022		0.99		0.93		0.99		0.98
30	07/17/2022 - 07/23/2022		0.99		0.93		0.99		0.98
31	07/24/2022 - 07/30/2022		0.99		0.93		0.99		0.98
32	07/31/2022 - 08/06/2022		0.99		0.93		0.99		0.98
33	08/07/2022 - 08/13/2022		0.99		0.93		0.99		0.98
34	08/14/2022 - 08/20/2022		0.99		0.93		0.99		0.98
35	08/21/2022 - 08/27/2022		0.99		0.93		0.99		0.98
36	08/28/2022 - 09/03/2022		0.99		0.93		0.99		0.98
37	09/04/2022 - 09/10/2022		0.99		0.93		0.99		0.98
38	09/11/2022 - 09/17/2022		0.99		0.93		0.99		0.98
39	09/18/2022 - 09/24/2022		0.99		0.93		0.99		0.98
40	09/25/2022 - 10/01/2022		0.99		0.93		0.99		0.98
41	10/02/2022 - 10/08/2022		0.99		0.93		0.99		0.98
42	10/09/2022 - 10/15/2022		0.99		0.93		0.99		0.98
43	10/16/2022 - 10/22/2022		0.99		0.93		0.99		0.98
44	10/23/2022 - 10/29/2022		0.99		0.93		0.99		0.98
45	10/30/2022 - 11/05/2022		0.99		0.93		0.99		0.98
46	11/06/2022 - 11/12/2022		0.99		0.93		0.99		0.98
47	11/13/2022 - 11/19/2022		0.99		0.93		0.99		0.98
48	11/20/2022 - 11/26/2022		0.99		0.93		0.99		0.98
49	11/27/2022 - 12/03/2022		0.99		0.93		0.99		0.98
50	12/04/2022 - 12/10/2022		0.99		0.93		0.99		0.98
51	12/11/2022 - 12/17/2022		0.99		0.93		0.99		0.98
52	12/18/2022 - 12/24/2022		0.99		0.93		0.99		0.98
53	12/25/2022 - 12/31/2022		0.99		0.93		0.99		0.98

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1059 CR60, SPRUCE - KENNE	1060 SR60, MEM HWY-SR685	1061 SR60, I275 - MEM HWY	1062 SR582, US41B-RIVERHIL
1	01/01/2022 - 01/01/2022	0.96	0.98	0.96	0.99
2	01/02/2022 - 01/08/2022	0.96	0.98	0.96	0.99
3	01/09/2022 - 01/15/2022	0.96	0.97	0.96	0.99
4	01/16/2022 - 01/22/2022	0.96	0.97	0.96	0.99
5	01/23/2022 - 01/29/2022	0.96	0.97	0.96	0.99
6	01/30/2022 - 02/05/2022	0.97	0.98	0.97	0.99
7	02/06/2022 - 02/12/2022	0.97	0.98	0.97	0.99
8	02/13/2022 - 02/19/2022	0.97	0.98	0.97	0.99
9	02/20/2022 - 02/26/2022	0.97	0.98	0.97	0.99
10	02/27/2022 - 03/05/2022	0.97	0.98	0.97	0.99
11	03/06/2022 - 03/12/2022	0.96	0.97	0.96	0.99
12	03/13/2022 - 03/19/2022	0.96	0.97	0.96	0.99
13	03/20/2022 - 03/26/2022	0.96	0.97	0.96	0.99
14	03/27/2022 - 04/02/2022	0.97	0.98	0.97	0.99
15	04/03/2022 - 04/09/2022	0.97	0.98	0.97	0.99
16	04/10/2022 - 04/16/2022	0.97	0.98	0.97	0.99
17	04/17/2022 - 04/23/2022	0.97	0.98	0.97	0.99
18	04/24/2022 - 04/30/2022	0.97	0.98	0.97	0.99
19	05/01/2022 - 05/07/2022	0.97	0.98	0.97	0.99
20	05/08/2022 - 05/14/2022	0.97	0.98	0.97	0.99
21	05/15/2022 - 05/21/2022	0.97	0.98	0.97	0.99
22	05/22/2022 - 05/28/2022	0.97	0.98	0.97	0.99
23	05/29/2022 - 06/04/2022	0.97	0.98	0.97	0.99
24	06/05/2022 - 06/11/2022	0.97	0.98	0.97	0.99
25	06/12/2022 - 06/18/2022	0.97	0.98	0.97	0.99
26	06/19/2022 - 06/25/2022	0.97	0.98	0.97	0.99
27	06/26/2022 - 07/02/2022	0.97	0.98	0.97	0.99
28	07/03/2022 - 07/09/2022	0.97	0.98	0.97	0.99
29	07/10/2022 - 07/16/2022	0.97	0.98	0.97	0.99
30	07/17/2022 - 07/23/2022	0.97	0.98	0.97	0.99
31	07/24/2022 - 07/30/2022	0.97	0.98	0.97	0.99
32	07/31/2022 - 08/06/2022	0.97	0.98	0.97	0.99
33	08/07/2022 - 08/13/2022	0.97	0.98	0.97	0.99
34	08/14/2022 - 08/20/2022	0.97	0.98	0.97	0.99
35	08/21/2022 - 08/27/2022	0.97	0.98	0.97	0.99
36	08/28/2022 - 09/03/2022	0.97	0.98	0.97	0.99
37	09/04/2022 - 09/10/2022	0.97	0.98	0.97	0.99
38	09/11/2022 - 09/17/2022	0.97	0.98	0.97	0.99
39	09/18/2022 - 09/24/2022	0.97	0.98	0.97	0.99
40	09/25/2022 - 10/01/2022	0.97	0.98	0.97	0.99
41	10/02/2022 - 10/08/2022	0.97	0.98	0.97	0.99
42	10/09/2022 - 10/15/2022	0.97	0.98	0.97	0.99
43	10/16/2022 - 10/22/2022	0.97	0.98	0.97	0.99
44	10/23/2022 - 10/29/2022	0.97	0.98	0.97	0.99
45	10/30/2022 - 11/05/2022	0.97	0.98	0.97	0.99
46	11/06/2022 - 11/12/2022	0.96	0.98	0.96	0.99
47	11/13/2022 - 11/19/2022	0.96	0.98	0.96	0.99
48	11/20/2022 - 11/26/2022	0.96	0.98	0.96	0.99
49	11/27/2022 - 12/03/2022	0.96	0.98	0.96	0.99
50	12/04/2022 - 12/10/2022	0.96	0.98	0.96	0.99
51	12/11/2022 - 12/17/2022	0.96	0.98	0.96	0.99
52	12/18/2022 - 12/24/2022	0.96	0.98	0.96	0.99
53	12/25/2022 - 12/31/2022	0.96	0.97	0.96	0.99

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1063 SR582, RIVHILLS-US301	1064 SR597, SR580-PASCO	1065 SR583, SR599 - SR582	1066 SR574, SR600 - SR585
1	01/01/2022 - 01/01/2022	0.99	0.97	0.96	0.99
2	01/02/2022 - 01/08/2022	0.99	0.97	0.96	0.99
3	01/09/2022 - 01/15/2022	0.99	0.97	0.96	0.99
4	01/16/2022 - 01/22/2022	0.99	0.97	0.96	0.99
5	01/23/2022 - 01/29/2022	0.99	0.97	0.96	0.99
6	01/30/2022 - 02/05/2022	0.99	0.97	0.96	0.99
7	02/06/2022 - 02/12/2022	0.99	0.97	0.96	0.99
8	02/13/2022 - 02/19/2022	0.99	0.97	0.96	0.99
9	02/20/2022 - 02/26/2022	0.99	0.97	0.96	0.99
10	02/27/2022 - 03/05/2022	0.99	0.97	0.96	0.99
11	03/06/2022 - 03/12/2022	0.99	0.97	0.96	0.99
12	03/13/2022 - 03/19/2022	0.99	0.97	0.96	0.99
13	03/20/2022 - 03/26/2022	0.99	0.97	0.96	0.99
14	03/27/2022 - 04/02/2022	0.99	0.97	0.96	0.99
15	04/03/2022 - 04/09/2022	0.99	0.97	0.96	0.99
16	04/10/2022 - 04/16/2022	0.99	0.97	0.96	0.99
17	04/17/2022 - 04/23/2022	0.99	0.97	0.96	0.99
18	04/24/2022 - 04/30/2022	0.99	0.97	0.96	0.99
19	05/01/2022 - 05/07/2022	0.99	0.97	0.96	0.99
20	05/08/2022 - 05/14/2022	0.99	0.97	0.96	0.99
21	05/15/2022 - 05/21/2022	0.99	0.97	0.96	0.99
22	05/22/2022 - 05/28/2022	0.99	0.97	0.96	0.99
23	05/29/2022 - 06/04/2022	0.99	0.97	0.96	0.99
24	06/05/2022 - 06/11/2022	0.99	0.97	0.96	0.99
25	06/12/2022 - 06/18/2022	0.99	0.97	0.96	0.99
26	06/19/2022 - 06/25/2022	0.99	0.97	0.96	0.99
27	06/26/2022 - 07/02/2022	0.99	0.97	0.96	0.99
28	07/03/2022 - 07/09/2022	0.99	0.97	0.96	0.99
29	07/10/2022 - 07/16/2022	0.99	0.97	0.96	0.99
30	07/17/2022 - 07/23/2022	0.99	0.97	0.96	0.99
31	07/24/2022 - 07/30/2022	0.99	0.97	0.96	0.99
32	07/31/2022 - 08/06/2022	0.99	0.97	0.96	0.99
33	08/07/2022 - 08/13/2022	0.99	0.97	0.96	0.99
34	08/14/2022 - 08/20/2022	0.99	0.97	0.96	0.99
35	08/21/2022 - 08/27/2022	0.99	0.97	0.96	0.99
36	08/28/2022 - 09/03/2022	0.99	0.97	0.96	0.99
37	09/04/2022 - 09/10/2022	0.99	0.97	0.96	0.99
38	09/11/2022 - 09/17/2022	0.99	0.97	0.96	0.99
39	09/18/2022 - 09/24/2022	0.99	0.97	0.96	0.99
40	09/25/2022 - 10/01/2022	0.99	0.97	0.96	0.99
41	10/02/2022 - 10/08/2022	0.99	0.97	0.96	0.99
42	10/09/2022 - 10/15/2022	0.99	0.97	0.96	0.99
43	10/16/2022 - 10/22/2022	0.99	0.97	0.96	0.99
44	10/23/2022 - 10/29/2022	0.99	0.97	0.96	0.99
45	10/30/2022 - 11/05/2022	0.99	0.97	0.96	0.99
46	11/06/2022 - 11/12/2022	0.99	0.97	0.96	0.99
47	11/13/2022 - 11/19/2022	0.99	0.97	0.96	0.99
48	11/20/2022 - 11/26/2022	0.99	0.97	0.96	0.99
49	11/27/2022 - 12/03/2022	0.99	0.97	0.96	0.99
50	12/04/2022 - 12/10/2022	0.99	0.97	0.96	0.99
51	12/11/2022 - 12/17/2022	0.99	0.97	0.96	0.99
52	12/18/2022 - 12/24/2022	0.99	0.97	0.96	0.99
53	12/25/2022 - 12/31/2022	0.99	0.97	0.96	0.99

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1067 SR574, SR585 - CR574	1068 SR579, SR685 - SR45	1069 SR578, SR685 - SR45	1070 US41, SR 60-SR583
1	01/01/2022 - 01/01/2022	0.99	0.99	0.99	0.94
2	01/02/2022 - 01/08/2022	0.99	0.99	0.99	0.94
3	01/09/2022 - 01/15/2022	0.99	0.99	0.99	0.94
4	01/16/2022 - 01/22/2022	0.99	0.99	0.99	0.94
5	01/23/2022 - 01/29/2022	0.99	0.99	0.99	0.94
6	01/30/2022 - 02/05/2022	0.99	0.99	0.99	0.94
7	02/06/2022 - 02/12/2022	0.99	0.99	0.99	0.94
8	02/13/2022 - 02/19/2022	0.99	0.99	0.99	0.94
9	02/20/2022 - 02/26/2022	0.99	0.99	0.99	0.94
10	02/27/2022 - 03/05/2022	0.99	0.99	0.99	0.94
11	03/06/2022 - 03/12/2022	0.99	0.99	0.99	0.94
12	03/13/2022 - 03/19/2022	0.99	0.99	0.99	0.94
13	03/20/2022 - 03/26/2022	0.99	0.99	0.99	0.94
14	03/27/2022 - 04/02/2022	0.99	0.99	0.99	0.94
15	04/03/2022 - 04/09/2022	0.99	0.99	0.99	0.94
16	04/10/2022 - 04/16/2022	0.99	0.99	0.99	0.94
17	04/17/2022 - 04/23/2022	0.99	0.99	0.99	0.94
18	04/24/2022 - 04/30/2022	0.99	0.99	0.99	0.94
19	05/01/2022 - 05/07/2022	0.99	0.99	0.99	0.94
20	05/08/2022 - 05/14/2022	0.99	0.99	0.99	0.94
21	05/15/2022 - 05/21/2022	0.99	0.99	0.99	0.94
22	05/22/2022 - 05/28/2022	0.99	0.99	0.99	0.94
23	05/29/2022 - 06/04/2022	0.99	0.99	0.99	0.94
24	06/05/2022 - 06/11/2022	0.99	0.99	0.99	0.94
25	06/12/2022 - 06/18/2022	0.99	0.99	0.99	0.94
26	06/19/2022 - 06/25/2022	0.99	0.99	0.99	0.94
27	06/26/2022 - 07/02/2022	0.99	0.99	0.99	0.94
28	07/03/2022 - 07/09/2022	0.99	0.99	0.99	0.94
29	07/10/2022 - 07/16/2022	0.99	0.99	0.99	0.94
30	07/17/2022 - 07/23/2022	0.99	0.99	0.99	0.94
31	07/24/2022 - 07/30/2022	0.99	0.99	0.99	0.94
32	07/31/2022 - 08/06/2022	0.99	0.99	0.99	0.94
33	08/07/2022 - 08/13/2022	0.99	0.99	0.99	0.94
34	08/14/2022 - 08/20/2022	0.99	0.99	0.99	0.94
35	08/21/2022 - 08/27/2022	0.99	0.99	0.99	0.94
36	08/28/2022 - 09/03/2022	0.99	0.99	0.99	0.94
37	09/04/2022 - 09/10/2022	0.99	0.99	0.99	0.94
38	09/11/2022 - 09/17/2022	0.99	0.99	0.99	0.94
39	09/18/2022 - 09/24/2022	0.99	0.99	0.99	0.94
40	09/25/2022 - 10/01/2022	0.99	0.99	0.99	0.94
41	10/02/2022 - 10/08/2022	0.99	0.99	0.99	0.94
42	10/09/2022 - 10/15/2022	0.99	0.99	0.99	0.94
43	10/16/2022 - 10/22/2022	0.99	0.99	0.99	0.94
44	10/23/2022 - 10/29/2022	0.99	0.99	0.99	0.94
45	10/30/2022 - 11/05/2022	0.99	0.99	0.99	0.94
46	11/06/2022 - 11/12/2022	0.99	0.99	0.99	0.94
47	11/13/2022 - 11/19/2022	0.99	0.99	0.99	0.94
48	11/20/2022 - 11/26/2022	0.99	0.99	0.99	0.94
49	11/27/2022 - 12/03/2022	0.99	0.99	0.99	0.94
50	12/04/2022 - 12/10/2022	0.99	0.99	0.99	0.94
51	12/11/2022 - 12/17/2022	0.99	0.99	0.99	0.94
52	12/18/2022 - 12/24/2022	0.99	0.99	0.99	0.94
53	12/25/2022 - 12/31/2022	0.99	0.99	0.99	0.94

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1071 US41, SR583-SR600	1072 SR685, SR600-SR60	1073 SR674, US301-POLK	1074 SR597, SR580-PASCO
1	01/01/2022 - 01/01/2022	0.94	0.99	0.99	0.96
2	01/02/2022 - 01/08/2022	0.94	0.99	0.99	0.96
3	01/09/2022 - 01/15/2022	0.94	0.99	0.99	0.96
4	01/16/2022 - 01/22/2022	0.94	0.99	0.99	0.96
5	01/23/2022 - 01/29/2022	0.94	0.99	0.99	0.96
6	01/30/2022 - 02/05/2022	0.94	0.99	0.99	0.96
7	02/06/2022 - 02/12/2022	0.94	0.99	0.99	0.96
8	02/13/2022 - 02/19/2022	0.94	0.99	0.99	0.96
9	02/20/2022 - 02/26/2022	0.94	0.99	0.99	0.96
10	02/27/2022 - 03/05/2022	0.94	0.99	0.99	0.96
11	03/06/2022 - 03/12/2022	0.94	0.99	0.99	0.96
12	03/13/2022 - 03/19/2022	0.94	0.99	0.99	0.96
13	03/20/2022 - 03/26/2022	0.94	0.99	0.99	0.96
14	03/27/2022 - 04/02/2022	0.94	0.99	0.99	0.96
15	04/03/2022 - 04/09/2022	0.94	0.99	0.99	0.96
16	04/10/2022 - 04/16/2022	0.94	0.99	0.99	0.96
17	04/17/2022 - 04/23/2022	0.94	0.99	0.99	0.96
18	04/24/2022 - 04/30/2022	0.94	0.99	0.99	0.96
19	05/01/2022 - 05/07/2022	0.94	0.99	0.99	0.96
20	05/08/2022 - 05/14/2022	0.94	0.99	0.99	0.96
21	05/15/2022 - 05/21/2022	0.94	0.99	0.99	0.96
22	05/22/2022 - 05/28/2022	0.94	0.99	0.99	0.96
23	05/29/2022 - 06/04/2022	0.94	0.99	0.99	0.96
24	06/05/2022 - 06/11/2022	0.94	0.99	0.99	0.96
25	06/12/2022 - 06/18/2022	0.94	0.99	0.99	0.96
26	06/19/2022 - 06/25/2022	0.94	0.99	0.99	0.96
27	06/26/2022 - 07/02/2022	0.94	0.99	0.99	0.96
28	07/03/2022 - 07/09/2022	0.94	0.99	0.99	0.96
29	07/10/2022 - 07/16/2022	0.94	0.99	0.99	0.96
30	07/17/2022 - 07/23/2022	0.94	0.99	0.99	0.96
31	07/24/2022 - 07/30/2022	0.94	0.99	0.99	0.96
32	07/31/2022 - 08/06/2022	0.94	0.99	0.99	0.96
33	08/07/2022 - 08/13/2022	0.94	0.99	0.99	0.96
34	08/14/2022 - 08/20/2022	0.94	0.99	0.99	0.96
35	08/21/2022 - 08/27/2022	0.94	0.99	0.99	0.96
36	08/28/2022 - 09/03/2022	0.94	0.99	0.99	0.96
37	09/04/2022 - 09/10/2022	0.94	0.99	0.99	0.96
38	09/11/2022 - 09/17/2022	0.94	0.99	0.99	0.96
39	09/18/2022 - 09/24/2022	0.94	0.99	0.99	0.96
40	09/25/2022 - 10/01/2022	0.94	0.99	0.99	0.96
41	10/02/2022 - 10/08/2022	0.94	0.99	0.99	0.96
42	10/09/2022 - 10/15/2022	0.94	0.99	0.99	0.96
43	10/16/2022 - 10/22/2022	0.94	0.99	0.99	0.96
44	10/23/2022 - 10/29/2022	0.94	0.99	0.99	0.96
45	10/30/2022 - 11/05/2022	0.94	0.99	0.99	0.96
46	11/06/2022 - 11/12/2022	0.94	0.99	0.99	0.96
47	11/13/2022 - 11/19/2022	0.94	0.99	0.99	0.96
48	11/20/2022 - 11/26/2022	0.94	0.99	0.99	0.96
49	11/27/2022 - 12/03/2022	0.94	0.99	0.99	0.96
50	12/04/2022 - 12/10/2022	0.94	0.99	0.99	0.96
51	12/11/2022 - 12/17/2022	0.94	0.99	0.99	0.96
52	12/18/2022 - 12/24/2022	0.94	0.99	0.99	0.96
53	12/25/2022 - 12/31/2022	0.94	0.99	0.99	0.96

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1075 SR580, SR600-SR583	1076 US301, HARNEY-PASCO	1077 SR585, I-4 - SR 600	1078 I-275, I-4 - SR 580
1	01/01/2022 - 01/01/2022	0.94	0.94	0.94	0.96
2	01/02/2022 - 01/08/2022	0.94	0.94	0.94	0.96
3	01/09/2022 - 01/15/2022	0.94	0.94	0.94	0.96
4	01/16/2022 - 01/22/2022	0.94	0.94	0.94	0.96
5	01/23/2022 - 01/29/2022	0.94	0.94	0.94	0.96
6	01/30/2022 - 02/05/2022	0.93	0.93	0.93	0.96
7	02/06/2022 - 02/12/2022	0.93	0.93	0.93	0.96
8	02/13/2022 - 02/19/2022	0.93	0.93	0.93	0.96
9	02/20/2022 - 02/26/2022	0.93	0.93	0.93	0.96
10	02/27/2022 - 03/05/2022	0.94	0.94	0.94	0.96
11	03/06/2022 - 03/12/2022	0.94	0.94	0.94	0.96
12	03/13/2022 - 03/19/2022	0.94	0.94	0.94	0.96
13	03/20/2022 - 03/26/2022	0.94	0.94	0.94	0.96
14	03/27/2022 - 04/02/2022	0.94	0.94	0.94	0.96
15	04/03/2022 - 04/09/2022	0.94	0.94	0.94	0.96
16	04/10/2022 - 04/16/2022	0.94	0.94	0.94	0.96
17	04/17/2022 - 04/23/2022	0.94	0.94	0.94	0.96
18	04/24/2022 - 04/30/2022	0.94	0.94	0.94	0.96
19	05/01/2022 - 05/07/2022	0.94	0.94	0.94	0.96
20	05/08/2022 - 05/14/2022	0.94	0.94	0.94	0.96
21	05/15/2022 - 05/21/2022	0.94	0.94	0.94	0.96
22	05/22/2022 - 05/28/2022	0.94	0.94	0.94	0.96
23	05/29/2022 - 06/04/2022	0.94	0.94	0.94	0.96
24	06/05/2022 - 06/11/2022	0.93	0.93	0.93	0.96
25	06/12/2022 - 06/18/2022	0.93	0.93	0.93	0.96
26	06/19/2022 - 06/25/2022	0.93	0.93	0.93	0.96
27	06/26/2022 - 07/02/2022	0.93	0.93	0.93	0.96
28	07/03/2022 - 07/09/2022	0.93	0.93	0.93	0.96
29	07/10/2022 - 07/16/2022	0.93	0.93	0.93	0.96
30	07/17/2022 - 07/23/2022	0.93	0.93	0.93	0.96
31	07/24/2022 - 07/30/2022	0.93	0.93	0.93	0.96
32	07/31/2022 - 08/06/2022	0.93	0.93	0.93	0.96
33	08/07/2022 - 08/13/2022	0.93	0.93	0.93	0.96
34	08/14/2022 - 08/20/2022	0.93	0.93	0.93	0.96
35	08/21/2022 - 08/27/2022	0.93	0.93	0.93	0.96
36	08/28/2022 - 09/03/2022	0.94	0.94	0.94	0.96
37	09/04/2022 - 09/10/2022	0.94	0.94	0.94	0.96
38	09/11/2022 - 09/17/2022	0.94	0.94	0.94	0.96
39	09/18/2022 - 09/24/2022	0.94	0.94	0.94	0.96
40	09/25/2022 - 10/01/2022	0.94	0.94	0.94	0.96
41	10/02/2022 - 10/08/2022	0.94	0.94	0.94	0.96
42	10/09/2022 - 10/15/2022	0.94	0.94	0.94	0.96
43	10/16/2022 - 10/22/2022	0.94	0.94	0.94	0.96
44	10/23/2022 - 10/29/2022	0.94	0.94	0.94	0.96
45	10/30/2022 - 11/05/2022	0.94	0.94	0.94	0.96
46	11/06/2022 - 11/12/2022	0.94	0.94	0.94	0.96
47	11/13/2022 - 11/19/2022	0.94	0.94	0.94	0.96
48	11/20/2022 - 11/26/2022	0.94	0.94	0.94	0.96
49	11/27/2022 - 12/03/2022	0.94	0.94	0.94	0.96
50	12/04/2022 - 12/10/2022	0.94	0.94	0.94	0.96
51	12/11/2022 - 12/17/2022	0.94	0.94	0.94	0.96
52	12/18/2022 - 12/24/2022	0.94	0.94	0.94	0.96
53	12/25/2022 - 12/31/2022	0.94	0.94	0.94	0.96

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1079 I-275, SR580 - PASCO	1080 I-4, I-275 - I-75	1081 I-4, I-75 - POLK	1082 US301, HARNEY-PASCO
1	01/01/2022 - 01/01/2022	0.96	0.93	0.94	0.99
2	01/02/2022 - 01/08/2022	0.96	0.93	0.93	0.99
3	01/09/2022 - 01/15/2022	0.96	0.93	0.92	0.99
4	01/16/2022 - 01/22/2022	0.96	0.93	0.92	0.99
5	01/23/2022 - 01/29/2022	0.96	0.93	0.92	0.99
6	01/30/2022 - 02/05/2022	0.96	0.93	0.92	0.99
7	02/06/2022 - 02/12/2022	0.96	0.93	0.92	0.99
8	02/13/2022 - 02/19/2022	0.96	0.93	0.92	0.99
9	02/20/2022 - 02/26/2022	0.96	0.93	0.92	0.99
10	02/27/2022 - 03/05/2022	0.96	0.93	0.92	0.99
11	03/06/2022 - 03/12/2022	0.96	0.93	0.92	0.99
12	03/13/2022 - 03/19/2022	0.96	0.93	0.92	0.99
13	03/20/2022 - 03/26/2022	0.96	0.93	0.92	0.99
14	03/27/2022 - 04/02/2022	0.96	0.93	0.92	0.99
15	04/03/2022 - 04/09/2022	0.96	0.93	0.92	0.99
16	04/10/2022 - 04/16/2022	0.96	0.93	0.92	0.99
17	04/17/2022 - 04/23/2022	0.96	0.93	0.92	0.99
18	04/24/2022 - 04/30/2022	0.96	0.93	0.92	0.99
19	05/01/2022 - 05/07/2022	0.96	0.93	0.92	0.99
20	05/08/2022 - 05/14/2022	0.96	0.93	0.92	0.99
21	05/15/2022 - 05/21/2022	0.96	0.93	0.92	0.99
22	05/22/2022 - 05/28/2022	0.96	0.93	0.92	0.99
23	05/29/2022 - 06/04/2022	0.96	0.93	0.92	0.99
24	06/05/2022 - 06/11/2022	0.96	0.93	0.91	0.99
25	06/12/2022 - 06/18/2022	0.96	0.93	0.91	0.99
26	06/19/2022 - 06/25/2022	0.96	0.93	0.91	0.99
27	06/26/2022 - 07/02/2022	0.96	0.93	0.92	0.99
28	07/03/2022 - 07/09/2022	0.96	0.93	0.92	0.99
29	07/10/2022 - 07/16/2022	0.96	0.93	0.92	0.99
30	07/17/2022 - 07/23/2022	0.96	0.93	0.92	0.99
31	07/24/2022 - 07/30/2022	0.96	0.93	0.92	0.99
32	07/31/2022 - 08/06/2022	0.96	0.93	0.91	0.99
33	08/07/2022 - 08/13/2022	0.96	0.93	0.91	0.99
34	08/14/2022 - 08/20/2022	0.96	0.93	0.91	0.99
35	08/21/2022 - 08/27/2022	0.96	0.93	0.91	0.99
36	08/28/2022 - 09/03/2022	0.96	0.93	0.92	0.99
37	09/04/2022 - 09/10/2022	0.96	0.93	0.92	0.99
38	09/11/2022 - 09/17/2022	0.96	0.93	0.92	0.99
39	09/18/2022 - 09/24/2022	0.96	0.93	0.92	0.99
40	09/25/2022 - 10/01/2022	0.96	0.93	0.92	0.99
41	10/02/2022 - 10/08/2022	0.96	0.93	0.91	0.99
42	10/09/2022 - 10/15/2022	0.96	0.93	0.91	0.99
43	10/16/2022 - 10/22/2022	0.96	0.93	0.91	0.99
44	10/23/2022 - 10/29/2022	0.96	0.93	0.92	0.99
45	10/30/2022 - 11/05/2022	0.96	0.93	0.92	0.99
46	11/06/2022 - 11/12/2022	0.96	0.93	0.93	0.99
47	11/13/2022 - 11/19/2022	0.96	0.93	0.93	0.99
48	11/20/2022 - 11/26/2022	0.96	0.93	0.93	0.99
49	11/27/2022 - 12/03/2022	0.96	0.93	0.94	0.99
50	12/04/2022 - 12/10/2022	0.96	0.93	0.94	0.99
51	12/11/2022 - 12/17/2022	0.96	0.93	0.94	0.99
52	12/18/2022 - 12/24/2022	0.96	0.93	0.93	0.99
53	12/25/2022 - 12/31/2022	0.96	0.93	0.92	0.99

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1083		1084		1085		1086	
		HILLS.	HPMS	EASTERN 1	HILLS HPMS 2	HILLS	HPMS 3	HILLS	HPMS 4
1	01/01/2022 - 01/01/2022			0.91	0.91	0.91		0.91	
2	01/02/2022 - 01/08/2022			0.91	0.91	0.91		0.91	
3	01/09/2022 - 01/15/2022			0.90	0.90	0.90		0.90	
4	01/16/2022 - 01/22/2022			0.90	0.90	0.90		0.90	
5	01/23/2022 - 01/29/2022			0.90	0.90	0.90		0.90	
6	01/30/2022 - 02/05/2022			0.90	0.90	0.90		0.90	
7	02/06/2022 - 02/12/2022			0.90	0.90	0.90		0.90	
8	02/13/2022 - 02/19/2022			0.90	0.90	0.90		0.90	
9	02/20/2022 - 02/26/2022			0.90	0.90	0.90		0.90	
10	02/27/2022 - 03/05/2022			0.90	0.90	0.90		0.90	
11	03/06/2022 - 03/12/2022			0.90	0.90	0.90		0.90	
12	03/13/2022 - 03/19/2022			0.90	0.90	0.90		0.90	
13	03/20/2022 - 03/26/2022			0.90	0.90	0.90		0.90	
14	03/27/2022 - 04/02/2022			0.91	0.91	0.91		0.91	
15	04/03/2022 - 04/09/2022			0.91	0.91	0.91		0.91	
16	04/10/2022 - 04/16/2022			0.91	0.91	0.91		0.91	
17	04/17/2022 - 04/23/2022			0.91	0.91	0.91		0.91	
18	04/24/2022 - 04/30/2022			0.91	0.91	0.91		0.91	
19	05/01/2022 - 05/07/2022			0.91	0.91	0.91		0.91	
20	05/08/2022 - 05/14/2022			0.91	0.91	0.91		0.91	
21	05/15/2022 - 05/21/2022			0.91	0.91	0.91		0.91	
22	05/22/2022 - 05/28/2022			0.91	0.91	0.91		0.91	
23	05/29/2022 - 06/04/2022			0.91	0.91	0.91		0.91	
24	06/05/2022 - 06/11/2022			0.90	0.90	0.90		0.90	
25	06/12/2022 - 06/18/2022			0.90	0.90	0.90		0.90	
26	06/19/2022 - 06/25/2022			0.90	0.90	0.90		0.90	
27	06/26/2022 - 07/02/2022			0.91	0.91	0.91		0.91	
28	07/03/2022 - 07/09/2022			0.91	0.91	0.91		0.91	
29	07/10/2022 - 07/16/2022			0.91	0.91	0.91		0.91	
30	07/17/2022 - 07/23/2022			0.91	0.91	0.91		0.91	
31	07/24/2022 - 07/30/2022			0.91	0.91	0.91		0.91	
32	07/31/2022 - 08/06/2022			0.90	0.90	0.90		0.90	
33	08/07/2022 - 08/13/2022			0.90	0.90	0.90		0.90	
34	08/14/2022 - 08/20/2022			0.90	0.90	0.90		0.90	
35	08/21/2022 - 08/27/2022			0.90	0.90	0.90		0.90	
36	08/28/2022 - 09/03/2022			0.91	0.91	0.91		0.91	
37	09/04/2022 - 09/10/2022			0.91	0.91	0.91		0.91	
38	09/11/2022 - 09/17/2022			0.91	0.91	0.91		0.91	
39	09/18/2022 - 09/24/2022			0.91	0.91	0.91		0.91	
40	09/25/2022 - 10/01/2022			0.91	0.91	0.91		0.91	
41	10/02/2022 - 10/08/2022			0.90	0.90	0.90		0.90	
42	10/09/2022 - 10/15/2022			0.90	0.90	0.90		0.90	
43	10/16/2022 - 10/22/2022			0.90	0.90	0.90		0.90	
44	10/23/2022 - 10/29/2022			0.90	0.90	0.90		0.90	
45	10/30/2022 - 11/05/2022			0.91	0.91	0.91		0.91	
46	11/06/2022 - 11/12/2022			0.91	0.91	0.91		0.91	
47	11/13/2022 - 11/19/2022			0.91	0.91	0.91		0.91	
48	11/20/2022 - 11/26/2022			0.91	0.91	0.91		0.91	
49	11/27/2022 - 12/03/2022			0.91	0.91	0.91		0.91	
50	12/04/2022 - 12/10/2022			0.91	0.91	0.91		0.91	
51	12/11/2022 - 12/17/2022			0.91	0.91	0.91		0.91	
52	12/18/2022 - 12/24/2022			0.91	0.91	0.91		0.91	
53	12/25/2022 - 12/31/2022			0.90	0.90	0.90		0.90	

2022 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	HILLS HPMS 5	HILLS HPMS 6	CROSSTOWN EXPRESSWAY ELEV
1	01/01/2022 - 01/01/2022	0.91	0.91	0.94
2	01/02/2022 - 01/08/2022	0.91	0.91	0.94
3	01/09/2022 - 01/15/2022	0.90	0.90	0.93
4	01/16/2022 - 01/22/2022	0.90	0.90	0.93
5	01/23/2022 - 01/29/2022	0.90	0.90	0.93
6	01/30/2022 - 02/05/2022	0.90	0.90	0.93
7	02/06/2022 - 02/12/2022	0.90	0.90	0.93
8	02/13/2022 - 02/19/2022	0.90	0.90	0.93
9	02/20/2022 - 02/26/2022	0.90	0.90	0.93
10	02/27/2022 - 03/05/2022	0.90	0.90	0.93
11	03/06/2022 - 03/12/2022	0.90	0.90	0.93
12	03/13/2022 - 03/19/2022	0.90	0.90	0.93
13	03/20/2022 - 03/26/2022	0.90	0.90	0.93
14	03/27/2022 - 04/02/2022	0.91	0.91	0.93
15	04/03/2022 - 04/09/2022	0.91	0.91	0.93
16	04/10/2022 - 04/16/2022	0.91	0.91	0.93
17	04/17/2022 - 04/23/2022	0.91	0.91	0.93
18	04/24/2022 - 04/30/2022	0.91	0.91	0.93
19	05/01/2022 - 05/07/2022	0.91	0.91	0.93
20	05/08/2022 - 05/14/2022	0.91	0.91	0.93
21	05/15/2022 - 05/21/2022	0.91	0.91	0.93
22	05/22/2022 - 05/28/2022	0.91	0.91	0.93
23	05/29/2022 - 06/04/2022	0.91	0.91	0.93
24	06/05/2022 - 06/11/2022	0.90	0.90	0.93
25	06/12/2022 - 06/18/2022	0.90	0.90	0.93
26	06/19/2022 - 06/25/2022	0.90	0.90	0.93
27	06/26/2022 - 07/02/2022	0.91	0.91	0.93
28	07/03/2022 - 07/09/2022	0.91	0.91	0.93
29	07/10/2022 - 07/16/2022	0.91	0.91	0.93
30	07/17/2022 - 07/23/2022	0.91	0.91	0.93
31	07/24/2022 - 07/30/2022	0.91	0.91	0.93
32	07/31/2022 - 08/06/2022	0.90	0.90	0.93
33	08/07/2022 - 08/13/2022	0.90	0.90	0.93
34	08/14/2022 - 08/20/2022	0.90	0.90	0.93
35	08/21/2022 - 08/27/2022	0.90	0.90	0.93
36	08/28/2022 - 09/03/2022	0.91	0.91	0.93
37	09/04/2022 - 09/10/2022	0.91	0.91	0.93
38	09/11/2022 - 09/17/2022	0.91	0.91	0.93
39	09/18/2022 - 09/24/2022	0.91	0.91	0.93
40	09/25/2022 - 10/01/2022	0.91	0.91	0.93
41	10/02/2022 - 10/08/2022	0.90	0.90	0.93
42	10/09/2022 - 10/15/2022	0.90	0.90	0.93
43	10/16/2022 - 10/22/2022	0.90	0.90	0.93
44	10/23/2022 - 10/29/2022	0.90	0.90	0.93
45	10/30/2022 - 11/05/2022	0.91	0.91	0.94
46	11/06/2022 - 11/12/2022	0.91	0.91	0.94
47	11/13/2022 - 11/19/2022	0.91	0.91	0.94
48	11/20/2022 - 11/26/2022	0.91	0.91	0.94
49	11/27/2022 - 12/03/2022	0.91	0.91	0.94
50	12/04/2022 - 12/10/2022	0.91	0.91	0.94
51	12/11/2022 - 12/17/2022	0.91	0.91	0.94
52	12/18/2022 - 12/24/2022	0.91	0.91	0.94
53	12/25/2022 - 12/31/2022	0.90	0.90	0.93

Appendix E

Volume Calibration Results



AM Volume Calibration

Approach	Movement	Target	Vissim Simulation	Volume Validated?	GEH	Volume Criteria	Volume Difference	Percent Difference
Eastbound Selmon Expressway at Plant Avenue On-Ramp								
	Mainline	3,100	3,100	Yes	0.0	+/- 400 vph	0	0.0%
	On-Ramp	430	429	Yes	0.0	+/- 100 vph	1	0.2%
Eastbound Selmon Expressway at Downtown East/West Off-Ramp								
	Mainline	3,530	3,524	Yes	0.1	+/- 400 vph	6	0.2%
	Off-Ramp to Florida Avenue	710	706	Yes	0.1	+/- 15% vph	4	0.5%
	Off-Ramp to Channelside Drive	205	205	Yes	0.0	+/- 100 vph	0	0.0%
Eastbound Selmon Expressway at Jefferson Street On-Ramp								
	Mainline	2,615	2,611	Yes	0.1	+/- 15% vph	4	0.2%
	On-Ramp	175	175	Yes	0.0	+/- 100 vph	0	0.1%
Eastbound Selmon Expressway at Nebraska Avenue On-Ramp								
	Mainline	2,790	2,783	Yes	0.1	+/- 400 vph	7	0.3%
Channelside Drive and Florida Avenue								
Eastbound	Left Turn	607	603	Yes	0.2	+/- 100 vph	4	0.7%
	Through	628	618	Yes	0.4	+/- 100 vph	10	1.6%
	Right Turn	313	310	Yes	0.2	+/- 100 vph	3	1.0%
Northbound	Through	165	167	Yes	0.2	+/- 100 vph	2	1.2%
	Right Turn	40	39	Yes	0.2	+/- 100 vph	1	2.5%
Channelside Drive and Morgan Street								
Eastbound	Left Turn	88	86	Yes	0.2	+/- 100 vph	2	2.3%
	Through	538	529	Yes	0.4	+/- 100 vph	9	1.7%
	Right Turn	42	42	Yes	0.0	+/- 100 vph	0	0.0%
Off-Ramp	Left Turn	22	23	Yes	0.2	+/- 100 vph	1	4.5%
	Through	171	167	Yes	0.3	+/- 100 vph	4	2.3%
	Right Turn	12	12	Yes	0.0	+/- 100 vph	0	0.0%
Northbound	Through	53	54	Yes	0.1	+/- 100 vph	1	1.9%
	Right Turn	24	24	Yes	0.0	+/- 100 vph	0	0.0%
Southbound	Left Turn	103	105	Yes	0.2	+/- 100 vph	2	1.9%
	Through	120	120	Yes	0.0	+/- 100 vph	0	0.0%
Brerein Street and Florida Avenue								
Westbound	Through	1,636	1641	Yes	0.1	+/- 15% vph	5	0.3%
	Right Turn	395	395	Yes	0.0	+/- 100 vph	0	0.0%
Northbound	Left Turn	181	178	Yes	0.2	+/- 100 vph	3	1.7%
	Through	1,379	1368	Yes	0.3	+/- 15% vph	11	0.8%
Whiting Street and Jefferson Street								
Eastbound	Left Turn	25	25	Yes	0.0	+/- 100 vph	0	0.0%
	Through	103	103	Yes	0.0	+/- 100 vph	0	0.0%
	Right Turn	48	48	Yes	0.0	+/- 100 vph	0	0.0%
Westbound	Left Turn	44	45	Yes	0.1	+/- 100 vph	1	2.3%
	Through	101	100	Yes	0.1	+/- 100 vph	1	1.0%
	Right Turn	26	25	Yes	0.2	+/- 100 vph	1	3.8%
Northbound	Left Turn	56	56	Yes	0.0	+/- 100 vph	0	0.0%
	Through	184	186	Yes	0.1	+/- 100 vph	2	1.1%
	Right Turn	44	44	Yes	0.0	+/- 100 vph	0	0.0%
Southbound	Left Turn	16	17	Yes	0.2	+/- 100 vph	1	6.3%
	Through	95	96	Yes	0.1	+/- 100 vph	1	1.1%
	Right Turn	61	62	Yes	0.1	+/- 100 vph	1	1.6%
Whiting Street and Meridian Avenue								
Westbound	Left Turn	33	34	Yes	0.2	+/- 100 vph	1	3.0%
	Right Turn	43	44	Yes	0.2	+/- 100 vph	1	2.3%
Northbound	Through	213	214	Yes	0.1	+/- 100 vph	1	0.5%
	Right Turn	8	8	Yes	0.0	+/- 100 vph	0	0.0%
Southbound	Left Turn	27	28	Yes	0.2	+/- 100 vph	1	3.7%
	Through	1,205	1204	Yes	0.0	+/- 15% vph	1	0.1%
Overall Network								
	Total	22,199	22,148		0.3		51	0.2%

PM Volume Calibration

Approach	Movement	Target	Vissim Simulation	Volume Validated?	GEH	Volume Criteria	Volume Difference	Percent Difference
Eastbound Selmon Expressway at Plant Avenue On-Ramp								
	Mainline	3,310	3,309	Yes	0.0	+/- 400 vph	1	0.0%
	On-Ramp	640	639	Yes	0.0	+/- 100 vph	1	0.1%
Eastbound Selmon Expressway at Downtown East/West Off-Ramp								
	Mainline	3,950	3,939	Yes	0.2	+/- 400 vph	11	0.3%
	Off-Ramp to Florida Avenue	326	323	Yes	0.1	+/- 100 vph	3	0.8%
	Off-Ramp to Channelside Drive	100	100	Yes	0.0	+/- 100 vph	0	0.2%
Eastbound Selmon Expressway at Jefferson Street On-Ramp								
	Mainline	3,524	3,507	Yes	0.3	+/- 400 vph	17	0.5%
	On-Ramp	694	692	Yes	0.1	+/- 100 vph	2	0.4%
Eastbound Selmon Expressway at Nebraska Avenue On-Ramp								
	Mainline	4,218	4,196	Yes	0.3	+/- 400 vph	22	0.5%
Channelside Drive and Florida Avenue								
Eastbound	Left Turn	714	712	Yes	0.1	+/- 15% vph	2	0.3%
	Through	1,318	1313	Yes	0.1	+/- 15% vph	5	0.4%
	Right Turn	111	111	Yes	0.0	+/- 100 vph	0	0.0%
Northbound	Through	325	327	Yes	0.1	+/- 100 vph	2	0.6%
	Right Turn	99	100	Yes	0.1	+/- 100 vph	1	1.0%
Channelside Drive and Morgan Street								
Eastbound	Left Turn	34	34	Yes	0.0	+/- 100 vph	0	0.0%
	Through	1,376	1374	Yes	0.1	+/- 15% vph	2	0.1%
	Right Turn	7	8	Yes	0.4	+/- 100 vph	1	14.3%
Off-Ramp	Left Turn	6	6	Yes	0.0	+/- 100 vph	0	0.0%
	Through	92	92	Yes	0.0	+/- 100 vph	0	0.0%
	Right Turn	2	3	Yes	0.6	+/- 100 vph	1	50.0%
Northbound	Through	73	73	Yes	0.0	+/- 100 vph	0	0.0%
	Right Turn	32	32	Yes	0.0	+/- 100 vph	0	0.0%
Southbound	Left Turn	58	58	Yes	0.0	+/- 100 vph	0	0.0%
	Through	16	17	Yes	0.2	+/- 100 vph	1	6.3%
Brerein Street and Florida Avenue								
Westbound	Through	1,152	1164	Yes	0.4	+/- 15% vph	12	1.0%
	Right Turn	123	124	Yes	0.1	+/- 100 vph	1	0.8%
Northbound	Left Turn	159	160	Yes	0.1	+/- 100 vph	1	0.6%
	Through	1,266	1262	Yes	0.1	+/- 15% vph	4	0.3%
Whiting Street and Jefferson Street								
Eastbound	Left Turn	67	66	Yes	0.1	+/- 100 vph	1	1.5%
	Through	59	59	Yes	0.0	+/- 100 vph	0	0.0%
	Right Turn	297	295	Yes	0.1	+/- 100 vph	2	0.7%
Westbound	Left Turn	43	42	Yes	0.2	+/- 100 vph	1	2.3%
	Through	32	32	Yes	0.0	+/- 100 vph	0	0.0%
	Right Turn	31	32	Yes	0.2	+/- 100 vph	1	3.2%
Northbound	Left Turn	2	2	Yes	0.0	+/- 100 vph	0	0.0%
	Through	243	245	Yes	0.1	+/- 100 vph	2	0.8%
	Right Turn	3	3	Yes	0.0	+/- 100 vph	0	0.0%
Southbound	Left Turn	5	6	Yes	0.4	+/- 100 vph	1	20.0%
	Through	170	172	Yes	0.2	+/- 100 vph	2	1.2%
	Right Turn	12	12	Yes	0.0	+/- 100 vph	0	0.0%
Whiting Street and Meridian Avenue								
Westbound	Left Turn	44	43	Yes	0.2	+/- 100 vph	1	2.3%
	Right Turn	22	21	Yes	0.2	+/- 100 vph	1	4.5%
Northbound	Through	501	505	Yes	0.2	+/- 100 vph	4	0.8%
	Right Turn	36	36	Yes	0.0	+/- 100 vph	0	0.0%
Southbound	Left Turn	45	44	Yes	0.1	+/- 100 vph	1	2.2%
	Through	287	287	Yes	0.0	+/- 100 vph	0	0.0%
Overall Network								
	Total	25,524	25,477		0.3		47	0.2%

Appendix F

Speed Calibration Results



Speed Calibration

Segment	Direction	Posted Speed (mph)	Distance (ft)	Target (mph)	VISSIM Simulation (mph)	Speed Validated?
AM Peak Hour						
Florida Avenue from Channelside Drive to Brorein Street	Northbound	30	540	5	11	Yes
Jefferson Street from the Selmon Expressway On-Ramp to Whiting Street	Northbound	30	590	16	21	Yes
Jefferson Street from Whiting Street to the Selmon Expressway On-Ramp	Southbound	30	590	31	29	Yes
Whiting Street from Jefferson Street to Nebraska Avenue	Eastbound	*	500	21	23	Yes
Whiting Street from Nebraska Avenue to Jefferson Street	Westbound	*	500	9	9	Yes
Plant Ave On-Ramp to Florida Ave/ Channelside Dr Off-Ramp	Eastbound	55	1350	60	56	Yes
Florida Ave/Channelside Dr Off-Ramp to Jefferson St On-Ramp	Eastbound	55	2175	60	55	Yes
Jefferson St On-Ramp to Nebraska Ave On-Ramp	Eastbound	55	1790	63	55	Yes
PM Peak Hour						
Florida Avenue from Channelside Drive to Brorein Street	Northbound	30	540	6	11	Yes
Jefferson Street from the Selmon Expressway On-Ramp to Whiting Street	Northbound	30	590	21	21	Yes
Jefferson Street from Whiting Street to the Selmon Expressway On-Ramp	Southbound	30	590	34	29	Yes
Whiting Street from Jefferson Street to Nebraska Avenue	Eastbound	*	500	19	23	Yes
Whiting Street from Nebraska Avenue to Jefferson Street	Westbound	*	500	10	9	Yes
Plant Ave On-Ramp to Florida Ave/ Channelside Dr Off-Ramp	Eastbound	55	1350	48	55	Yes
Florida Ave/Channelside Dr Off-Ramp to Jefferson St On-Ramp	Eastbound	55	2175	48	54	Yes
Jefferson St On-Ramp to Nebraska Ave On-Ramp	Eastbound	55	1790	55	54	Yes

*There is no speed limit posted along this corridor. For analysis purposes, a speed limit of 25 miles per hour (mph) was assumed.

Appendix G

Safety Analysis Technical Memorandum



TECHNICAL MEMORANDUM

TO: Bill Howell, P.E.

FROM: W. T. Bowman, P.E., Tindale Oliver

SUBJECT: Safety Analysis
Whiting Street PD&E
City of Tampa, FL

DATE: March 3, 2021

BACKGROUND

Tindale Oliver conducted a safety analysis to evaluate the potential safety outcomes of the Build Alternative being evaluated as part of the Whiting Street PD&E study. This analysis includes the following elements:

- Analysis of crash history associated with the Florida Avenue off-ramp
- Comparative analysis of the No Build and Build Alternative roadway geometry at the Florida Avenue off-ramp
- Qualitative assessment of the Build Alternative including the Florida Avenue off-ramp area as well as the Whiting Street off ramp, Whiting Street improvements, and Meridian Avenue improvements.

Crash analysis at the Whiting Street ramp and along the proposed connection of Whiting Street to Meridian Avenue was not included in this analysis because the build alternative is essentially a new roadway and, as such, there is no relevant existing crash data.

CRASH DATA REVIEW

Crash data from January 2013 to December 2019 were extracted from the State Crash Analysis Reporting System (CARS), Signal Four Analytics, and Tindale Oliver's Crash Data Management System (CDMS) within the influence area of the Selmon Expressway Florida Avenue off-ramp. As part of the crash data analysis process, police reports were reviewed to identify crashes directly related to the ramp, confirm/correct crash locations and correct miscoded crashes.

During the study period, there were 13 crashes documented within the influence area of the off-ramps as shown in the collision diagram in **Figure 1**. There were few crashes identified directly related to vehicles accessing, traveling on, or exiting the ramp. The identified crashes are summarized as follows:

- Nine crashes along the mainline and at/near the exit gore

- Three rear-end crashes
 - Three sideswipe crashes
 - Three crashes identified as lost control or hit fixed object (single vehicle). One of these was coded as resulting in an incapacitating injury
- Three single vehicle/fixed object crashes were identified along the off-ramp.
 - One sideswipe crash was reported along the off ramp.

Based on the historical crash data, and as shown in Figure 1, the reported crash history in this area is not significant enough to show patterns of correctable crashes that could be mitigated to the proposed changes to the ramp's geometry and signalization. The next section of this report provides a comparison of the No Build and Build Alternative ramp geometry and offers an evaluation of the potential safety benefits of the Build Alternative. This will become increasingly important as traffic volumes at this ramp grow in the future.

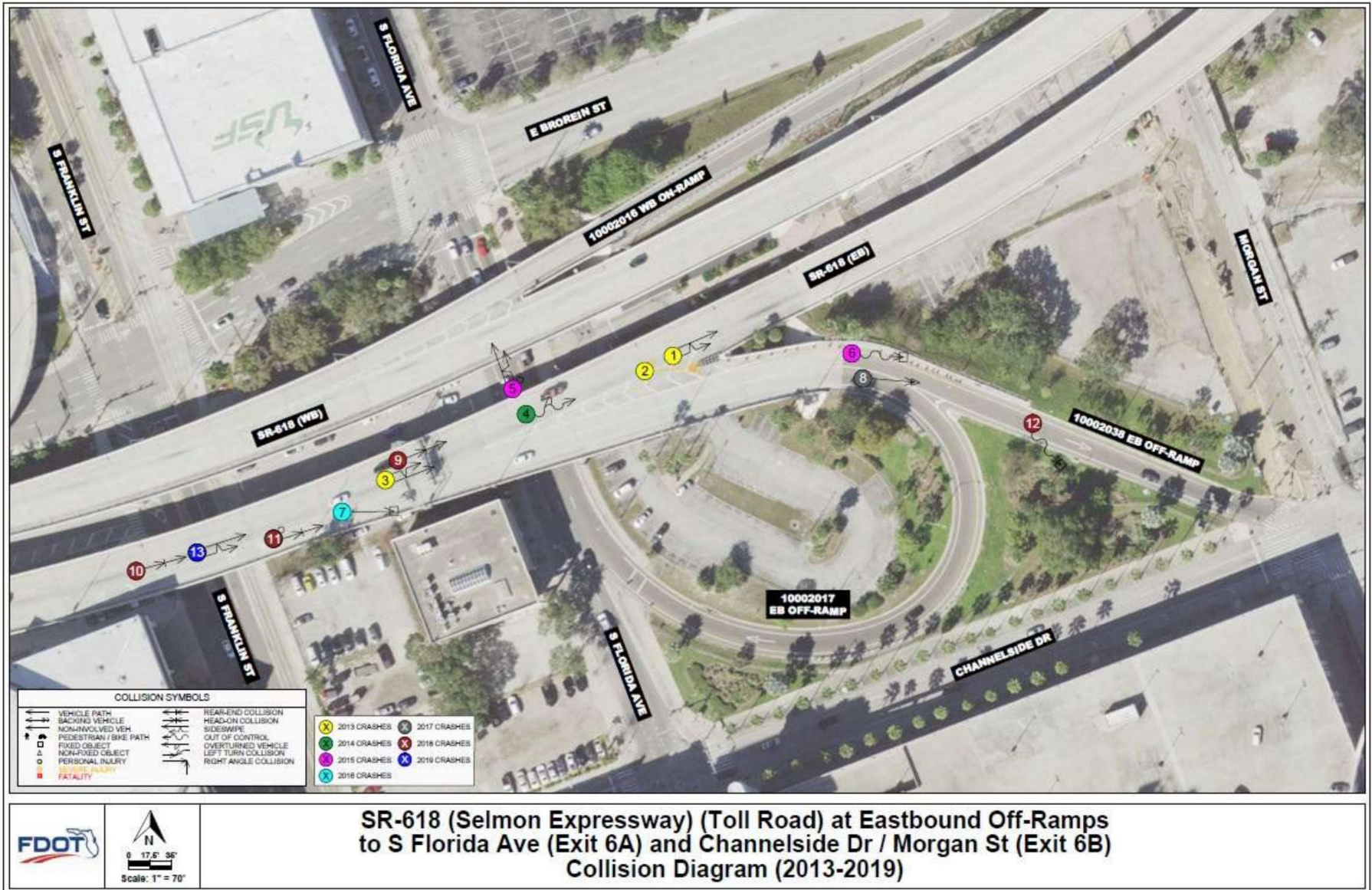


Figure 1: Florida Avenue Ramp Collision Diagram (2013 – 2019)

GEOMETRIC DESIGN ELEMENT REVIEW

For the design of loop ramps there are usually five competing standards: the curve radius, the length of curve, the superelevation transition rate, and the maximum algebraic difference in cross slope at turning roadway terminals (crossover between the mainline and the ramps). The Build Alternative provides the following improvements to the substandard geometry of the existing ramp within the right of way constraints of the project:

- The Build Alternative provides the greatest attainable curve length.
- Adding tangents to both sides of the ramp will increase drivers stopping sight distance and reaction times.
- The signalized ramp terminal will reduce conflicts between ramp traffic and traffic along Florida Avenue.
- The signalized ramp terminal is preferable to the existing free-flowing ramp for safe pedestrian and bicycle operation.
- The proposed design allows for more queue, hence reducing the potential spillback traffic into the expressway mainline.
- The proposed design offers the opportunity to reduce ramp queue spillback through the use of occupancy sensors connected to the signal controller.

Table 2 summarizes the specific design elements that will be modified and the proactive/qualitative impact on ramps safety.

Table 1: Design Element Review

Existing Condition	Future Condition	Safety Benefit
Compound curve with 3 radii (127', 109' and 214')	117' radius curve	The predominant radii on the existing compound curve is 109'. By providing a single and larger curve radius the safety of the ramp will improve since it can handle higher speeds while reducing the potential for drivers to lose control and/or overturn.
Unsignalized Merge at Florida Avenue	Signalized termini at Florida Avenue	The signalization of the ramp decreases the potential for sideswipe crashes with merging traffic and also provides safer accommodation for pedestrians.
260' entrance curve tangent	396' entrance curve tangent	By increasing the entering tangent, vehicles have additional distance to slow from the mainline speed before entering the curve.
0' departure curve tangent	283' departure curve tangent	By increasing the exiting tangent towards Florida Ave., the sight distance is improved for vehicles approaching the signal which reduces the likelihood of rear-end crashes. In the existing condition there is limited sight distance which could result in vehicles not recognizing conflicts with vehicles on Florida Ave.
304' departure curve tangent onto Morgan St.	No Tangent (Flat Curve 796') onto Whiting St.	By providing a flat departure curve towards Whiting St., the sight distance is improved for vehicles approaching the signal which reduces the likelihood of rear-end crashes by not recognizing stopped vehicles at the new signal. In the existing condition there is limited sight distance which could result in vehicles not recognizing conflicts with vehicles on Whiting St. Shifting "Downtown East" traffic to a separate ramp also reduces the demand and potential conflicts at the Florida Avenue ramp gore area.
830' distance from Florida Avenue to the mainline	1,132' distance from Florida Avenue to the mainline	The additional length of the ramp provides for additional vehicle storage along the ramp and reduces the likelihood of queue spillback onto the mainline

As shown in the table, the proposed design significantly improves potentially unsafe conditions along the ramp.

To further enhance safety along this ramp the following design elements should also be considered as part of the project's design phase:

- Lower ramp speed to 25MPH.
- Ramp speed sign to be placed prior to the curve.
- Chevrons to be installed along the curve.
- Audible and vibratory edge treatment.
- Lighting to be added along the curve.
- Solar powered LED to be added along the curve.
- High friction pavement to be added to the ramp.

QUALITATIVE ASSESSMENT OF MULTIMODAL MOBILITY AND SAFETY

Figures 2 – 4 document opportunities to further enhance the Build Alternative to improve safety and mobility for motorized and non-motorized road users at the Florida Avenue off-ramp (Figure 2), the Whiting Avenue off ramp (Figure 3), and the new connection of Whiting Street to Meridian Avenue (Figure 4)

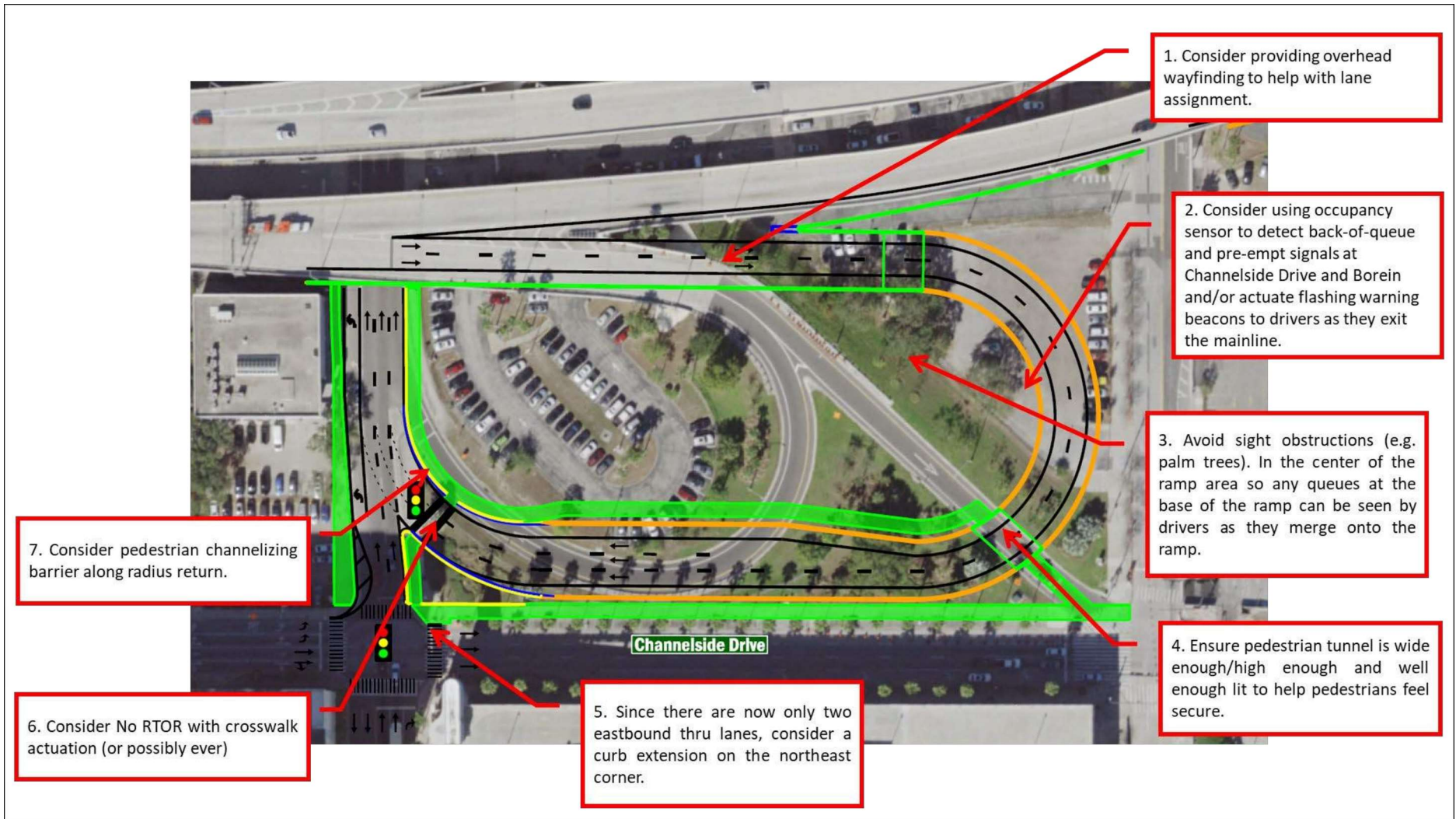


Figure 2: Mobility and Safety Qualitative Assessment - Florida Avenue Ramp

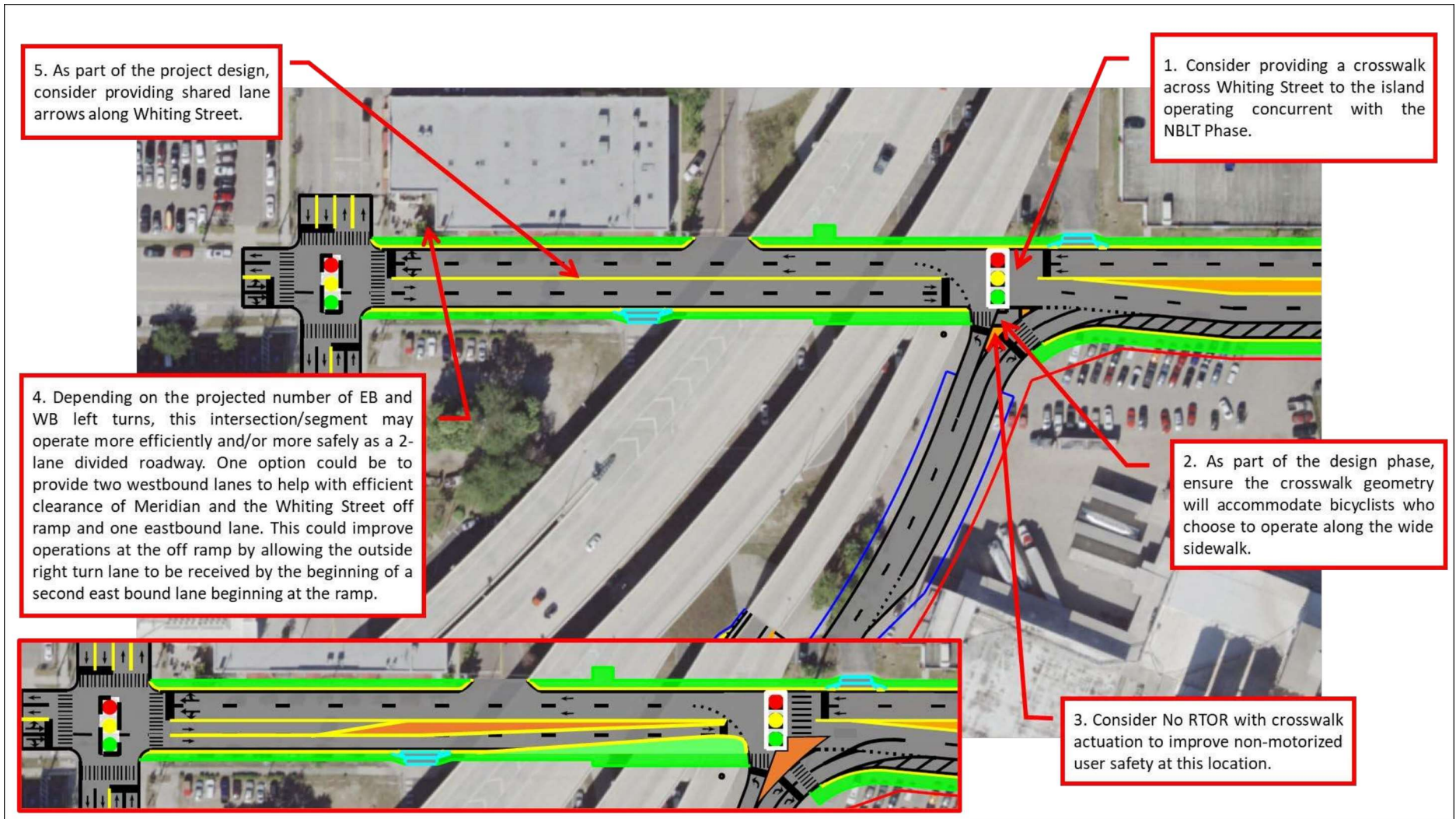


Figure 3: Mobility and Safety Qualitative Assessment - Whiting Street Ramp

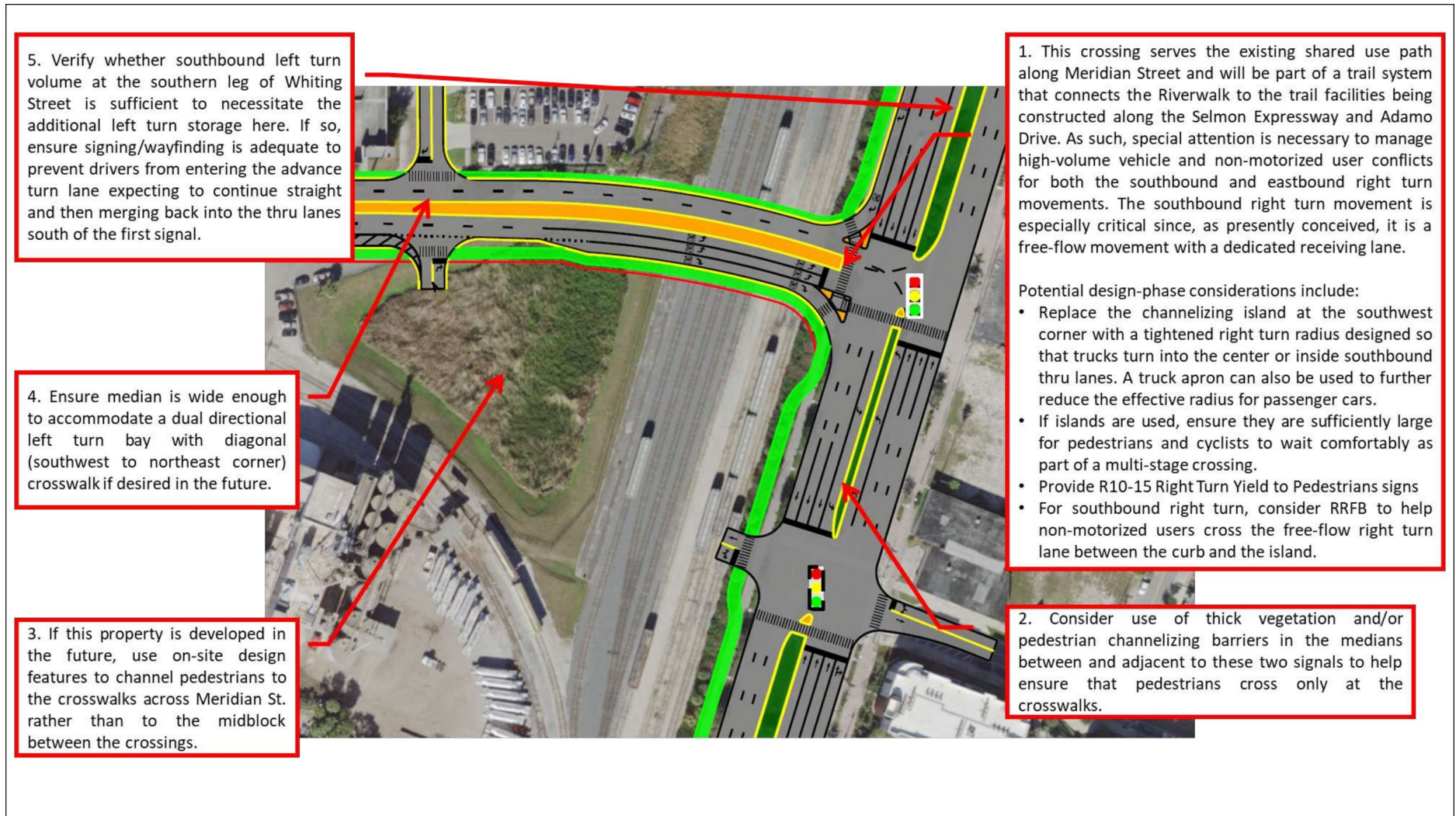


Figure 4: Mobility and Safety Qualitative Assessment - Meridian Avenue Connection

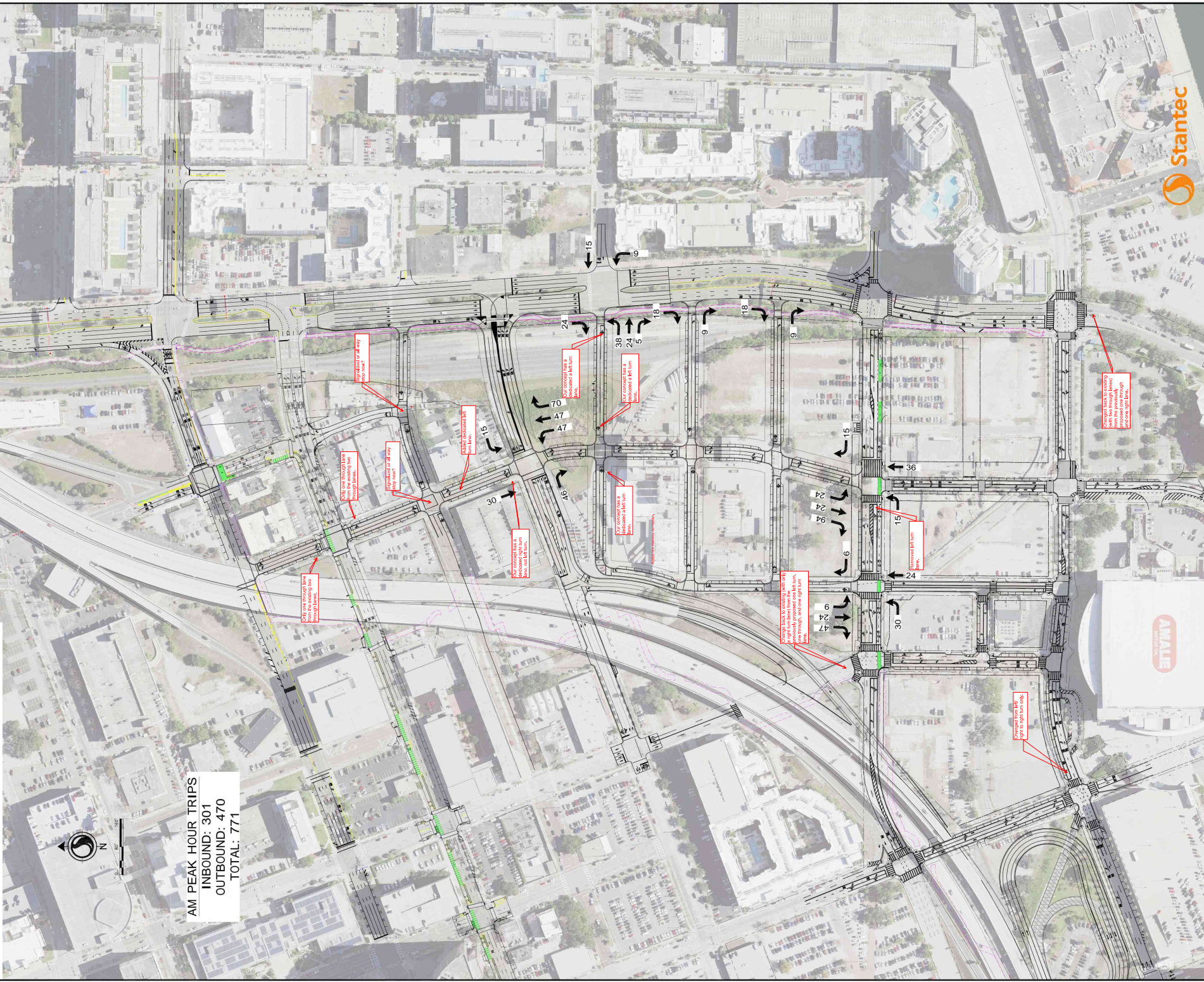
Appendix H

SPP Concepts



WATER STREET TAMPA PHASE 3 STREET NETWORK AM PEAK HOUR TRIPS [DRAFT] January 22, 2021


AM PEAK HOUR TRIPS
INBOUND: 301
OUTBOUND: 470
TOTAL: 771

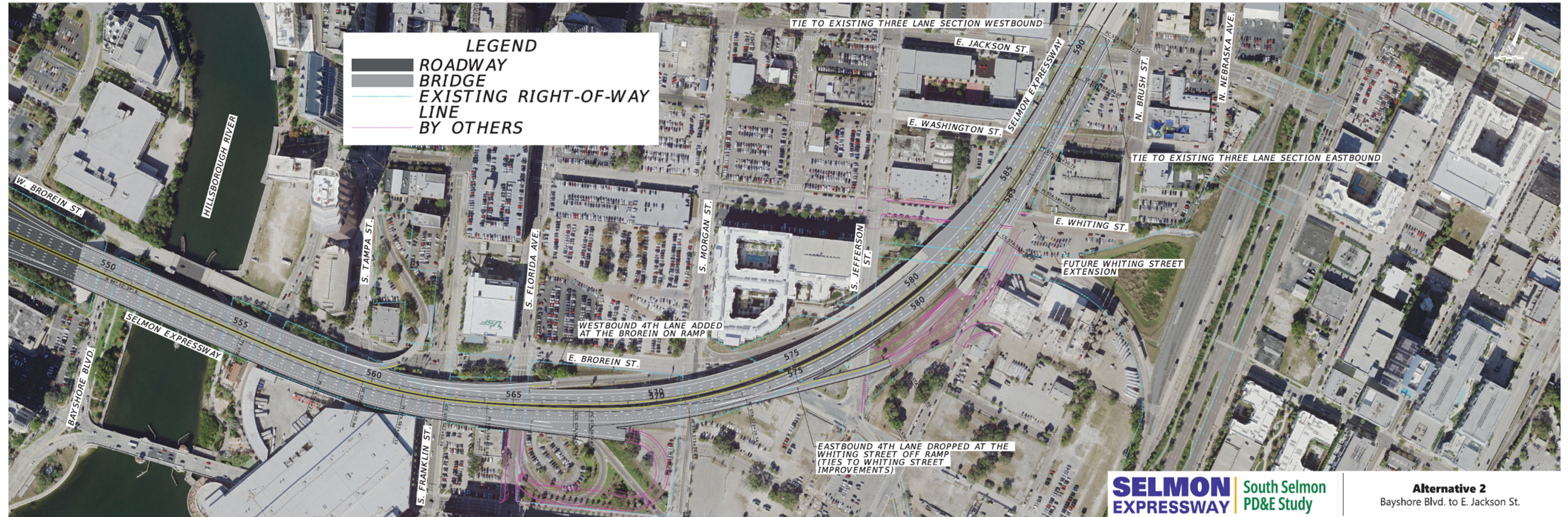


Appendix I

South Selmon PD&E Mainline Concept - Alternative 2

LEGEND

-  ROADWAY
-  BRIDGE
-  EXISTING RIGHT-OF-WAY
-  LINE
-  BY OTHERS



Appendix J

Build Alternative Design Concept



Appendix K

THEA Comprehensive Downtown Channelside Traffic Study Field Count Data



Study Name Meridian Ave @ Kennedy Blvd

Start Date 10/25/2016

Start Time 7:00 AM

Site Code

Project 16-0763 THEA Planning and Design

**Type Road
Classification Totals**

Start Time	Meridian Ave Southbound				Kennedy Blvd Westbound				Meridian Ave Northbound				Kennedy Blvd Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	200	125	2	0	1	129	10	0	69	15	47	0				
7:15 AM	275	189	3	4	2	135	8	0	62	25	60	0				
7:30 AM	257	224	5	3	7	218	18	0	78	19	55	0				
7:45 AM	217	275	15	3	9	174	8	0	76	28	57	0				
8:00 AM	245	215	12	5	4	178	11	0	58	36	62	0				
8:15 AM	249	201	10	0	0	149	11	0	69	33	70	0				
8:30 AM	215	155	8	1	3	166	16	0	65	14	65	1				
8:45 AM	132	82	22	1	2	126	13	0	77	15	34	0				
4:00 PM	12	17	7	0	8	75	6	0	145	139	42	0				
4:15 PM	11	10	8	0	2	109	5	0	160	159	55	0				
4:30 PM	14	18	3	1	9	104	9	0	161	196	39	0				
4:45 PM	10	11	4	0	5	92	8	0	180	218	36	0				
5:00 PM	11	9	3	0	6	91	9	0	223	275	32	0				
5:15 PM	11	26	10	0	11	108	12	0	213	257	43	0				
5:30 PM	24	25	10	0	9	87	16	0	187	218	43	0				
5:45 PM	11	18	14	0	13	98	7	0	188	188	45	0				

Study Name Meridian Ave @ Cumberland Rd

Start Date 10/25/2016

Start Time 7:00 AM

Site Code

Project 16-0763 THEA Planning and Design

**Type Road
Classification Totals**

Start Time	Meridian Ave Southbound				Cumberland Rd Westbound				Meridian Ave Northbound				n/a Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM		164	4	0	11		2	0	11	24		0				
7:15 AM		221	11	0	11		15	0	1	43		0				
7:30 AM		275	5	0	14		13	0	0	39		0				
7:45 AM		301	10	0	11		27	0	3	44		0				
8:00 AM		284	7	0	11		16	0	2	35		0				
8:15 AM		243	9	0	15		14	0	5	50		0				
8:30 AM		208	9	0	9		12	0	12	46		0				
8:45 AM		118	5	0	10		8	0	6	41		1				
4:00 PM		35	13	0	9		10	0	20	83		1				
4:15 PM		48	9	0	13		8	0	7	97		0				
4:30 PM		52	17	0	11		9	0	7	88		1				
4:45 PM		54	13	0	10		12	0	14	107		1				
5:00 PM		42	11	0	14		9	0	15	115		0				
5:15 PM		74	17	1	13		18	0	16	116		0				
5:30 PM		72	7	1	7		11	0	10	122		0				
5:45 PM		70	16	1	5		5	0	9	101		0				

1 Channelside Dr @ Meridian Ave
Start Date 10/19/2016
Start Time 7:00 AM
Site Code
Project 16-0763 THEA Planning and Design

Type Road
Classification Totals

Start Time	Meridian Ave Southbound				Channelside Dr Westbound				Beneficial Dr Northbound				Channelside Dr Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	153	26	5	0	0	106	17	0	14	10	58	0	4	76	27	0
7:15 AM	197	24	1	0	0	104	14	0	15	20	76	0	10	70	8	0
7:30 AM	267	32	2	0	0	85	14	0	20	19	89	0	8	89	17	0
7:45 AM	260	43	5	0	0	156	17	0	10	12	75	0	18	99	23	0
8:00 AM	273	35	1	0	0	104	15	0	10	14	87	0	11	81	19	0
8:15 AM	223	64	5	0	1	118	20	0	11	16	74	0	19	98	32	0
8:30 AM	191	55	7	0	0	125	11	0	13	16	85	0	14	88	32	0
8:45 AM	113	43	0	0	3	106	18	0	5	10	94	0	19	83	31	0
4:00 PM	11	16	5	1	1	78	12	0	11	31	55	0	14	165	63	0
4:15 PM	18	15	7	0	3	85	7	0	12	34	36	0	16	157	60	0
4:30 PM	27	16	3	0	0	89	15	0	10	41	49	0	14	161	75	0
4:45 PM	33	31	5	0	0	85	29	0	8	40	33	0	24	145	68	0
5:00 PM	25	25	6	0	3	105	8	0	13	44	55	0	24	188	67	0
5:15 PM	42	30	4	0	0	103	21	0	25	33	64	0	21	175	90	0
5:30 PM	31	23	6	0	2	96	16	0	11	22	49	0	16	143	75	0
5:45 PM	27	37	4	0	7	68	16	0	17	32	49	0	17	130	82	0

Study Name Selmon Expwy @ Nebraska Ave

Start Date 11/15/2016

Start Time 7:00 AM

Site Code

Project 16-0763 THEA Planning and Design

**Type Road
Classification Totals**

Start Time	Nebraska Ave Southbound				n/a Westbound				Nebraska Ave Northbound				Selmon Expwy Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	0		13	0	0	0	0	0	18		0	0	0	0	0	0
7:15 AM	0		17	0	0	0	0	0	29		0	0	0	0	0	0
7:30 AM	0		18	0	0	0	0	0	36		0	0	0	0	0	0
7:45 AM	0		12	0	0	0	0	0	33		0	0	0	0	0	0
8:00 AM	0		8	0	0	0	0	0	40		0	0	0	0	0	0
8:15 AM	0		17	0	0	0	0	0	36		0	0	0	0	0	0
8:30 AM	0		15	0	0	0	0	0	33		0	0	0	0	0	0
8:45 AM	0		14	0	0	0	0	0	30		0	0	0	0	0	0
4:00 PM	0		64	0	0	0	0	0	38		0	0	0	0	0	0
4:15 PM	0		54	0	0	0	0	0	40		0	0	0	0	0	0
4:30 PM	0		51	0	0	0	0	0	43		0	0	0	0	0	0
4:45 PM	0		54	0	0	0	0	0	42		0	0	0	0	0	0
5:00 PM	0		74	0	0	0	0	0	52		0	0	0	0	0	0
5:15 PM	0		87	0	0	0	0	0	43		0	0	0	0	0	0
5:30 PM	0		57	0	0	0	0	0	34		0	0	0	0	0	0
5:45 PM	0		48	0	0	0	0	0	38		0	0	0	0	0	0

1 Channelside Dr @ Kennedy Blvd II
Start Date 10/25/2016
Start Time 7:00 AM
Site Code
Project 16-0763 THEA Planning and Design

Type Road
Classification Totals

Start Time	Channelside Dr Southbound				Kennedy Blvd Westbound				Channelside Dr Northbound				Kennedy Blvd Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	122	114	7	0	1	2	1	0	0	80	3	0	4	4	51	0
7:15 AM	167	136	5	0	2	1	0	0	2	96	0	0	2	4	46	0
7:30 AM	191	158	6	0	1	0	0	0	3	115	0	0	6	7	60	0
7:45 AM	173	173	5	0	0	0	0	0	0	118	3	0	14	4	39	0
8:00 AM	142	139	3	0	1	0	0	0	1	111	4	0	7	5	46	0
8:15 AM	141	152	2	0	1	0	0	0	5	118	7	0	8	1	39	0
8:30 AM	144	141	8	0	1	2	0	0	0	77	2	0	9	4	48	0
8:45 AM	128	128	5	0	2	1	0	0	1	92	4	0	8	6	37	0
4:00 PM	70	115	0	0	12	8	1	0	0	167	8	0	3	1	109	0
4:15 PM	93	100	0	0	2	6	0	0	0	159	9	0	3	0	139	0
4:30 PM	85	145	1	0	12	10	0	0	0	204	9	0	4	1	126	0
4:45 PM	67	114	1	0	10	1	0	0	0	167	1	0	3	0	143	0
5:00 PM	83	131	0	0	8	4	2	0	1	161	10	0	3	1	174	0
5:15 PM	97	148	0	1	4	6	1	0	1	207	9	0	6	0	173	0
5:30 PM	67	120	1	0	3	3	1	0	0	161	7	0	5	0	136	0
5:45 PM	82	115	0	0	1	5	1	0	0	147	6	0	9	0	130	0

Study Name Channelside Dr @ Washington St

Start Date 10/20/2016

Start Time 7:00 AM

Site Code

Project 16-0763 THEA Planning and Design

**Type Road
Classification Totals**

Start Time	Channelside Dr Southbound				York St Westbound				Channelside Dr Northbound				Washington St Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	7	118	6	0	0	0	1	0	0	80	0	0	2	0	1	0
7:15 AM	9	135	4	0	0	0	1	0	0	120	1	0	0	2	3	0
7:30 AM	9	164	12	0	0	0	0	0	0	103	0	0	3	1	4	0
7:45 AM	7	155	15	0	0	0	3	0	0	127	1	0	3	0	3	0
8:00 AM	12	137	13	0	5	1	2	0	0	101	0	0	2	0	2	0
8:15 AM	11	134	15	0	3	0	1	0	0	93	0	0	2	0	4	0
8:30 AM	9	137	19	0	11	2	6	0	0	91	1	0	0	1	1	0
8:45 AM	12	130	9	0	24	2	12	0	0	115	1	0	2	2	3	0
4:00 PM	7	104	2	0	40	1	5	0	0	170	0	0	0	0	2	0
4:15 PM	3	124	1	0	22	6	2	0	0	168	0	0	2	0	1	0
4:30 PM	7	124	1	0	14	1	7	0	0	168	0	0	0	2	0	0
4:45 PM	9	137	2	0	15	2	13	0	0	165	0	0	1	0	5	0
5:00 PM	10	168	0	1	10	2	5	0	0	170	0	0	2	0	4	0
5:15 PM	11	173	2	0	15	1	2	0	0	171	0	0	5	0	6	0
5:30 PM	12	170	2	0	6	1	6	0	0	133	3	0	1	0	6	0
5:45 PM	8	143	2	0	6	0	3	0	0	130	3	0	1	0	4	0

Study Name Channelside Dr @ Cumberland Ave

Start Date 10/20/2016

Start Time 7:00 AM

Site Code

Project 16-0763 THEA Planning and Design

**Type Road
Classification Totals**

Start Time	Channelside Dr Southbound				Cumberland Ave Westbound				Channelside Dr Northbound				Cumberland Ave Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	3	105	4	0	0	0	0	0	4	80	1	0	0	1	3	0
7:15 AM	7	114	6	5	0	1	1	0	3	110	0	1	1	5	8	0
7:30 AM	13	138	6	3	1	1	0	0	6	91	0	0	2	2	2	0
7:45 AM	13	128	12	1	1	0	0	0	5	114	1	1	0	2	3	0
8:00 AM	9	135	9	1	1	0	0	0	2	89	3	1	1	0	13	0
8:15 AM	8	104	9	1	0	0	0	0	4	88	3	0	0	2	8	0
8:30 AM	6	113	10	3	0	0	0	0	3	85	1	1	3	3	8	0
8:45 AM	8	104	22	3	0	0	0	0	26	100	0	0	3	1	9	0
4:00 PM	7	74	3	1	8	0	2	0	4	167	0	4	3	0	6	0
4:15 PM	11	126	1	4	8	1	0	0	5	151	0	0	3	1	5	1
4:30 PM	9	88	3	2	7	1	1	0	8	160	3	1	1	1	6	0
4:45 PM	10	141	1	2	8	0	3	0	9	156	3	3	6	0	4	0
5:00 PM	15	132	1	3	3	0	0	0	1	154	0	3	2	0	5	0
5:15 PM	46	126	0	4	2	1	2	0	2	170	10	1	2	0	5	0
5:30 PM	39	138	2	8	0	0	2	0	2	110	5	3	5	0	9	1
5:45 PM	40	104	2	5	1	0	1	0	3	132	15	6	5	1	10	0