COMPLETE STREETS STUDY REPORT

El Prado Boulevard

Westshore Boulevard to Manhattan Avenue
and
Lois Avenue to MacDill Avenue

Prepared For

City of Tampa, Florida

By

DKS Associates, Inc.

January, 2018

The comparison of hourly traffic volumes along El Prado Boulevard show that most sections accommodate directional traffic volumes in the range of 200 to 450 vehicles per hour per direction in two traffic lanes. These traffic volume levels usually produce acceptable traffic conditions, except at high-volume signalized intersections like Dale Mabry Highway where auxiliary turn lanes are needed to increase capacity.

Level of service analyses were performed for the signalized intersections in the corridor. The results are summarized in Table 2. This evaluation indicates acceptable levels of service (LOS D or better) occur at all of the signalized intersections. The intersections at Dale Mabry Highway and at MacDill Avenue carry the highest traffic volumes and experience LOS B in both the AM and PM peak periods.

Table 2: Existing Traffic Level of Service Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay Per Vehicle (sec.)	Level of Service	Average Delay Per Vehicle (sec.)	Level of Service
West Shore Boulevard	11.9	B	8.9	A
Manhattan Avenue	13.9	B	12.9	B
Dale Mabry Highway	19.9	B	19.1	B
Himes Avenue	13.9	B	13.8	B
Concordia Avenue	2.8	A	3.4	A
MacDill Avenue	18.3	B	17.1	B

No intersections are operating at less than Level of Service C

Bicycle Activity

Bicycle activity in the corridor was measured by counting bicyclists on El Prado Boulevard, using either the street or sidewalk. The results of these counts are listed in Table 3. The highest bicycle volumes occur on El Prado Boulevard near MacDill Avenue with twelve-hour counts, showing 7 bicycles crossing MacDill Avenue. The highest bicycle volumes crossing El Prado Boulevard occur near Dale Mabry Highway and MacDill Avenue with twelve-hour counts, showing 18 bicycles crossing El Prado Boulevard at both intersections.

Table 3: Existing Bicycle Volumes

Intersection	Number of Hours Counted	Riding East – West On El Prado Blvd		Riding North – South Across El Prado Blvd	
		Northside	Southside	Westside	Eastside
West Shore Boulevard	**12**	**3**	**0**	**1**	**5**
Manhattan Avenue	**12**	**0**	**0**	**5**	**0**
Dale Mabry Hwy	**12**	**3**	**3**	**5**	**18**
Himes Avenue	**12**	**1**	**6**	**7**	**1**
MacDill Avenue	**12**	**0**	**7**	**18**	**4**

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1. Introduction

This report presents the results of a Complete Streets Study that was conducted for 1.7 miles of El Prado Boulevard extending from West Shore Boulevard to Manhattan Avenue and from Lois Avenue to MacDill Avenue in South Tampa. The section of El Prado Boulevard between Manhattan Avenue and Lois Avenue was not included as part of this study. The purposes of this study were to review current traffic conditions along the corridor and to evaluate design and operational changes to better serve all roadway users including motorists, bicyclists and pedestrians. The typical width of El Prado Boulevard in the two study sections is 50 feet with two through lanes in each direction and a 10-foot center median. This cross section is located within a right of way that accommodates a five-foot sidewalk on the south side of the street. Exceptions to this typical cross section are (1) the segment between Manhattan Avenue and Lois Avenue through the business district which is wider, with sufficient right-of-way to accommodate angle parking spaces in some areas and (2) in the vicinity of Dale Mabry Highway where the right of way and pavement width are wider to accommodate auxiliary left turn lanes. The street has a posted speed limit of 30 mph and is currently without special provisions for bicycles. Special emphasis pedestrian cross walks are provided at the intersections with Lois Avenue, Dale Mabry Highway, Himes Avenue, Concordia Avenue, Ferdinand Avenue and MacDill Avenue.

For this study, the El Prado Boulevard corridor was divided into three sections as shown on Figure 1:

- Section 1 – West Shore Boulevard to Manhattan Avenue
- Section 2 - Manhattan Avenue to Lois Avenue (Not Included in this Study)
- Section 3 -- Lois Avenue to MacDill Avenue

Figure 1: El Prado Boulevard Corridor Study Sections

The scope of our study focused on typical weekday traffic conditions that occur during peak traffic hours and the middle of the day. During these hours, turning movement counts were conducted at the key intersections to determine existing traffic operating conditions. In addition to counting vehicles at these locations, bicyclists and pedestrians crossing at the intersections were recorded to determine the level of pedestrian and bicycle activity. Also, crash records for the past five years were reviewed to identify crash patterns and to determine if traffic safety problems exist.

Study Methodology

- Conduct Vehicle, Bicycle and Pedestrian Counts
    - Twelve-hour traffic counts (7:00 AM – 7:00 PM) were conducted at the key signalized intersections on El Prado Boulevard by the City of Tampa.
- Review Crash History for Collisions
    - Five years of crash data were reviewed to determine if traffic safety problems exist.
- Evaluate Existing Traffic Conditions
    - Existing traffic conditions were observed to identify current operating conditions
    - Existing conditions for bicycles, pedestrians and vehicle traffic were evaluated
    - Bicycle activity was observed
- Develop Improvement Options
    - Based upon the evaluation of existing conditions, improvement options were developed for vehicles and bicycles.
- Document Study Findings and Conclusions in a Report
    - This report was prepared to summarize the findings and conclusions of the study, including concept plans showing improvement options.

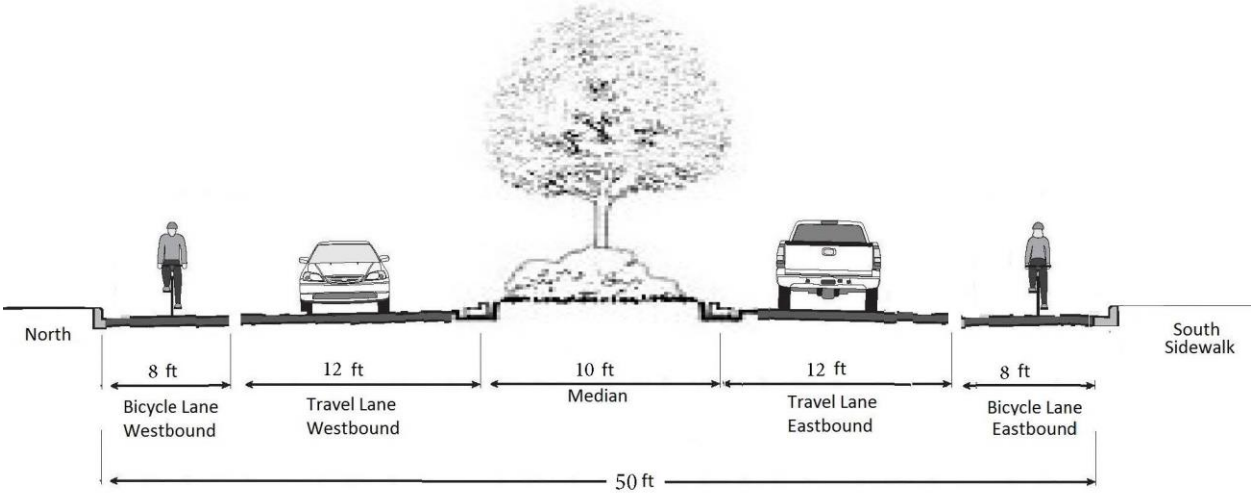
Summary of Findings

Traffic conditions on El Prado Boulevard are generally consistent along the corridor with little or no congestion, even during peak traffic periods. Minor delays were observed at the Dale Mabry Highway intersection, as a result of the amount of green signal time given to Dale Mabry traffic. Left turns along the corridor are made at intersections and mid-block median openings from the inside through lanes. These turns delay through traffic in that lane or cause through traffic to change to the outside lanes. Because traffic volumes are relatively low on El Prado Boulevard, the delays resulting from left turns are not significant. Traffic counts show that daily and peak hour traffic volumes are far below the available capacity of this four-lane street. Even though speed limits are posted at 30 MPH, the prevailing speed of traffic is somewhat higher. Speed studies conducted by the City of Tampa in July, 2016 show average vehicle speeds are between 34 MPH and 37 MPH with 85th percentile speeds between 39 MPH and 43 MPH.

This study evaluated the feasibility of design and operational changes to better serve all roadway users, including bicyclists. Our findings and recommendations for each of the study sections are described in this section.

Section 1 – West Shore Boulevard to Manhattan Avenue

This section has the typical street width of 50 feet with four through traffic lanes and a 10-foot median. Our analyses of capacity needs indicate this section of El Prado Boulevard can operate efficiently with two through traffic lanes, which would permit the addition of buffered bicycle lanes on the street pavement. The buffered bicycle lanes would occupy 8 feet, leaving 12 feet for a single through lane in each direction, as shown below. The cross section for each direction would consist of a 5.5-foot bike lane, a 2.5-foot buffer from the travel lane and a 12-foot travel lane.



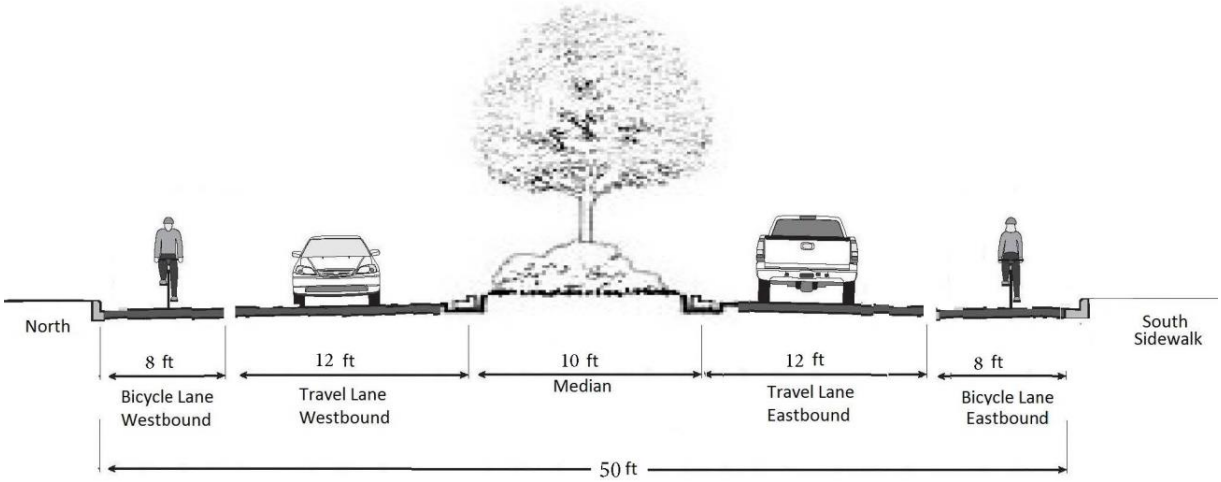
Section 2 – Manhattan Avenue to Lois Avenue (not included in the study)

This section has the widest pavement width, consisting of 70 feet with two through traffic lanes in each direction (30 feet) and a 10-foot landscaped median. Adjacent off-street parking spaces, which back-out into the street are provided primarily on the north side of the street.

In 2012 the City of Tampa retained the services of Tindale-Oliver and Associates to address pedestrian and bicycle needs throughout the city, including El Prado Boulevard from Beach Drive to Bayshore Boulevard. From Manhattan Avenue to Lois Avenue, different plans were recommended for each direction of travel because of the back-out parking spaces on the north side of the street. For the eastbound direction, the recommendation was to restripe for one traffic lane (12 ft), plus a bike lane (8 feet) and an on-street parking lane (10 ft). For the westbound direction, the recommendation was to restripe for one traffic lane (12 ft) plus a bike lane (8 feet). The remaining width (10 ft) in the westbound direction was to be striped out for maneuvering area behind the back-out parking spaces. The existing 10-foot landscaped median would be maintained.

Section 3 – Lois Avenue to MacDill Avenue

This section has the typical street width of 50 feet with four through traffic lanes and a 10-foot median. Our analyses of capacity needs indicate this section of El Prado Boulevard can operate efficiently with two through traffic lanes, which would permit the addition of buffered bicycle lanes on the street pavement. The buffered bicycle lanes would occupy 8 feet, leaving 12 feet for a single through lane in each direction, as shown below. The cross section for each direction would consist of a 5.5-foot bike lane, a 2.5-foot buffer from the travel lane and a 12-foot travel lane.



Signalized Intersections

Capacity analyses were prepared for each of the signalized intersections based upon recommended changes to numbers of traffic lanes. Even with relatively low traffic volumes, having extra lanes at the signalized intersections allows through vehicles to navigate around turning vehicles. At the signalized intersections it would be desirable to maintain separate turn lanes where possible. Specifically, at Manhattan Avenue consider reducing the median width or eliminating it altogether near the intersection to provide left turn lanes, keeping one through lane, a bike lane, and a right turn lane. Likewise at West Shore Boulevard similar changes are possible. The turn lanes would provide the added benefit of improving sight distance for those permissive left turns, creating a safer intersection. Future operating conditions are not expected to change significantly in the corridor.

2. Existing Conditions

The typical width of El Prado Boulevard in the two study sections is 50 feet with two through lanes in each direction and a 10-foot center median. This cross section is located within a right of way that accommodates a five-foot sidewalk on the south side. Exceptions to this typical cross section are (1) the segment between Manhattan Avenue and Lois Avenue through the business district which is wider, with sufficient right-of-way to accommodate angle parking spaces in some areas , (2) in the vicinity of Dale Mabry Highway where the right of way and pavement width are wider to accommodate auxiliary left turn lanes and (3) in the vicinity of Manhattan Avenue where the right of way and pavement width are wider to accommodate auxiliary right turn lanes . Traffic volumes vary from a low of 4,200 vehicles per day west of Manhattan Avenue to 9,000 vehicles per day between Manhattan Avenue and Dale Mabry Highway In the segment between Dale Mabry Highway and MacDill Avenue the daily volume is approximately 5,600 vehicles per day. Traffic signals are provided at the following six intersections:

- West Shore Boulevard
- Manhattan Avenue
- Dale Mabry Highway
- Himes Avenue
- Concordia Avenue
- MacDill Avenue

Vehicle, pedestrian and bicycle counts were obtained at these six intersections for the AM, Midday and PM peak hour periods. These peak hourly traffic counts are summarized on Figure 2. The traffic counts indicate the highest hourly traffic volumes occur between Dale Mabry Highway and Himes Avenue. Table 1 compares street widths and hourly traffic volumes throughout the corridor.

Table 1: Existing Directional Traffic Volumes

Section	Street Width	AM Peak Hour		PM Peak Hour	
		Eastbound	Westbound	Eastbound	Westbound
West Shore to Manhattan	50 ft.	**185**	**115**	**175**	**216**
Lois to Dale Mabry	50 ft.	**411**	**227**	**324**	**344**
Dale Mabry to Himes	50 ft.	**424**	**335**	**380**	**421**
Himes to Concordia	50 ft.	**458**	**300**	**451**	**349**
Concordia to MacDill	50 ft.	**378**	**214**	**428**	**294**

No segments experience over 500 vehicles per hour per direction

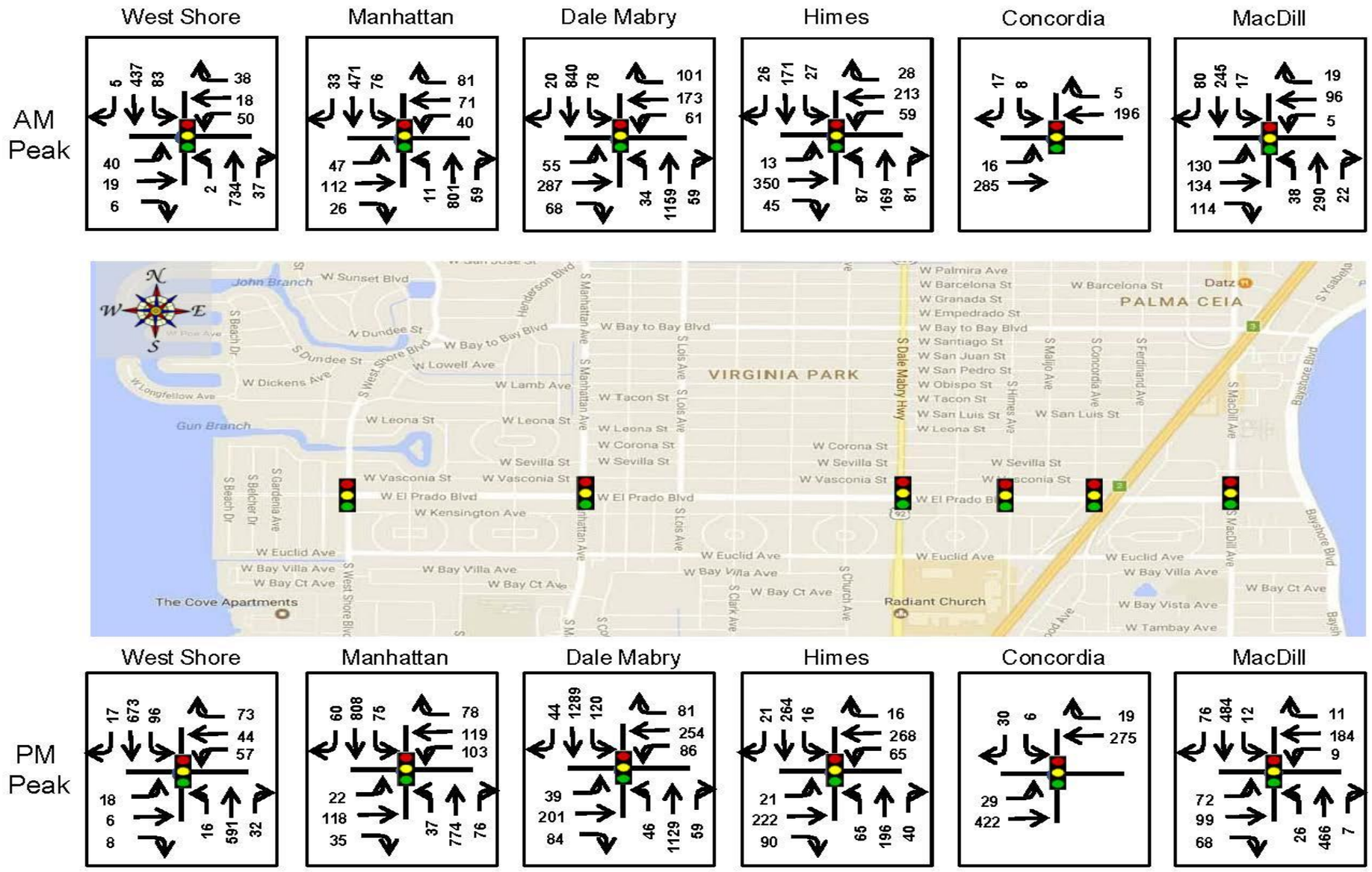


Figure 2 Existing Peak Hour Traffic Volumes

The comparison of hourly traffic volumes along El Prado Boulevard show that most sections accommodate directional traffic volumes in the range of 200 to 450 vehicles per hour per direction in two traffic lanes. These traffic volume levels usually produce acceptable traffic conditions, except at high-volume signalized intersections like Dale Mabry Highway where auxiliary turn lanes are needed to increase capacity.

Level of service analyses were performed for the signalized intersections in the corridor. The results are summarized in Table 2. This evaluation indicates acceptable levels of service (LOS D or better) occur at all of the signalized intersections. The intersections at Dale Mabry Highway and at MacDill Avenue carry the highest traffic volumes and experience LOS B in both the AM and PM peak periods.

Table 2: Existing Traffic Level of Service Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay Per Vehicle (sec.)	Level of Service	Average Delay Per Vehicle (sec.)	Level of Service
West Shore Boulevard	11.9	B	8.9	A
Manhattan Avenue	13.9	B	12.9	B
Dale Mabry Highway	19.9	B	19.1	B
Himes Avenue	13.9	B	13.8	B
Concordia Avenue	2.8	A	3.4	A
MacDill Avenue	18.3	B	17.1	B

No intersections are operating at less than Level of Service C

Bicycle Activity

Bicycle activity in the corridor was measured by counting bicyclists on El Prado Boulevard, using either the street or sidewalk. The results of these counts are listed in Table 3. The highest bicycle volumes occur on El Prado Boulevard near MacDill Avenue with twelve-hour counts, showing 7 bicycles crossing MacDill Avenue. The highest bicycle volumes crossing El Prado Boulevard occur near Dale Mabry Highway and MacDill Avenue with twelve-hour counts, showing 18 bicycles crossing El Prado Boulevard at both intersections.

Table 3: Existing Bicycle Volumes

Intersection	Number of Hours Counted	Riding East – West On El Prado Blvd		Riding North – South Across El Prado Blvd	
		Northside	Southside	Westside	Eastside
West Shore Boulevard	**12**	**3**	**0**	**1**	**5**
Manhattan Avenue	**12**	**0**	**0**	**5**	**0**
Dale Mabry Hwy	**12**	**3**	**3**	**5**	**18**
Himes Avenue	**12**	**1**	**6**	**7**	**1**
MacDill Avenue	**12**	**0**	**7**	**18**	**4**

Pedestrian Activity

Pedestrian activity in the corridor was also measured by counting pedestrians during the same peak traffic periods, identifying the number of pedestrians crossing El Prado Boulevard and major cross streets at signalized intersections. The results of these counts are listed in Table 4. The highest pedestrian volumes crossing El Prado Boulevard occur near Himes Avenue (79) The highest pedestrian volumes walking along El Prado Boulevard and crossing the north-south streets occur near MacDill Avenue (64).

Table 4: Existing Pedestrian Volumes (Crossing at Traffic Signals)

Intersection	Number of Hours Counted	East – West Along El Prado Blvd		North – South Across El Prado Blvd	
		Northside	Southside	Westside	Eastside
West Shore Boulevard	12	3	4	10	1
Manhattan Avenue	12	0	6	1	4
Dale Mabry Hwy	12	24	10	15	26
Himes Avenue	12	23	9	79	6
MacDill Avenue	12	64	16	68	3

Study Sections

Based upon the existing characteristics and operating conditions along Bay-to-Bay Boulevard, the corridor was divided into three sections for purposes of this study. These sections are listed below and shown on Figure 3:

- Section 1 – West Shore Boulevard to Manhattan Avenue
- Section 2 -- Manhattan Avenue to Lois Avenue (Not Included in this Study)
- Section 3 – Lois Avenue to MacDill Avenue

Figure 3: El Prado Boulevard Corridor Study Sections

Section 1 – West Shore Boulevard to Manhattan Avenue

The section of El Prado Boulevard from West Shore Boulevard to Manhattan Avenue is a four-lane (50 foot) divided street with a 10-foot center landscaped median and includes a five-foot sidewalk on the south side of the street. Land uses along this section of El Prado Boulevard are primarily single family residential. This is a lightly traveled section of El Prado Boulevard with peak hour directional volumes of approximately 200-350 vehicles per hour. These traffic volumes can easily be accommodated with a single lane in each direction

Crash records for this section which includes the Manhattan Avenue intersection indicate a total of only 18 collisions with no significant patterns of collisions. Of the 18 total collisions, 9 occurred at the Manhattan Avenue intersection and 7 occurred at the West Shore Boulevard intersection.

Table 5: Section 1 Collisions – West Shore Boulevard to Manhattan Avenue

Collision Type	Number of Collisions			
	2013	2014	2015	3 Years
Left-Turn	2	0	0	**2**
Right Angle	1	2	1	**4**
Rear-End	2	0	2	**4**
Sideswipe	2	1	1	**4**
Fixed Object	1	0	1	**2**
Pedestrian/Bicycle	0	0	0	**0**
Head On	0	0	0	**0**
Out of Control	1	1	0	**2**
Collision Totals	**9**	**4**	**5**	**18**

Section 2 – Manhattan Avenue to Lois Avenue (not included in the study)

The two-block section of El Prado Boulevard from Manhattan Avenue to Lois Avenue serves a business district with a number of small shops and offices offering a mixture of sales and services. The street pavement is approximately 70 feet wide which accommodates two through lanes in each direction in 30 feet of pavement on either side of a 10-foot center landscaped median. In addition to the multiple driveways providing access to the abutting businesses, back-out parking spaces are provided primarily on the north side of the street.

No special treatments have been provided for bicycles on this section of El Prado Boulevard, which is wider than the other sections in the study area. Traffic capacity is not an issue in this section; the current traffic volumes could operate efficiently with one lane in each direction. So, a reduction in lanes or lane widths is possible to provide the additional width for separate bicycle lanes. One complication with providing bicycle lanes is the back-out parking spaces primarily on the north side of the street. Motorists backing out of these parking spaces cannot easily see approaching bicyclists, unless separation is provided between the end of the parking spaces and the edge of the bicycle lane. The addition of bicycle lanes in this section needs to take into consideration the parking maneuvers from the back-out parking spaces.

Section 3 – Lois Avenue to MacDill Avenue

Section 3 of El Prado Boulevard from Lois Avenue to MacDill Avenue involves a basic four-lane (50 feet) divided roadway with a 10-foot center median. A five-foot sidewalk is provided on the south side within the right-of-way. The roadway widens out to approximately 65 feet with a five-lane section (for auxiliary left turn lanes) beginning approximately 300 feet west of Dale Mabry Highway and extends through the Dale Mabry Highway intersection. Land uses along this section are almost exclusively single family residential, except in the quadrants of the Dale Mabry Highway intersection. Turning movements at the driveways and minor public streets are relatively light throughout the day. Peak hour through volumes in either direction are less than 500 vehicles per hour, providing flexibility for possible lane reductions.

Crash records indicate a total of 43 collisions, including 20 involving right-angle crashes at intersections. These right angle collisions occurred at both signalized and STOP sign controlled intersections. The intersections with the highest crash numbers were Dale Mabry Highway and MacDill Avenue, both of which experienced 8 crashes during the three-year period.

Table 6: Section 3 Collisions – Lois Avenue to MacDill Avenue

Collision Type	Number of Collisions			
	2013	2014	2015	3 Years
Left-Turn	1	2	4	**5**
Right Angle	4	11	5	**20**
Rear-End	2	4	4	**10**
Sideswipe	0	1	1	**2**
Fixed Object	0	1	1	**2**
Pedestrian/Bicycle	0	0	0	**0**
Head On	0	0	0	**0**
Out of Control	1	1	0	**2**
Collision Totals	**8**	**20**	**15**	**43**

No special treatments have been provided for bicycles on this section of El Prado Boulevard. Traffic capacity is not a problem along this section and current traffic volumes could operate efficiently with fewer lanes. So, a reduction in lanes or lane widths is possible to provide additional width for separate bicycle lanes.

City of Tampa Walk-Bike Plans

In 2012 the City of Tampa retained the services of Tindale-Oliver and Associates to address pedestrian and bicycle needs throughout the city, including El Prado Boulevard from Beach Drive to Bayshore Boulevard. This street was discussed in their Phase II Walk-Bike report. They concluded the existing four-lane cross section would allow for restriping of the roadway to add bike lanes by reducing the number of travel lanes. The report suggested the following lane diet project be considered for more detailed evaluation:

- From West Shore Boulevard to Manhattan Avenue, restripe for one traffic lane in each direction (12 ft) plus a bike lane (8 ft) and maintain the existing 10-foot landscaped median.

- From Manhattan Avenue to Lois Avenue, different plans were recommended for each direction of travel because of the back-out parking spaces on the north side of the street. For the eastbound direction, restripe for one traffic lane (12 ft), plus a bike lane (8 feet) and an on-street parking lane (10 ft). For the westbound direction, restripe for one traffic lane (12 ft) plus a bike lane (8 feet). The remaining width (10 ft) in the westbound direction would be striped out for maneuvering area behind the back-out parking spaces. The existing 10-foot landscaped median would be maintained.

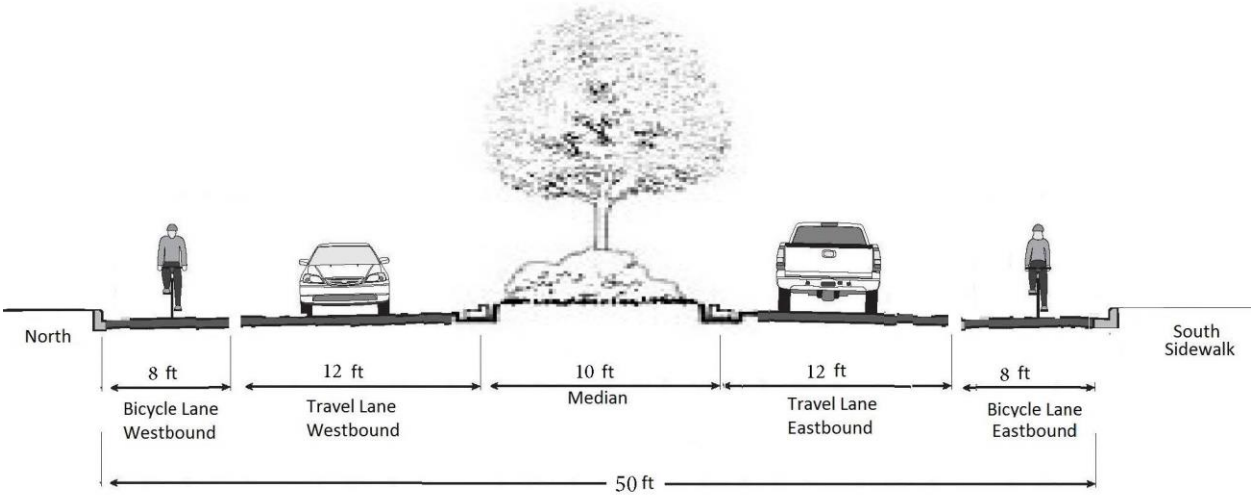
- East of Lois Avenue to MacDill Avenue, restripe for one traffic lane in each direction (12 ft) plus a bike lane (8 ft) and maintain the existing 10-foot landscaped median.

3. Findings and Recommendations

This study evaluated the feasibility of design and operational changes to better serve all roadway users, including bicyclists. The primary factors considered in our evaluation were current lane utilization patterns, intersection capacity needs, collision experience and right of way constraints. Our findings and recommendations for each of the study sections are described in this section.

Section 1 – West Shore Boulevard to Manhattan Avenue

This section has the typical street width of 50 feet with four through traffic lanes and a 10-foot median. Our analyses of capacity needs indicate this section of El Prado Boulevard can operate efficiently with two through traffic lanes, which would permit the addition of buffered bicycle lanes on the street pavement. The buffered bicycle lanes would occupy 8 feet, leaving 12 feet for a single through lane in each direction, as shown below. The cross section for each direction would consist of a 5.5-foot bike lane, a 2.5-foot buffer from the travel lane and a 12-foot travel lane.



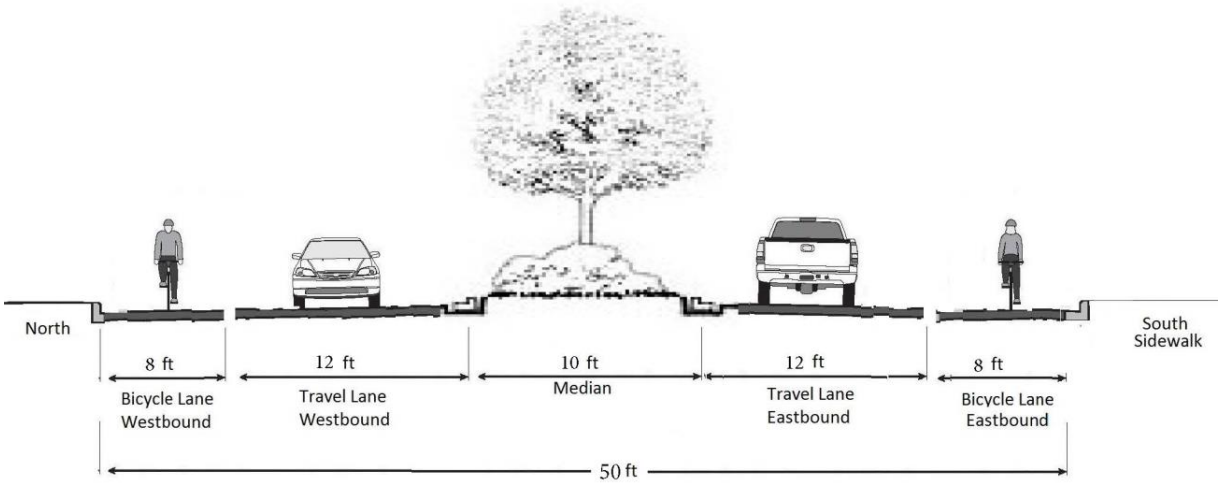
Section 2 – Manhattan Avenue to Lois Avenue (not included in the study)

This section has the widest pavement width, consisting of 70 feet with two through traffic lanes in each direction (30 feet) and a 10-foot landscaped median. Adjacent off-street parking spaces, which back-out into the street are provided primarily on the north side of the street.

In 2012 the City of Tampa retained the services of Tindale-Oliver and Associates to address pedestrian and bicycle needs throughout the city, including El Prado Boulevard from Beach Drive to Bayshore Boulevard. From Manhattan Avenue to Lois Avenue, different plans were recommended for each direction of travel because of the back-out parking spaces on the north side of the street. For the eastbound direction, the recommendation was to restripe for one traffic lane (12 ft), plus a bike lane (8 feet) and an on-street parking lane (10 ft). For the westbound direction, the recommendation was to restripe for one traffic lane (12 ft) plus a bike lane (8 feet). The remaining width (10 ft) in the westbound direction was to be striped out for maneuvering area behind the back-out parking spaces. The existing 10-foot landscaped median would be maintained.

Section 3 – Lois Avenue to MacDill Avenue

This section has the typical street width of 50 feet with four through traffic lanes and a 10-foot median. Our analyses of capacity needs indicate this section of El Prado Boulevard can operate efficiently with two through traffic lanes, which would permit the addition of buffered bicycle lanes on the street pavement. The buffered bicycle lanes would occupy 8 feet, leaving 12 feet for a single through lane in each direction, as shown below. The cross section for each direction would consist of a 5.5-foot bike lane, a 2.5-foot buffer from the travel lane and a 12-foot travel lane.



Signalized Intersections

Capacity analyses were prepared for each of the signalized intersections based upon recommended changes to numbers of traffic lanes. Even with relatively low traffic volumes, having extra lanes at the signalized intersections allows through vehicles to navigate around turning vehicles. At the signalized intersections it would be desirable to maintain separate turn

lanes where possible. Specifically, at Manhattan Avenue consider reducing the median width or eliminating it altogether near the intersection to provide left turn lanes, keeping one through lane, a bike lane, and a right turn lane. Likewise at West Shore Boulevard similar changes are possible. The turn lanes would provide the added benefit of improving sight distance for those permissive left turns, creating a safer intersection.

The capacity analysis results which are listed in Table 7 indicate that all intersections are expected to continue to operate efficiently, at Level of Service C or better. Table 8 compares existing and future average intersection delay conditions based upon recommended improvements. Future operating conditions are not expected to change significantly.

Table 7: Future Traffic Level of Service Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay Per Vehicle (sec.)	Level of Service	Average Delay Per Vehicle (sec.)	Level of Service
West Shore Boulevard	13.8	B	12.7	B
Manhattan Avenue	16.8	B	16.5	B
Dale Mabry Highway	26.6	C	25.7	C
Himes Avenue	17.5	B	17.6	B
Concordia Avenue	3.4	A	4.5	A
MacDill Avenue	25.9	C	18.6	B

All intersections will be operating at Level of Service C or better

Table 8: Comparison of Existing and Future Average Intersection Delay

Intersection	AM Peak Hour		PM Peak Hour	
	Existing Average Delay Per Vehicle (sec.)	Future Average Delay Per Vehicle (sec.)	Existing Average Delay Per Vehicle (sec.)	Future Average Delay Per Vehicle (sec.)
West Shore Boulevard	11.9	13.8	8.9	12.7
Manhattan Avenue	13.9	16.8	12.9	16.5
Dale Mabry Highway	19.9	26.6	19.1	25.7
Himes Avenue	13.9	17.5	13.8	17.6
Concordia Avenue	2.8	3.4	3.4	4.5
MacDill Avenue	18.3	25.9	17.1	18.6

APPENDIX A

2016 PEAK PERIOD COUNTS

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: TMC_El Prado Bl at West Shore Bl
Site Code:
Start Date: 01/04/2017

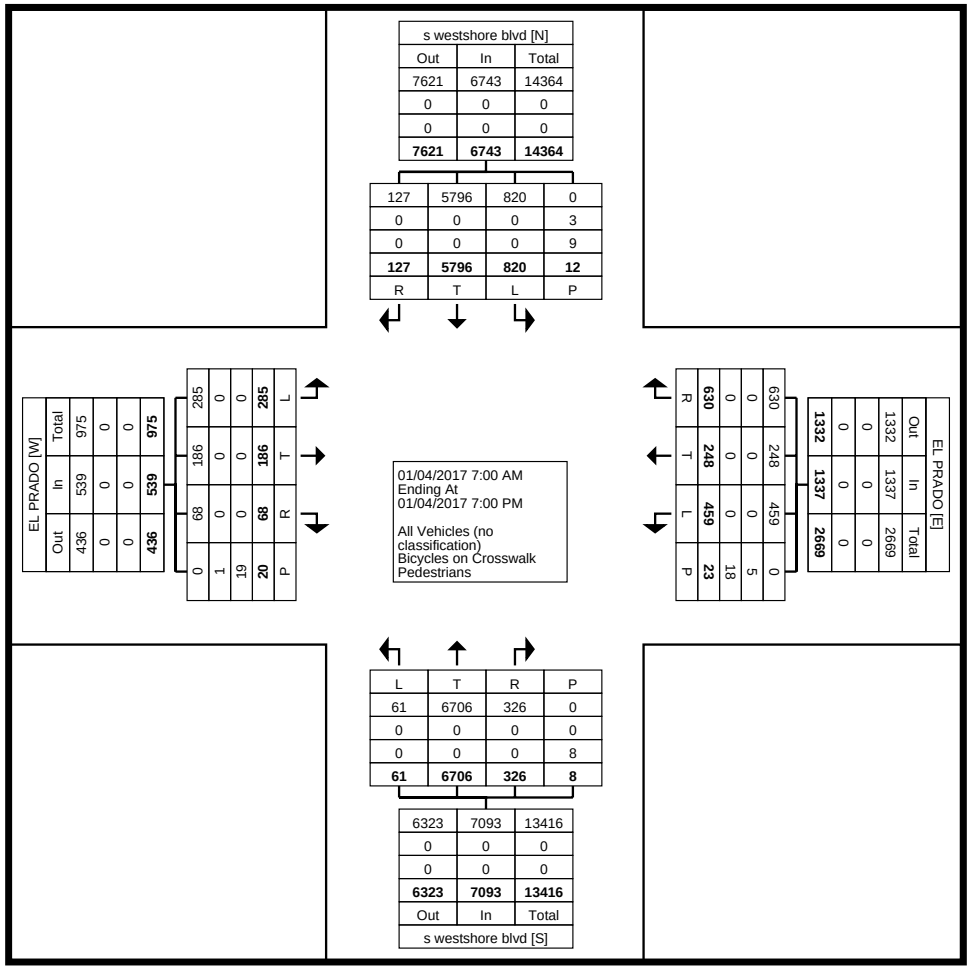
Turning Movement Data

Start Time	s westshore blvd Southbound					EL PRADO Westbound					s westshore blvd Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	1	96	10	0	107	16	1	1	0	18	5	153	0	0	158	2	11	6	1	19	302
7:15 AM	0	106	21	0	127	12	3	9	0	24	5	186	0	0	191	1	6	10	0	17	359
7:30 AM	0	115	19	0	134	10	7	13	2	30	11	187	2	0	200	4	4	15	1	23	387
7:45 AM	2	116	12	1	130	9	4	13	0	26	7	182	0	2	189	1	4	9	0	14	359
Hourly Total	3	433	62	1	498	47	15	36	2	98	28	708	2	2	738	8	25	40	2	73	1407
8:00 AM	1	108	23	0	132	10	3	8	0	21	11	154	0	0	165	0	6	4	0	10	328
8:15 AM	2	98	29	0	129	9	4	16	1	29	8	211	0	0	219	1	5	12	0	18	395
8:30 AM	1	100	19	0	120	20	3	11	0	34	5	183	2	0	190	0	3	9	0	12	356
8:45 AM	7	111	12	0	130	13	1	8	1	22	10	157	1	0	168	1	7	9	0	17	337
Hourly Total	11	417	83	0	511	52	11	43	2	106	34	705	3	0	742	2	21	34	0	57	1416
9:00 AM	2	128	16	0	146	9	3	6	0	18	9	141	3	0	153	0	4	4	0	8	325
9:15 AM	4	102	12	0	118	7	4	10	0	21	8	148	1	0	157	1	6	8	0	15	311
9:30 AM	0	90	8	0	98	15	5	8	0	28	9	115	1	0	125	0	9	4	0	13	264
9:45 AM	4	111	19	0	134	11	7	10	2	28	4	119	0	0	123	2	8	3	1	13	298
Hourly Total	10	431	55	0	496	42	19	34	2	95	30	523	5	0	558	3	27	19	1	49	1198
10:00 AM	0	80	6	1	86	5	4	2	2	11	5	100	1	0	106	0	3	5	0	8	211
10:15 AM	2	77	13	0	92	10	1	6	1	17	4	94	1	0	99	1	3	7	0	11	219
10:30 AM	1	100	11	0	112	8	4	9	0	21	9	106	2	0	117	1	2	5	1	8	258
10:45 AM	2	96	12	0	110	4	3	7	0	14	2	101	1	0	104	3	2	4	1	9	237
Hourly Total	5	353	42	1	400	27	12	24	3	63	20	401	5	0	426	5	10	21	2	36	925
11:00 AM	0	110	5	0	115	7	4	8	0	19	4	104	2	0	110	1	3	3	0	7	251
11:15 AM	1	97	11	0	109	10	0	12	0	22	7	116	0	0	123	0	1	10	0	11	265
11:30 AM	2	136	19	0	157	7	3	5	2	15	13	118	1	0	132	0	1	7	0	8	312
11:45 AM	5	95	19	0	119	11	6	4	4	21	7	137	1	0	145	2	5	3	0	10	295
Hourly Total	8	438	54	0	500	35	13	29	6	77	31	475	4	0	510	3	10	23	0	36	1123
12:00 PM	1	111	15	0	127	17	6	10	0	33	2	133	0	0	135	2	3	5	2	10	305
12:15 PM	5	111	23	0	139	18	6	13	0	37	12	119	0	0	131	5	2	7	0	14	321
12:30 PM	1	122	12	0	135	9	1	14	0	24	5	125	0	0	130	2	1	7	0	10	299
12:45 PM	4	126	16	0	146	18	4	9	0	31	4	121	0	0	125	2	2	5	0	9	311
Hourly Total	11	470	66	0	547	62	17	46	0	125	23	498	0	0	521	11	8	24	2	43	1236
1:00 PM	3	112	15	0	130	8	6	6	1	20	9	118	1	0	128	2	5	7	0	14	292
1:15 PM	5	136	7	0	148	9	6	10	0	25	5	137	1	0	143	2	3	10	0	15	331
1:30 PM	3	105	14	0	122	16	6	7	2	29	6	137	1	0	144	1	0	5	0	6	301
1:45 PM	2	107	13	0	122	15	7	12	0	34	6	124	1	0	131	0	5	7	2	12	299
Hourly Total	13	460	49	0	522	48	25	35	3	108	26	516	4	0	546	5	13	29	2	47	1223
2:00 PM	5	103	16	2	124	10	4	7	0	21	6	124	4	0	134	4	4	3	3	11	290
2:15 PM	5	120	10	1	135	9	6	10	0	25	8	153	1	0	162	2	4	8	0	14	336
2:30 PM	1	118	15	0	134	11	5	6	1	22	3	122	1	0	126	2	5	7	0	14	296
2:45 PM	2	119	18	0	139	7	3	6	0	16	5	141	0	0	146	0	6	7	0	13	314
Hourly Total	13	460	59	3	532	37	18	29	1	84	22	540	6	0	568	8	19	25	3	52	1236
3:00 PM	4	128	24	0	156	14	3	17	0	34	6	124	1	0	131	4	4	3	0	11	332

3:15 PM	1	115	17	0	133	19	7	11	0	37	2	152	1	0	155	1	3	5	0	9	334
3:30 PM	4	149	14	0	167	26	4	7	0	37	6	189	2	0	197	3	6	3	0	12	413
3:45 PM	1	134	25	1	160	21	3	12	0	36	10	147	2	0	159	0	2	3	0	5	360
Hourly Total	10	526	80	1	616	80	17	47	0	144	24	612	6	0	642	8	15	14	0	37	1439
4:00 PM	1	120	15	0	136	12	10	10	0	32	6	150	5	0	161	3	4	6	0	13	342
4:15 PM	7	136	19	0	162	19	6	10	1	35	10	164	2	0	176	0	4	6	1	10	383
4:30 PM	5	126	21	0	152	18	4	5	0	27	11	145	2	0	158	0	2	4	0	6	343
4:45 PM	3	165	28	0	196	18	7	9	0	34	4	148	0	0	152	0	3	5	0	8	390
Hourly Total	16	547	83	0	646	67	27	34	1	128	31	607	9	0	647	3	13	21	1	37	1458
5:00 PM	1	156	30	1	187	16	9	14	1	39	11	131	1	0	143	2	3	5	2	10	379
5:15 PM	5	193	21	0	219	18	15	15	0	48	10	146	6	3	162	3	0	3	2	6	435
5:30 PM	3	161	24	0	188	15	10	18	1	43	8	151	1	0	160	2	3	5	1	10	401
5:45 PM	5	160	30	0	195	22	10	9	0	41	9	148	2	2	159	1	2	6	0	9	404
Hourly Total	14	670	105	1	789	71	44	56	2	171	38	576	10	5	624	8	8	19	5	35	1619
6:00 PM	4	159	21	0	184	18	9	15	1	42	5	146	1	0	152	2	1	4	0	7	385
6:15 PM	2	165	27	1	194	17	9	12	0	38	3	138	4	0	145	1	7	5	1	13	390
6:30 PM	4	135	16	1	155	16	8	10	0	34	8	143	0	0	151	1	4	3	0	8	348
6:45 PM	3	132	18	3	153	11	4	9	0	24	3	118	2	1	123	0	5	4	1	9	309
Hourly Total	13	591	82	5	686	62	30	46	1	138	19	545	7	1	571	4	17	16	2	37	1432
Grand Total	127	5796	820	12	6743	630	248	459	23	1337	326	6706	61	8	7093	68	186	285	20	539	15712
Approach %	1.9	86.0	12.2	-	-	47.1	18.5	34.3	-	-	4.6	94.5	0.9	-	-	12.6	34.5	52.9	-	-	-
Total %	0.8	36.9	5.2	-	42.9	4.0	1.6	2.9	-	8.5	2.1	42.7	0.4	-	45.1	0.4	1.2	1.8	-	3.4	-
All Vehicles (no classification)	127	5796	820	-	6743	630	248	459	-	1337	326	6706	61	-	7093	68	186	285	-	539	15712
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	3	-	-	-	-	5	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	25.0	-	-	-	-	21.7	-	-	-	-	0.0	-	-	-	-	5.0	-	-
Pedestrians	-	-	-	9	-	-	-	-	18	-	-	-	-	8	-	-	-	-	19	-	-
% Pedestrians	-	-	-	75.0	-	-	-	-	78.3	-	-	-	-	100.0	-	-	-	-	95.0	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: TMC_El Prado Bl at West Shore Bl
Site Code:
Start Date: 01/04/2017



Turning Movement Data Plot

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: TMC_El Prado Bl at West Shore Bl
Site Code:
Start Date: 01/04/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	s westshore blvd Southbound					EL PRADO Westbound					s westshore blvd Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:30 AM	0	115	19	0	134	10	7	13	2	30	11	187	2	0	200	4	4	15	1	23	387
7:45 AM	2	116	12	1	130	9	4	13	0	26	7	182	0	2	189	1	4	9	0	14	359
8:00 AM	1	108	23	0	132	10	3	8	0	21	11	154	0	0	165	0	6	4	0	10	328
8:15 AM	2	98	29	0	129	9	4	16	1	29	8	211	0	0	219	1	5	12	0	18	395
Total	5	437	83	1	525	38	18	50	3	106	37	734	2	2	773	6	19	40	1	65	1469
Approach %	1.0	83.2	15.8	-	-	35.8	17.0	47.2	-	-	4.8	95.0	0.3	-	-	9.2	29.2	61.5	-	-	-
Total %	0.3	29.7	5.7	-	35.7	2.6	1.2	3.4	-	7.2	2.5	50.0	0.1	-	52.6	0.4	1.3	2.7	-	4.4	-
PHF	0.625	0.942	0.716	-	0.979	0.950	0.643	0.781	-	0.883	0.841	0.870	0.250	-	0.882	0.375	0.792	0.667	-	0.707	0.930
All Vehicles (no classification)	5	437	83	-	525	38	18	50	-	106	37	734	2	-	773	6	19	40	-	65	1469
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	100.0	-	-	-	-	33.3	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	2	-	-	-	-	1	-	-
% Pedestrians	-	-	-	0.0	-	-	-	-	66.7	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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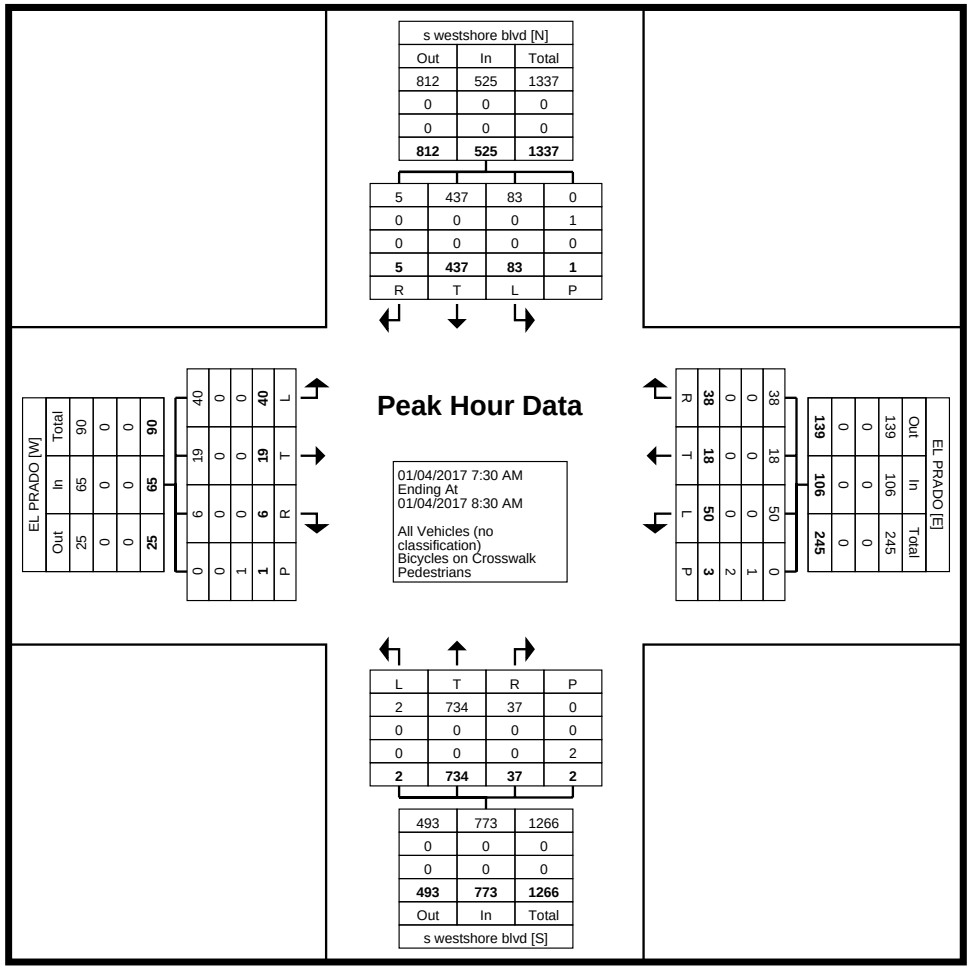

Turning Movement Peak Hour Data Plot (7:30 AM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: TMC_El Prado Bl at West Shore Bl
Site Code:
Start Date: 01/04/2017

Turning Movement Peak Hour Data (5:15 PM)

Start Time	s westshore blvd Southbound					EL PRADO Westbound					s westshore blvd Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
5:15 PM	5	193	21	0	219	18	15	15	0	48	10	146	6	3	162	3	0	3	2	6	435
5:30 PM	3	161	24	0	188	15	10	18	1	43	8	151	1	0	160	2	3	5	1	10	401
5:45 PM	5	160	30	0	195	22	10	9	0	41	9	148	2	2	159	1	2	6	0	9	404
6:00 PM	4	159	21	0	184	18	9	15	1	42	5	146	1	0	152	2	1	4	0	7	385
Total	17	673	96	0	786	73	44	57	2	174	32	591	10	5	633	8	6	18	3	32	1625
Approach %	2.2	85.6	12.2	-	-	42.0	25.3	32.8	-	-	5.1	93.4	1.6	-	-	25.0	18.8	56.3	-	-	-
Total %	1.0	41.4	5.9	-	48.4	4.5	2.7	3.5	-	10.7	2.0	36.4	0.6	-	39.0	0.5	0.4	1.1	-	2.0	-
PHF	0.850	0.872	0.800	-	0.897	0.830	0.733	0.792	-	0.906	0.800	0.978	0.417	-	0.977	0.667	0.500	0.750	-	0.800	0.934
All Vehicles (no classification)	17	673	96	-	786	73	44	57	-	174	32	591	10	-	633	8	6	18	-	32	1625
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	50.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	5	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	50.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

City of Tampa (FL)
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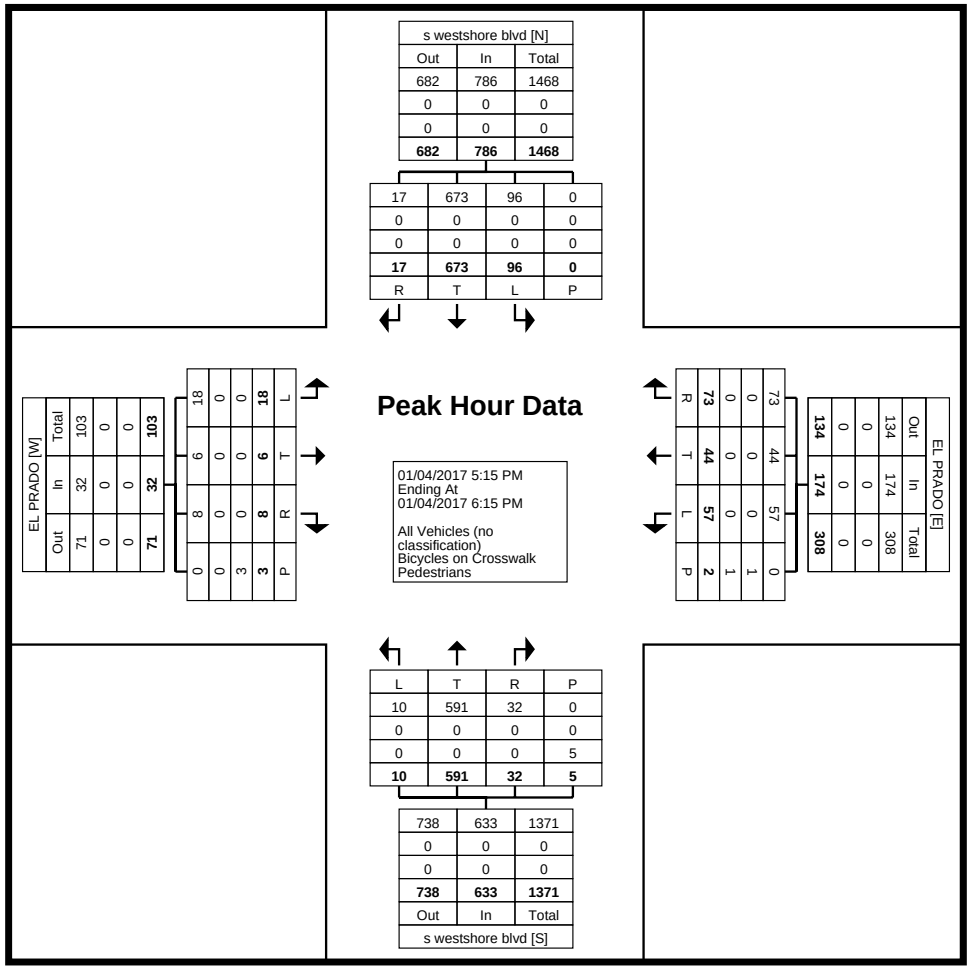


Turning Movement Peak Hour Data Plot (5:15 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: Manhattan & EL Prado
Site Code:
Start Date: 12/15/2016

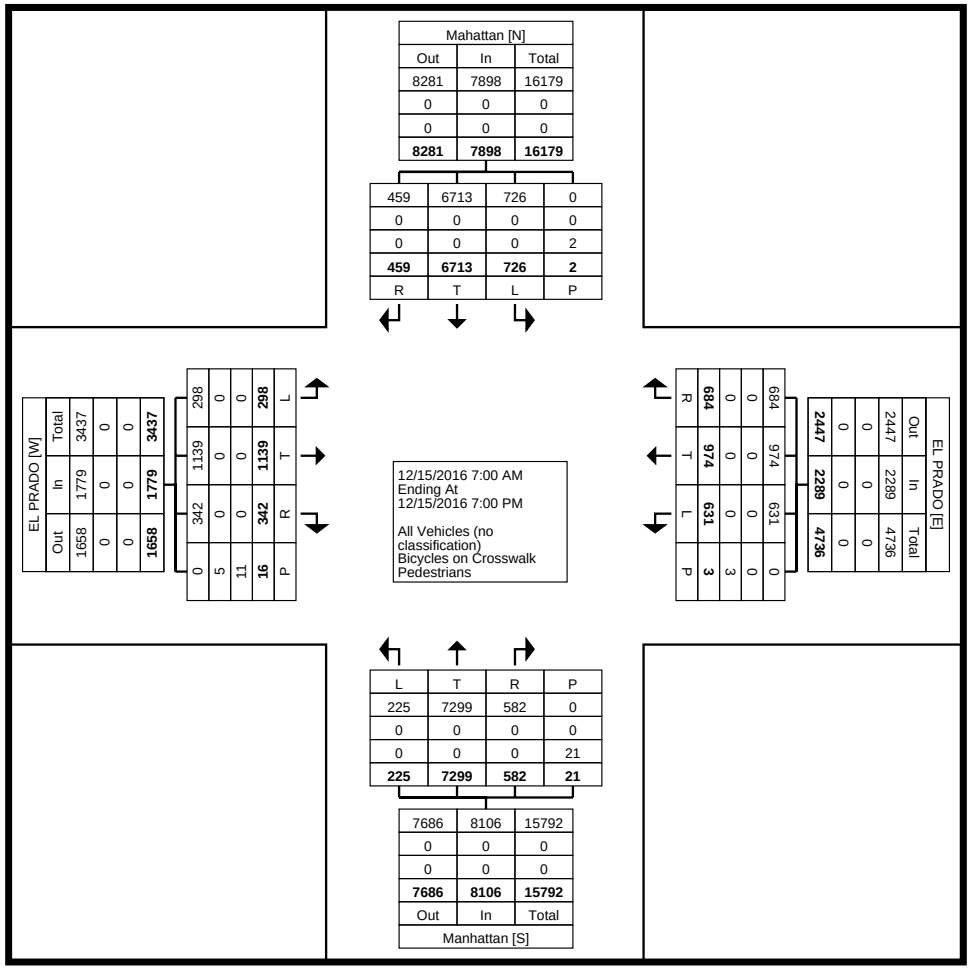
Turning Movement Data

Start Time	Mahattan Southbound					EL PRADO Westbound					Manhattan Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	2	120	5	0	127	8	7	5	0	20	13	143	3	0	159	12	32	8	0	52	358
7:15 AM	2	99	8	0	109	12	17	9	0	38	16	178	7	0	201	11	39	13	0	63	411
7:30 AM	9	116	17	0	142	16	16	12	0	44	13	224	1	0	238	7	38	13	0	58	482
7:45 AM	9	110	29	0	148	31	18	7	0	56	14	207	3	0	224	5	34	11	0	50	478
Hourly Total	22	445	59	0	526	67	58	33	0	158	56	752	14	0	822	35	143	45	0	223	1729
8:00 AM	7	128	17	0	152	14	24	13	0	51	19	184	2	0	205	7	21	10	2	38	446
8:15 AM	8	117	13	0	138	20	13	8	0	41	13	186	5	0	204	7	19	13	0	39	422
8:30 AM	6	127	15	0	148	28	17	9	0	54	13	191	2	1	206	2	15	11	1	28	436
8:45 AM	5	119	18	0	142	18	11	8	0	37	13	170	0	0	183	8	29	5	0	42	404
Hourly Total	26	491	63	0	580	80	65	38	0	183	58	731	9	1	798	24	84	39	3	147	1708
9:00 AM	2	91	12	1	105	9	18	10	1	37	7	163	5	0	175	6	9	7	1	22	339
9:15 AM	4	114	11	0	129	9	18	10	1	37	6	127	6	0	139	6	21	9	1	36	341
9:30 AM	10	100	16	0	126	14	9	6	0	29	11	155	4	0	170	8	22	5	0	35	360
9:45 AM	5	85	11	0	101	4	13	9	0	26	12	129	8	0	149	6	27	2	0	35	311
Hourly Total	21	390	50	1	461	36	58	35	2	129	36	574	23	0	633	26	79	23	2	128	1351
10:00 AM	9	106	8	0	123	11	19	4	0	34	13	123	3	0	139	5	12	4	1	21	317
10:15 AM	8	100	10	0	118	16	18	9	0	43	8	115	7	0	130	7	13	3	0	23	314
10:30 AM	2	118	13	0	133	7	14	10	0	31	5	114	3	0	122	8	19	5	0	32	318
10:45 AM	4	71	12	0	87	9	17	9	0	35	7	127	1	0	135	4	19	7	0	30	287
Hourly Total	23	395	43	0	461	43	68	32	0	143	33	479	14	0	526	24	63	19	1	106	1236
11:00 AM	6	113	16	0	135	10	13	7	0	30	7	116	1	0	124	4	15	5	1	24	313
11:15 AM	4	103	15	1	122	18	26	10	0	54	12	129	2	1	143	9	21	5	2	35	354
11:30 AM	10	139	14	0	163	9	25	12	0	46	16	126	2	0	144	10	18	9	0	37	390
11:45 AM	13	142	7	0	162	6	21	14	0	41	19	142	4	0	165	8	29	5	0	42	410
Hourly Total	33	497	52	1	582	43	85	43	0	171	54	513	9	1	576	31	83	24	3	138	1467
12:00 PM	14	126	13	0	153	20	17	13	0	50	10	144	3	0	157	4	24	7	0	35	395
12:15 PM	10	125	20	0	155	22	27	12	0	61	11	109	6	0	126	11	21	7	0	39	381
12:30 PM	15	145	15	0	175	10	21	11	0	42	8	141	3	0	152	2	22	6	0	30	399
12:45 PM	7	130	12	0	149	11	18	7	0	36	14	132	8	0	154	1	22	7	0	30	369
Hourly Total	46	526	60	0	632	63	83	43	0	189	43	526	20	0	589	18	89	27	0	134	1544
1:00 PM	6	131	10	0	147	11	23	17	0	51	6	138	5	0	149	7	18	5	0	30	377
1:15 PM	13	111	10	0	134	10	22	12	0	44	10	139	5	1	154	6	13	2	0	21	353
1:30 PM	7	119	17	0	143	17	19	11	0	47	16	148	8	1	172	5	19	5	1	29	391
1:45 PM	8	131	13	0	152	7	16	12	0	35	7	147	4	0	158	3	21	5	0	29	374
Hourly Total	34	492	50	0	576	45	80	52	0	177	39	572	22	2	633	21	71	17	1	109	1495
2:00 PM	7	138	12	0	157	17	25	8	0	50	7	140	3	0	150	7	19	4	0	30	387
2:15 PM	8	160	19	0	187	13	17	19	0	49	9	154	5	0	168	6	17	6	0	29	433
2:30 PM	9	138	22	0	169	12	26	10	0	48	11	143	4	0	158	10	24	4	0	38	413
2:45 PM	10	131	18	0	159	20	18	9	0	47	11	132	5	0	148	7	22	3	1	32	386
Hourly Total	34	567	71	0	672	62	86	46	0	194	38	569	17	0	624	30	82	17	1	129	1619
3:00 PM	9	147	10	0	166	12	27	11	0	50	13	146	4	1	163	3	22	4	0	29	408

3:15 PM	14	145	21	0	180	15	16	15	0	46	5	121	1	0	127	4	21	8	0	33	386
3:30 PM	11	147	18	0	176	9	30	19	0	58	12	163	1	0	176	8	18	3	0	29	439
3:45 PM	12	175	13	0	200	16	18	9	0	43	15	151	9	2	175	7	18	6	0	31	449
Hourly Total	46	614	62	0	722	52	91	54	0	197	45	581	15	3	641	22	79	21	0	122	1682
4:00 PM	17	158	12	0	187	18	20	15	0	53	11	157	4	2	172	7	20	9	1	36	448
4:15 PM	7	176	27	0	210	10	26	12	0	48	8	186	7	1	201	5	25	4	2	34	493
4:30 PM	19	198	19	0	236	17	31	29	0	77	24	199	15	1	238	8	33	4	1	45	596
4:45 PM	19	223	24	0	266	22	26	24	0	72	17	202	5	4	224	5	28	5	0	38	600
Hourly Total	62	755	82	0	899	67	103	80	0	250	60	744	31	8	835	25	106	22	4	153	2137
5:00 PM	12	190	16	0	218	16	23	23	0	62	15	195	7	0	217	10	30	8	1	48	545
5:15 PM	10	197	16	0	223	23	39	27	1	89	20	178	10	0	208	12	27	5	0	44	564
5:30 PM	15	232	13	0	260	26	20	29	0	75	15	171	8	3	194	9	38	5	0	52	581
5:45 PM	17	218	30	0	265	7	28	19	0	54	11	166	4	1	181	14	36	6	0	56	556
Hourly Total	54	837	75	0	966	72	110	98	1	280	61	710	29	4	800	45	131	24	1	200	2246
6:00 PM	18	219	23	0	260	14	29	29	0	72	16	161	6	0	183	9	34	3	0	46	561
6:15 PM	15	191	14	0	220	20	26	15	0	61	21	138	4	0	163	12	38	7	0	57	501
6:30 PM	13	151	14	0	178	10	19	21	0	50	14	124	6	0	144	12	29	6	0	47	419
6:45 PM	12	143	8	0	163	10	13	12	0	35	8	125	6	2	139	8	28	4	0	40	377
Hourly Total	58	704	59	0	821	54	87	77	0	218	59	548	22	2	629	41	129	20	0	190	1858
Grand Total	459	6713	726	2	7898	684	974	631	3	2289	582	7299	225	21	8106	342	1139	298	16	1779	20072
Approach %	5.8	85.0	9.2	-	-	29.9	42.6	27.6	-	-	7.2	90.0	2.8	-	-	19.2	64.0	16.8	-	-	-
Total %	2.3	33.4	3.6	-	39.3	3.4	4.9	3.1	-	11.4	2.9	36.4	1.1	-	40.4	1.7	5.7	1.5	-	8.9	-
All Vehicles (no classification)	459	6713	726	-	7898	684	974	631	-	2289	582	7299	225	-	8106	342	1139	298	-	1779	20072
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	31.3	-	-
Pedestrians	-	-	-	2	-	-	-	-	3	-	-	-	-	21	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	68.8	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: Manhattan & EL Prado
Site Code:
Start Date: 12/15/2016



Turning Movement Data Plot

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: Manhattan & EL Prado
Site Code:
Start Date: 12/15/2016

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Mahattan Southbound					EL PRADO Westbound					Manhattan Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:30 AM	9	116	17	0	142	16	16	12	0	44	13	224	1	0	238	7	38	13	0	58	482
7:45 AM	9	110	29	0	148	31	18	7	0	56	14	207	3	0	224	5	34	11	0	50	478
8:00 AM	7	128	17	0	152	14	24	13	0	51	19	184	2	0	205	7	21	10	2	38	446
8:15 AM	8	117	13	0	138	20	13	8	0	41	13	186	5	0	204	7	19	13	0	39	422
Total	33	471	76	0	580	81	71	40	0	192	59	801	11	0	871	26	112	47	2	185	1828
Approach %	5.7	81.2	13.1	-	-	42.2	37.0	20.8	-	-	6.8	92.0	1.3	-	-	14.1	60.5	25.4	-	-	-
Total %	1.8	25.8	4.2	-	31.7	4.4	3.9	2.2	-	10.5	3.2	43.8	0.6	-	47.6	1.4	6.1	2.6	-	10.1	-
PHF	0.917	0.920	0.655	-	0.954	0.653	0.740	0.769	-	0.857	0.776	0.894	0.550	-	0.915	0.929	0.737	0.904	-	0.797	0.948
All Vehicles (no classification)	33	471	76	-	580	81	71	40	-	192	59	801	11	-	871	26	112	47	-	185	1828
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-

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Site Code:
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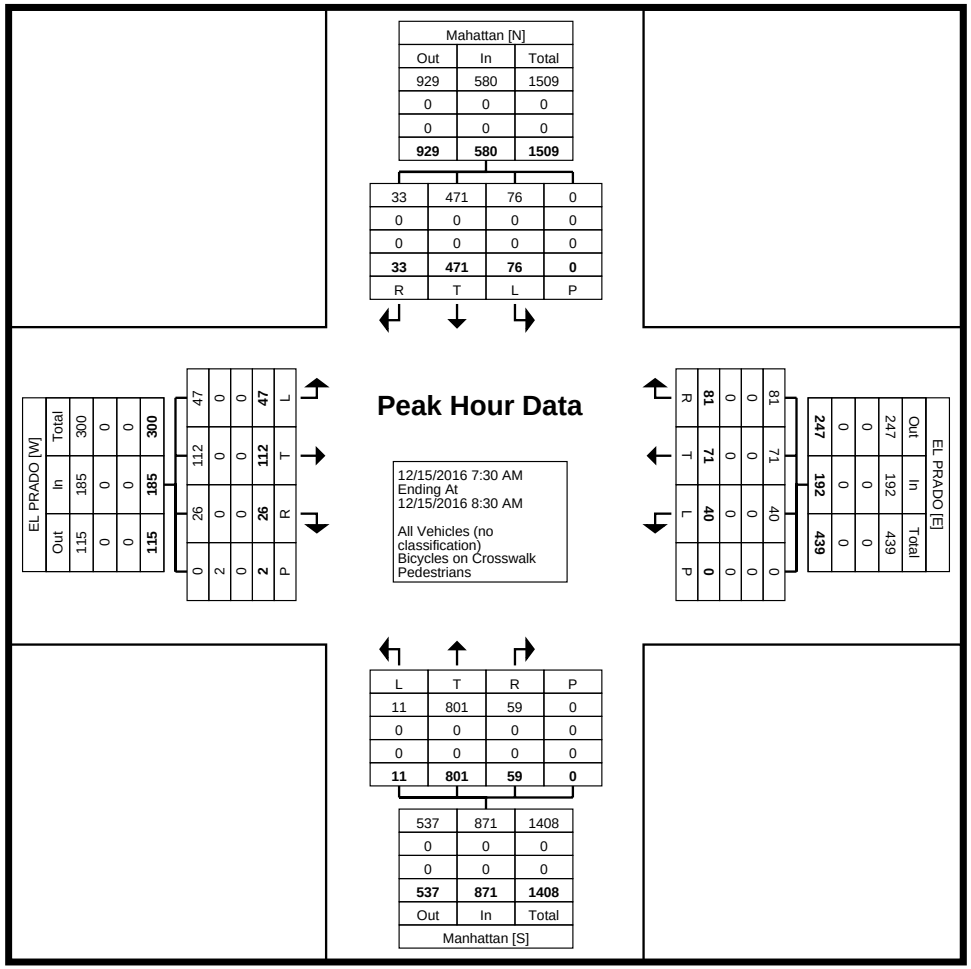

Turning Movement Peak Hour Data Plot (7:30 AM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: Manhattan & EL Prado
Site Code:
Start Date: 12/15/2016

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Mahattan Southbound					EL PRADO Westbound					Manhattan Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
4:30 PM	19	198	19	0	236	17	31	29	0	77	24	199	15	1	238	8	33	4	1	45	596
4:45 PM	19	223	24	0	266	22	26	24	0	72	17	202	5	4	224	5	28	5	0	38	600
5:00 PM	12	190	16	0	218	16	23	23	0	62	15	195	7	0	217	10	30	8	1	48	545
5:15 PM	10	197	16	0	223	23	39	27	1	89	20	178	10	0	208	12	27	5	0	44	564
Total	60	808	75	0	943	78	119	103	1	300	76	774	37	5	887	35	118	22	2	175	2305
Approach %	6.4	85.7	8.0	-	-	26.0	39.7	34.3	-	-	8.6	87.3	4.2	-	-	20.0	67.4	12.6	-	-	-
Total %	2.6	35.1	3.3	-	40.9	3.4	5.2	4.5	-	13.0	3.3	33.6	1.6	-	38.5	1.5	5.1	1.0	-	7.6	-
PHF	0.789	0.906	0.781	-	0.886	0.848	0.763	0.888	-	0.843	0.792	0.958	0.617	-	0.932	0.729	0.894	0.688	-	0.911	0.960
All Vehicles (no classification)	60	808	75	-	943	78	119	103	-	300	76	774	37	-	887	35	118	22	-	175	2305
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	5	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

City of Tampa (FL)
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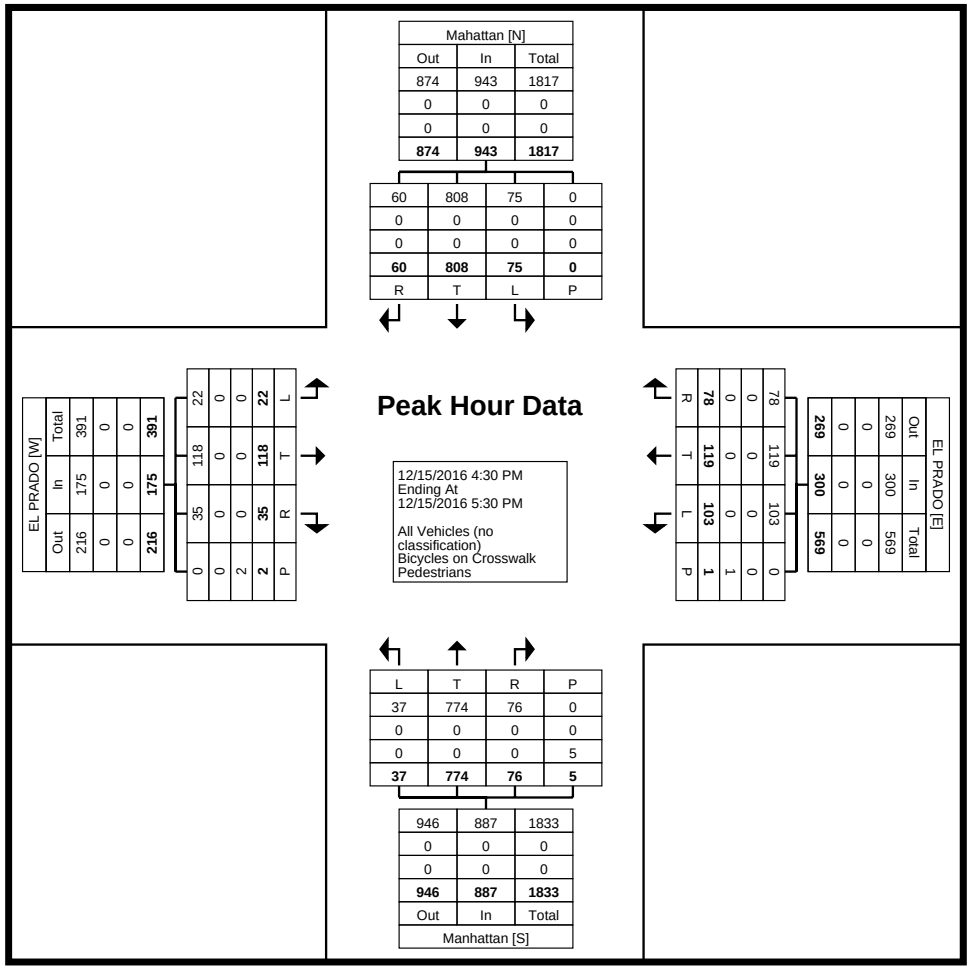
Count Name: Manhattan & EL Prado
Site Code:
Start Date: 12/15/2016



Turning Movement Peak Hour Data Plot (4:30 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: DALE MABRY & EL Prado
Site Code:
Start Date: 12/15/2016

Turning Movement Data

Start Time	S Dale Mabry Hwy Southbound					EL PRADO Westbound					S Dale Mabry Hwy Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	4	218	8	0	230	20	16	15	0	51	6	238	3	0	247	13	34	21	0	68	596
7:15 AM	6	217	15	0	238	29	31	11	0	71	11	265	6	0	282	14	76	28	1	118	709
7:30 AM	4	237	19	0	260	20	44	13	0	77	13	294	6	0	313	18	81	9	0	108	758
7:45 AM	4	212	30	0	246	23	56	20	0	99	16	276	12	1	304	20	73	8	0	101	750
Hourly Total	18	884	72	0	974	92	147	59	0	298	46	1073	27	1	1146	65	264	66	1	395	2813
8:00 AM	6	174	14	0	194	29	42	17	0	88	19	324	10	0	353	16	57	11	3	84	719
8:15 AM	6	188	23	1	217	26	32	13	1	71	7	222	9	0	238	18	33	13	0	64	590
8:30 AM	5	197	12	0	214	19	29	15	1	63	10	293	3	1	306	17	40	13	0	70	653
8:45 AM	1	218	15	0	234	16	33	17	0	66	13	243	10	0	266	24	39	17	0	80	646
Hourly Total	18	777	64	1	859	90	136	62	2	288	49	1082	32	1	1163	75	169	54	3	298	2608
9:00 AM	3	202	4	0	209	16	32	14	2	62	11	249	15	0	275	13	40	7	0	60	606
9:15 AM	4	215	11	0	230	17	27	12	1	56	8	222	7	2	237	19	31	6	0	56	579
9:30 AM	2	189	11	0	202	16	27	16	2	59	6	235	5	0	246	16	38	11	0	65	572
9:45 AM	8	257	14	1	279	24	24	17	4	65	17	245	5	0	267	22	27	7	0	56	667
Hourly Total	17	863	40	1	920	73	110	59	9	242	42	951	32	2	1025	70	136	31	0	237	2424
10:00 AM	2	253	8	1	263	30	26	8	0	64	10	230	11	0	251	13	23	6	0	42	620
10:15 AM	10	233	16	2	259	12	21	8	0	41	16	252	9	0	277	13	13	9	0	35	612
10:30 AM	1	241	12	0	254	17	20	16	0	53	13	234	12	2	259	19	27	5	1	51	617
10:45 AM	4	230	12	0	246	12	21	19	1	52	18	239	8	0	265	15	33	9	0	57	620
Hourly Total	17	957	48	3	1022	71	88	51	1	210	57	955	40	2	1052	60	96	29	1	185	2469
11:00 AM	5	255	12	0	272	12	17	9	0	38	11	258	5	1	274	21	20	7	2	48	632
11:15 AM	4	217	7	0	228	15	34	15	0	64	10	308	8	1	326	19	33	8	1	60	678
11:30 AM	5	238	19	0	262	15	21	14	8	50	16	289	11	0	316	22	25	8	0	55	683
11:45 AM	8	262	17	0	287	17	30	18	0	65	18	331	11	2	360	20	38	17	0	75	787
Hourly Total	22	972	55	0	1049	59	102	56	8	217	55	1186	35	4	1276	82	116	40	3	238	2780
12:00 PM	9	307	17	0	333	27	40	26	1	93	17	272	8	0	297	16	33	18	0	67	790
12:15 PM	5	267	7	0	279	19	39	18	0	76	12	290	8	2	310	23	31	13	0	67	732
12:30 PM	8	271	14	0	293	17	33	11	3	61	11	314	9	0	334	21	23	6	2	50	738
12:45 PM	8	301	22	0	331	17	21	22	0	60	21	278	6	0	305	20	40	9	0	69	765
Hourly Total	30	1146	60	0	1236	80	133	77	4	290	61	1154	31	2	1246	80	127	46	2	253	3025
1:00 PM	7	282	15	1	304	14	27	17	1	58	12	285	9	1	306	16	31	9	1	56	724
1:15 PM	8	266	13	0	287	14	26	18	2	58	7	295	8	0	310	12	20	6	0	38	693
1:30 PM	4	266	11	0	281	12	34	7	0	53	9	266	10	0	285	14	50	11	0	75	694
1:45 PM	3	247	8	0	258	19	24	19	0	62	12	302	9	0	323	17	39	11	0	67	710
Hourly Total	22	1061	47	1	1130	59	111	61	3	231	40	1148	36	1	1224	59	140	37	1	236	2821
2:00 PM	6	273	13	0	292	13	37	19	0	69	11	290	14	1	315	20	39	18	0	77	753
2:15 PM	9	259	13	0	281	13	27	11	1	51	18	314	12	2	344	13	34	4	1	51	727
2:30 PM	4	264	16	0	284	11	41	16	1	68	14	304	7	1	325	18	29	5	1	52	729
2:45 PM	4	263	18	0	285	19	36	9	3	64	13	280	12	2	305	20	48	11	1	79	733
Hourly Total	23	1059	60	0	1142	56	141	55	5	252	56	1188	45	6	1289	71	150	38	3	259	2942
3:00 PM	6	222	15	0	243	13	31	26	0	70	14	282	14	1	310	19	37	8	1	64	687

3:15 PM	6	263	10	0	279	20	35	15	1	70	11	305	10	1	326	25	44	8	1	77	752
3:30 PM	8	273	14	0	295	19	45	14	0	78	14	279	4	0	297	17	25	8	3	50	720
3:45 PM	6	265	15	0	286	14	40	22	0	76	10	283	10	0	303	13	40	11	1	64	729
Hourly Total	26	1023	54	0	1103	66	151	77	1	294	49	1149	38	2	1236	74	146	35	6	255	2888
4:00 PM	5	256	19	0	280	19	44	14	0	77	11	277	10	1	298	18	39	16	2	73	728
4:15 PM	9	272	22	0	303	12	29	11	2	52	16	280	11	0	307	15	37	4	0	56	718
4:30 PM	15	273	16	1	304	18	59	23	1	100	11	318	14	2	343	29	50	12	0	91	838
4:45 PM	10	269	16	0	295	18	58	26	0	102	13	283	14	0	310	19	50	15	1	84	791
Hourly Total	39	1070	73	1	1182	67	190	74	3	331	51	1158	49	3	1258	81	176	47	3	304	3075
5:00 PM	8	290	28	0	326	20	50	24	3	94	18	285	11	0	314	18	48	12	1	78	812
5:15 PM	9	312	21	0	342	20	73	23	1	116	14	287	8	0	309	22	54	13	2	89	856
5:30 PM	9	326	34	0	369	14	67	19	0	100	15	288	12	1	315	18	37	9	0	64	848
5:45 PM	10	328	34	0	372	26	54	25	3	105	12	263	8	0	283	27	56	11	0	94	854
Hourly Total	36	1256	117	0	1409	80	244	91	7	415	59	1123	39	1	1221	85	195	45	3	325	3370
6:00 PM	16	323	31	1	370	21	60	19	0	100	18	291	18	0	327	17	54	6	0	77	874
6:15 PM	8	318	26	0	352	12	42	17	1	71	14	270	17	0	301	20	66	9	1	95	819
6:30 PM	8	264	19	0	291	16	23	16	2	55	4	291	12	0	307	18	32	10	1	60	713
6:45 PM	9	255	14	0	278	7	33	7	1	47	7	265	5	0	277	15	32	3	0	50	652
Hourly Total	41	1160	90	1	1291	56	158	59	4	273	43	1117	52	0	1212	70	184	28	2	282	3058
Grand Total	309	12228	780	8	13317	849	1711	781	47	3341	608	13284	456	25	14348	872	1899	496	28	3267	34273
Approach %	2.3	91.8	5.9	-	-	25.4	51.2	23.4	-	-	4.2	92.6	3.2	-	-	26.7	58.1	15.2	-	-	-
Total %	0.9	35.7	2.3	-	38.9	2.5	5.0	2.3	-	9.7	1.8	38.8	1.3	-	41.9	2.5	5.5	1.4	-	9.5	-
All Vehicles (no classification)	309	12228	780	-	13317	849	1711	781	-	3341	608	13284	456	-	14348	872	1899	496	-	3267	34273
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	3	-	-	-	-	18	-	-	-	-	3	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	37.5	-	-	-	-	38.3	-	-	-	-	12.0	-	-	-	-	17.9	-	-
Pedestrians	-	-	-	5	-	-	-	-	29	-	-	-	-	22	-	-	-	-	23	-	-
% Pedestrians	-	-	-	62.5	-	-	-	-	61.7	-	-	-	-	88.0	-	-	-	-	82.1	-	-

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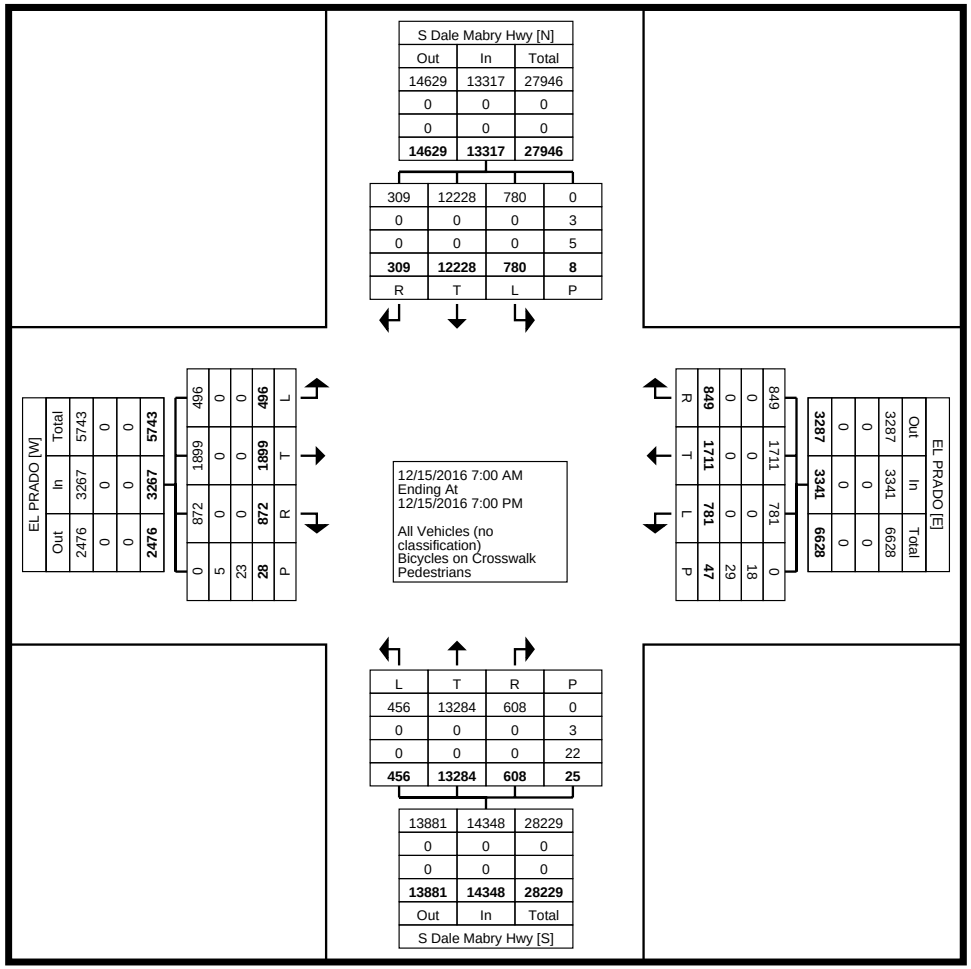


Turning Movement Data Plot

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

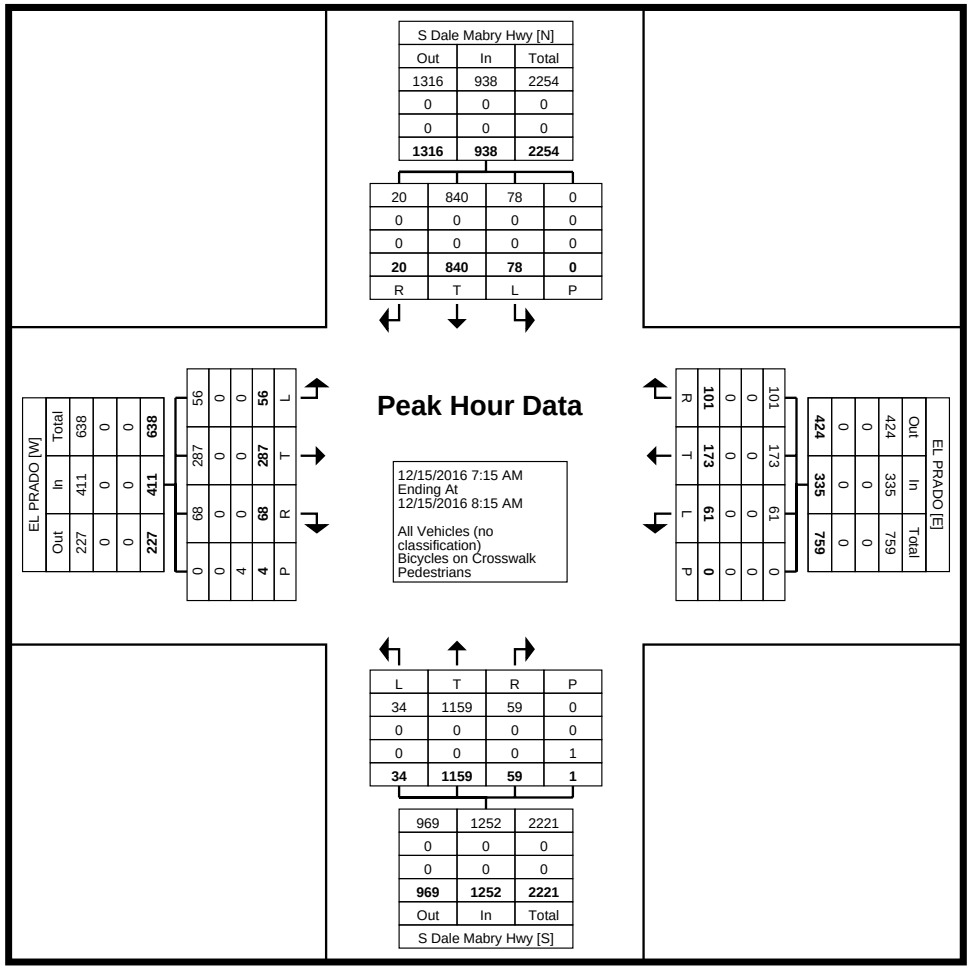
Count Name: DALE MABRY & EL Prado
Site Code:
Start Date: 12/15/2016

Turning Movement Peak Hour Data (7:15 AM)

Start Time	S Dale Mabry Hwy Southbound					EL PRADO Westbound					S Dale Mabry Hwy Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:15 AM	6	217	15	0	238	29	31	11	0	71	11	265	6	0	282	14	76	28	1	118	709
7:30 AM	4	237	19	0	260	20	44	13	0	77	13	294	6	0	313	18	81	9	0	108	758
7:45 AM	4	212	30	0	246	23	56	20	0	99	16	276	12	1	304	20	73	8	0	101	750
8:00 AM	6	174	14	0	194	29	42	17	0	88	19	324	10	0	353	16	57	11	3	84	719
Total	20	840	78	0	938	101	173	61	0	335	59	1159	34	1	1252	68	287	56	4	411	2936
Approach %	2.1	89.6	8.3	-	-	30.1	51.6	18.2	-	-	4.7	92.6	2.7	-	-	16.5	69.8	13.6	-	-	-
Total %	0.7	28.6	2.7	-	31.9	3.4	5.9	2.1	-	11.4	2.0	39.5	1.2	-	42.6	2.3	9.8	1.9	-	14.0	-
PHF	0.833	0.886	0.650	-	0.902	0.871	0.772	0.763	-	0.846	0.776	0.894	0.708	-	0.887	0.850	0.886	0.500	-	0.871	0.968
All Vehicles (no classification)	20	840	78	-	938	101	173	61	-	335	59	1159	34	-	1252	68	287	56	-	411	2936
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: DALE MABRY & EL Prado
Site Code:
Start Date: 12/15/2016



Turning Movement Peak Hour Data Plot (7:15 AM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: DALE MABRY & EL Prado
Site Code:
Start Date: 12/15/2016

Turning Movement Peak Hour Data (5:15 PM)

Start Time	S Dale Mabry Hwy Southbound					EL PRADO Westbound					S Dale Mabry Hwy Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
5:15 PM	9	312	21	0	342	20	73	23	1	116	14	287	8	0	309	22	54	13	2	89	856
5:30 PM	9	326	34	0	369	14	67	19	0	100	15	288	12	1	315	18	37	9	0	64	848
5:45 PM	10	328	34	0	372	26	54	25	3	105	12	263	8	0	283	27	56	11	0	94	854
6:00 PM	16	323	31	1	370	21	60	19	0	100	18	291	18	0	327	17	54	6	0	77	874
Total	44	1289	120	1	1453	81	254	86	4	421	59	1129	46	1	1234	84	201	39	2	324	3432
Approach %	3.0	88.7	8.3	-	-	19.2	60.3	20.4	-	-	4.8	91.5	3.7	-	-	25.9	62.0	12.0	-	-	-
Total %	1.3	37.6	3.5	-	42.3	2.4	7.4	2.5	-	12.3	1.7	32.9	1.3	-	36.0	2.4	5.9	1.1	-	9.4	-
PHF	0.688	0.982	0.882	-	0.976	0.779	0.870	0.860	-	0.907	0.819	0.970	0.639	-	0.943	0.778	0.897	0.750	-	0.862	0.982
All Vehicles (no classification)	44	1289	120	-	1453	81	254	86	-	421	59	1129	46	-	1234	84	201	39	-	324	3432
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	100.0	-	-	-	-	50.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	0.0	-	-	-	-	50.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

City of Tampa (FL)
306 East Jackson Street
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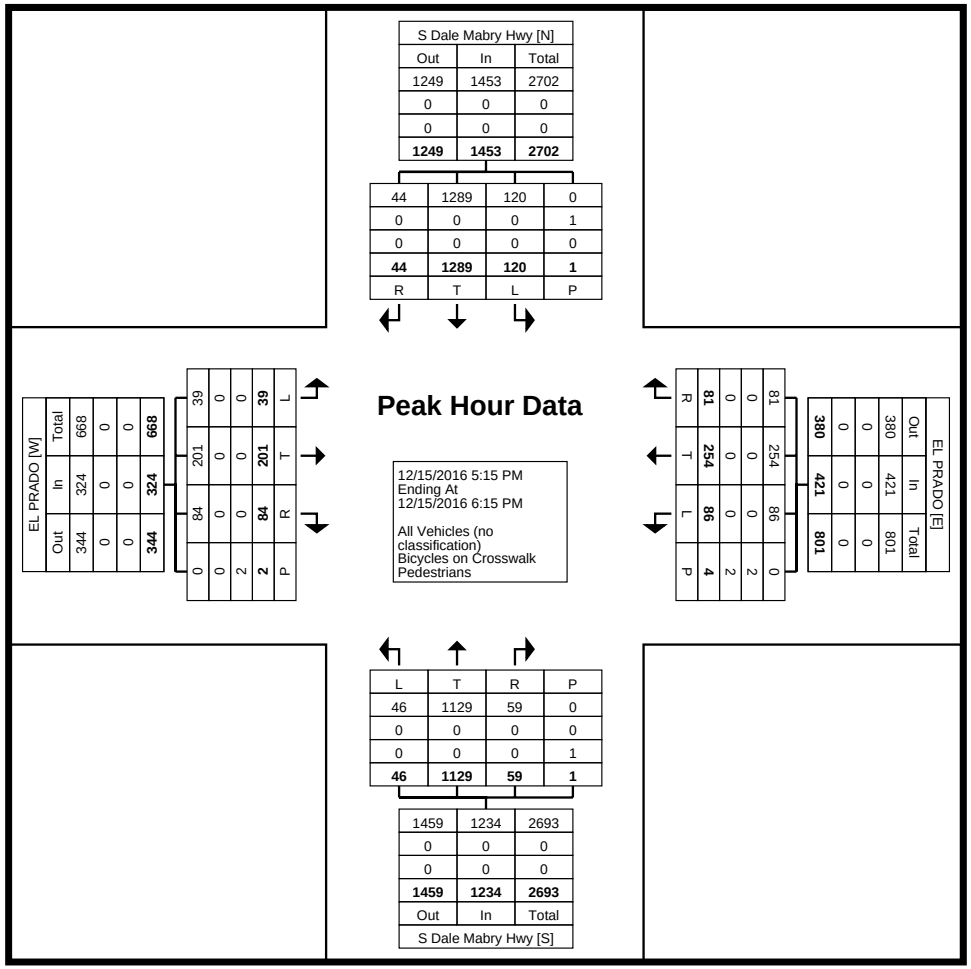
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: DALE MABRY & EL Prado
Site Code:
Start Date: 12/15/2016



Turning Movement Peak Hour Data Plot (5:15 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: HIMES
Site Code:
Start Date: 12/13/2016

Turning Movement Data

Start Time	S HIMES AVE Southbound					EL PRADO Westbound					S HIMES AVE Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	2	25	1	0	28	6	31	7	0	44	9	42	20	0	71	2	30	9	1	41	184
7:15 AM	7	46	5	0	58	11	31	4	0	46	10	46	21	0	77	6	64	7	0	77	258
7:30 AM	7	40	14	0	61	4	54	23	0	81	37	39	29	0	105	14	110	1	0	125	372
7:45 AM	8	41	8	0	57	8	61	22	0	91	22	43	19	0	84	17	111	5	0	133	365
Hourly Total	24	152	28	0	204	29	177	56	0	262	78	170	89	0	337	39	315	22	1	376	1179
8:00 AM	4	44	0	1	48	5	67	10	0	82	12	41	18	0	71	8	65	0	1	73	274
8:15 AM	3	35	1	0	39	6	54	11	0	71	8	48	16	3	72	11	48	4	0	63	245
8:30 AM	2	28	4	0	34	3	38	7	0	48	6	43	19	2	68	18	43	5	1	66	216
8:45 AM	5	25	2	0	32	5	37	4	0	46	6	51	18	0	75	12	45	5	0	62	215
Hourly Total	14	132	7	1	153	19	196	32	0	247	32	183	71	5	286	49	201	14	2	264	950
9:00 AM	5	35	1	0	41	6	32	12	0	50	9	41	11	1	61	14	36	5	0	55	207
9:15 AM	6	30	2	0	38	5	33	11	0	49	4	38	18	1	60	10	38	2	0	50	197
9:30 AM	4	36	0	0	40	3	35	7	1	45	8	28	7	1	43	10	37	3	0	50	178
9:45 AM	3	34	3	1	40	10	43	10	1	63	4	45	12	4	61	10	31	2	0	43	207
Hourly Total	18	135	6	1	159	24	143	40	2	207	25	152	48	7	225	44	142	12	0	198	789
10:00 AM	3	33	3	0	39	7	65	8	0	80	6	35	7	0	48	9	32	5	0	46	213
10:15 AM	6	29	4	0	39	2	34	6	0	42	5	38	9	0	52	12	33	4	1	49	182
10:30 AM	3	37	1	0	41	5	44	12	0	61	3	27	6	1	36	7	29	4	0	40	178
10:45 AM	6	29	0	0	35	1	28	6	1	35	9	33	8	0	50	12	26	4	1	42	162
Hourly Total	18	128	8	0	154	15	171	32	1	218	23	133	30	1	186	40	120	17	2	177	735
11:00 AM	6	34	2	0	42	1	34	10	0	45	3	25	7	0	35	5	31	4	0	40	162
11:15 AM	2	27	2	0	31	9	36	7	0	52	12	50	12	0	74	12	32	4	0	48	205
11:30 AM	4	26	3	0	33	8	29	11	0	48	11	45	9	0	65	9	32	3	0	44	190
11:45 AM	8	38	3	0	49	6	37	7	0	50	8	48	16	0	72	10	29	7	0	46	217
Hourly Total	20	125	10	0	155	24	136	35	0	195	34	168	44	0	246	36	124	18	0	178	774
12:00 PM	11	88	3	0	102	4	47	9	0	60	16	59	14	1	89	9	45	9	5	63	314
12:15 PM	10	56	2	0	68	4	30	19	0	53	5	50	14	2	69	5	48	4	3	57	247
12:30 PM	4	48	2	0	54	6	30	10	0	46	15	54	9	0	78	10	45	4	1	59	237
12:45 PM	2	52	2	0	56	2	39	8	0	49	8	44	8	1	60	10	33	3	0	46	211
Hourly Total	27	244	9	0	280	16	146	46	0	208	44	207	45	4	296	34	171	20	9	225	1009
1:00 PM	3	38	2	0	43	4	35	11	0	50	9	47	7	0	63	13	33	5	0	51	207
1:15 PM	10	45	3	0	58	4	41	9	0	54	5	50	9	2	64	18	29	4	0	51	227
1:30 PM	9	46	6	0	61	3	38	8	0	49	13	38	6	0	57	14	28	6	0	48	215
1:45 PM	10	36	5	0	51	7	43	4	0	54	8	55	12	0	75	14	46	1	0	61	241
Hourly Total	32	165	16	0	213	18	157	32	0	207	35	190	34	2	259	59	136	16	0	211	890
2:00 PM	4	48	8	0	60	1	36	14	0	51	10	40	12	0	62	4	50	1	0	55	228
2:15 PM	8	65	2	0	75	3	47	20	0	70	11	35	14	1	60	12	43	7	0	62	267
2:30 PM	8	50	1	0	59	2	47	19	0	68	9	49	13	2	71	9	38	2	0	49	247
2:45 PM	2	51	3	0	56	4	36	5	0	45	8	51	12	1	71	13	45	3	0	61	233
Hourly Total	22	214	14	0	250	10	166	58	0	234	38	175	51	4	264	38	176	13	0	227	975
3:00 PM	10	41	1	0	52	4	30	12	0	46	2	45	18	0	65	9	56	0	1	65	228

3:15 PM	2	42	4	0	48	6	74	8	0	88	8	49	7	0	64	16	52	3	1	71	271
3:30 PM	5	46	3	0	54	4	45	11	0	60	6	45	6	0	57	9	44	5	0	58	229
3:45 PM	3	47	2	0	52	2	68	14	0	84	7	43	12	0	62	16	47	2	2	65	263
Hourly Total	20	176	10	0	206	16	217	45	0	278	23	182	43	0	248	50	199	10	4	259	991
4:00 PM	0	44	2	0	46	2	44	15	0	61	9	37	16	0	62	11	51	2	0	64	233
4:15 PM	5	53	7	1	65	5	72	10	0	87	9	50	18	0	77	20	56	5	1	81	310
4:30 PM	5	55	4	0	64	0	78	14	0	92	11	52	19	0	82	23	65	6	1	94	332
4:45 PM	2	66	3	0	71	7	61	19	0	87	8	52	15	0	75	20	40	5	1	65	298
Hourly Total	12	218	16	1	246	14	255	58	0	327	37	191	68	0	296	74	212	18	3	304	1173
5:00 PM	8	58	3	0	69	6	57	12	0	75	11	47	18	1	76	23	63	4	0	90	310
5:15 PM	6	85	6	0	97	3	72	20	0	95	10	45	13	1	68	24	54	6	0	84	344
5:30 PM	6	47	6	0	59	4	74	17	0	95	8	46	28	0	82	24	51	3	2	78	314
5:45 PM	6	60	0	0	66	2	56	13	0	71	9	49	20	0	78	24	64	11	0	99	314
Hourly Total	26	250	15	0	291	15	259	62	0	336	38	187	79	2	304	95	232	24	2	351	1282
6:00 PM	5	64	2	0	71	2	53	24	0	79	6	46	19	1	71	23	48	2	0	73	294
6:15 PM	5	54	4	0	63	2	55	16	0	73	13	47	21	1	81	22	39	4	0	65	282
6:30 PM	4	36	1	0	41	5	40	11	0	56	14	39	10	0	63	19	41	2	0	62	222
6:45 PM	4	48	0	0	52	5	31	13	0	49	14	36	9	0	59	11	39	2	2	52	212
Hourly Total	18	202	7	0	227	14	179	64	0	257	47	168	59	2	274	75	167	10	2	252	1010
Grand Total	251	2141	146	3	2538	214	2202	560	3	2976	454	2106	661	27	3221	633	2195	194	25	3022	11757
Approach %	9.9	84.4	5.8	-	-	7.2	74.0	18.8	-	-	14.1	65.4	20.5	-	-	20.9	72.6	6.4	-	-	-
Total %	2.1	18.2	1.2	-	21.6	1.8	18.7	4.8	-	25.3	3.9	17.9	5.6	-	27.4	5.4	18.7	1.7	-	25.7	-
All Vehicles (no classification)	251	2141	146	-	2538	214	2202	560	-	2976	454	2106	661	-	3221	633	2195	194	-	3022	11757
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	1	-	-	-	-	6	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	33.3	-	-	-	-	33.3	-	-	-	-	22.2	-	-	-	-	28.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	21	-	-	-	-	18	-	-
% Pedestrians	-	-	-	66.7	-	-	-	-	66.7	-	-	-	-	77.8	-	-	-	-	72.0	-	-

City of Tampa (FL)
306 East Jackson Street
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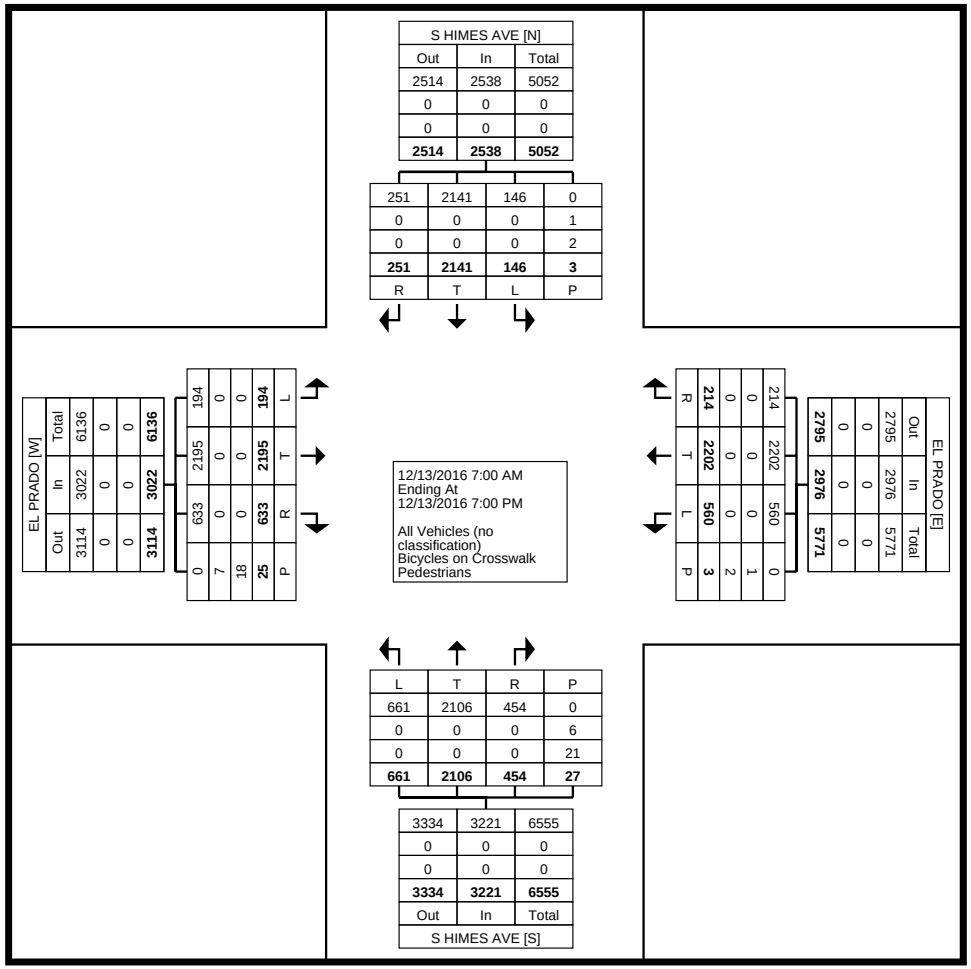
(813) 274-8105

Count Name: HIMES
Site Code:
Start Date: 12/13/2016
Page No: 3



Turning Movement Data Plot

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: HIMES
Site Code:
Start Date: 12/13/2016

Turning Movement Peak Hour Data (7:15 AM)

Start Time	S HIMES AVE Southbound					EL PRADO Westbound					S HIMES AVE Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:15 AM	7	46	5	0	58	11	31	4	0	46	10	46	21	0	77	6	64	7	0	77	258
7:30 AM	7	40	14	0	61	4	54	23	0	81	37	39	29	0	105	14	110	1	0	125	372
7:45 AM	8	41	8	0	57	8	61	22	0	91	22	43	19	0	84	17	111	5	0	133	365
8:00 AM	4	44	0	1	48	5	67	10	0	82	12	41	18	0	71	8	65	0	1	73	274
Total	26	171	27	1	224	28	213	59	0	300	81	169	87	0	337	45	350	13	1	408	1269
Approach %	11.6	76.3	12.1	-	-	9.3	71.0	19.7	-	-	24.0	50.1	25.8	-	-	11.0	85.8	3.2	-	-	-
Total %	2.0	13.5	2.1	-	17.7	2.2	16.8	4.6	-	23.6	6.4	13.3	6.9	-	26.6	3.5	27.6	1.0	-	32.2	-
PHF	0.813	0.929	0.482	-	0.918	0.636	0.795	0.641	-	0.824	0.547	0.918	0.750	-	0.802	0.662	0.788	0.464	-	0.767	0.853
All Vehicles (no classification)	26	171	27	-	224	28	213	59	-	300	81	169	87	-	337	45	350	13	-	408	1269
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

City of Tampa (FL)
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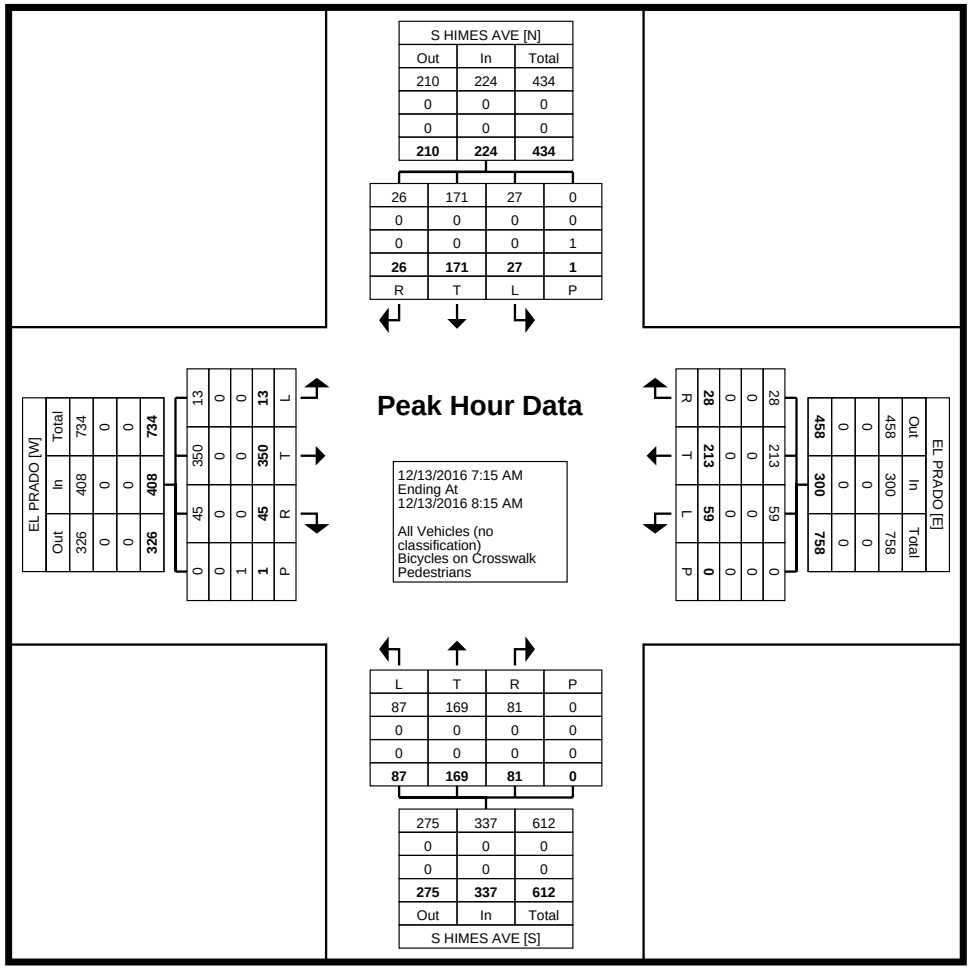


Turning Movement Peak Hour Data Plot (7:15 AM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

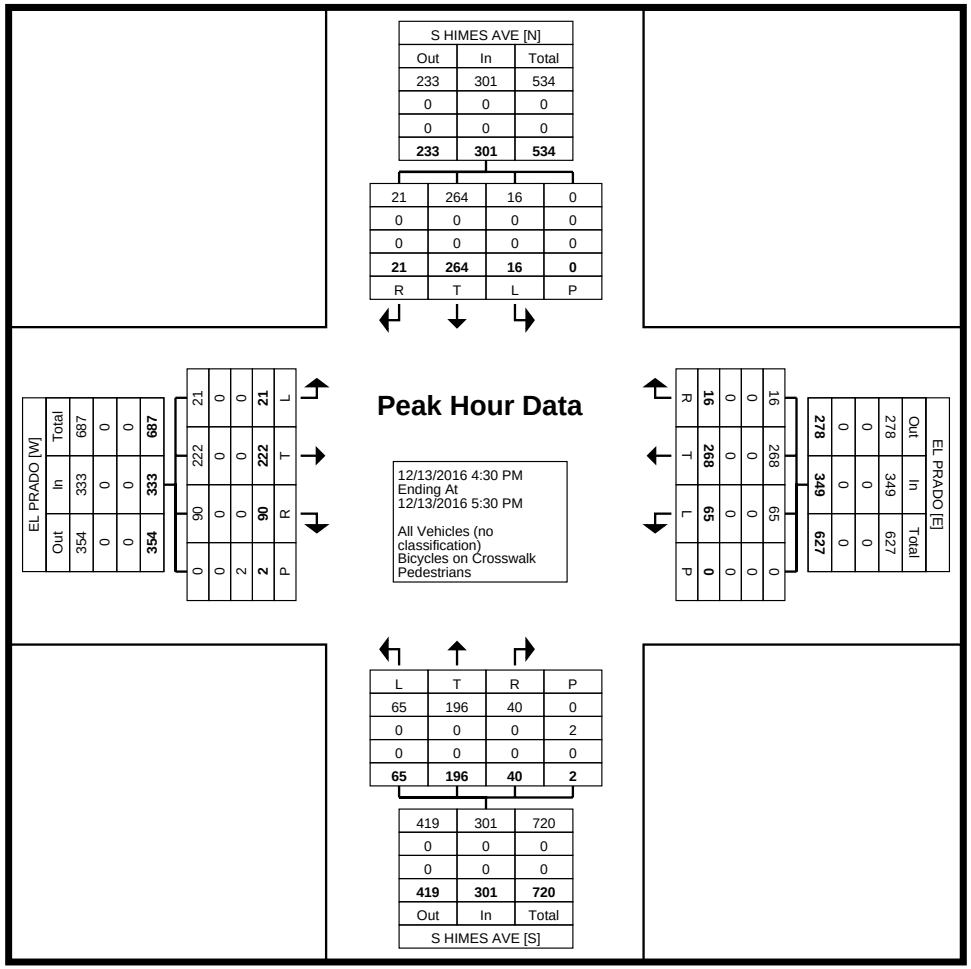
Count Name: HIMES
Site Code:
Start Date: 12/13/2016

Turning Movement Peak Hour Data (4:30 PM)

Start Time	S HIMES AVE Southbound					EL PRADO Westbound					S HIMES AVE Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
4:30 PM	5	55	4	0	64	0	78	14	0	92	11	52	19	0	82	23	65	6	1	94	332
4:45 PM	2	66	3	0	71	7	61	19	0	87	8	52	15	0	75	20	40	5	1	65	298
5:00 PM	8	58	3	0	69	6	57	12	0	75	11	47	18	1	76	23	63	4	0	90	310
5:15 PM	6	85	6	0	97	3	72	20	0	95	10	45	13	1	68	24	54	6	0	84	344
Total	21	264	16	0	301	16	268	65	0	349	40	196	65	2	301	90	222	21	2	333	1284
Approach %	7.0	87.7	5.3	-	-	4.6	76.8	18.6	-	-	13.3	65.1	21.6	-	-	27.0	66.7	6.3	-	-	-
Total %	1.6	20.6	1.2	-	23.4	1.2	20.9	5.1	-	27.2	3.1	15.3	5.1	-	23.4	7.0	17.3	1.6	-	25.9	-
PHF	0.656	0.776	0.667	-	0.776	0.571	0.859	0.813	-	0.918	0.909	0.942	0.855	-	0.918	0.938	0.854	0.875	-	0.886	0.933
All Vehicles (no classification)	21	264	16	-	301	16	268	65	-	349	40	196	65	-	301	90	222	21	-	333	1284
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	100.0	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: HIMES
Site Code:
Start Date: 12/13/2016



Turning Movement Peak Hour Data Plot (4:30 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

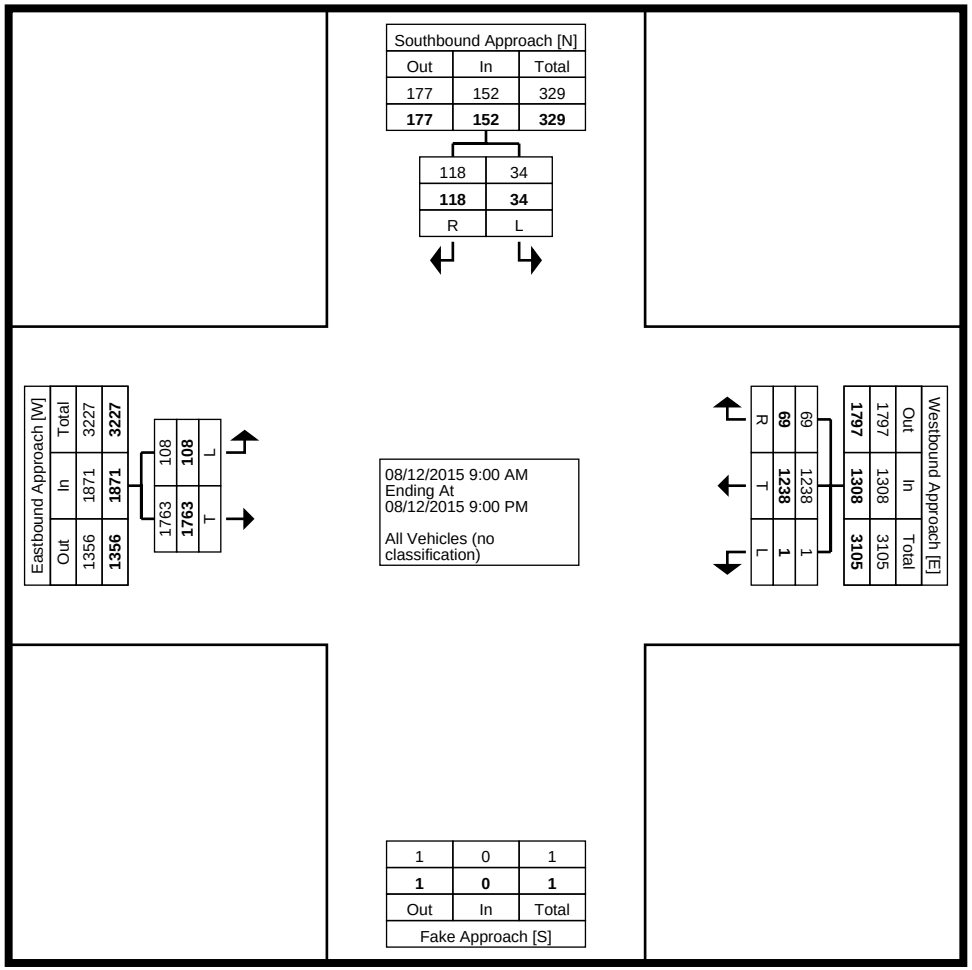
Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015

Turning Movement Data

Start Time	Southbound Approach			Westbound Approach				Eastbound Approach			
	Southbound			Westbound				Eastbound			
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
9:00 AM	6	2	8	4	45	0	49	74	4	78	135
9:15 AM	4	0	4	10	47	0	57	71	2	73	134
9:30 AM	7	2	9	1	43	0	44	69	1	70	123
9:45 AM	3	0	3	1	48	1	50	65	2	67	120
Hourly Total	20	4	24	16	183	1	200	279	9	288	512
10:00 AM	3	2	5	1	46	0	47	88	3	91	143
10:15 AM	4	4	8	1	46	0	47	63	4	67	122
10:30 AM	3	1	4	2	47	0	49	61	5	66	119
10:45 AM	7	1	8	1	57	0	58	73	4	77	143
Hourly Total	17	8	25	5	196	0	201	285	16	301	527
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	10	2	12	3	61	0	64	80	5	85	161
2:15 PM	3	2	5	3	65	0	68	74	4	78	151
2:30 PM	8	1	9	2	41	0	43	84	5	89	141
2:45 PM	5	5	10	1	57	0	58	83	4	87	155
Hourly Total	26	10	36	9	224	0	233	321	18	339	608
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	7	2	9	6	85	0	91	136	8	144	244
6:15 PM	11	2	13	5	82	0	87	93	7	100	200
6:30 PM	7	1	8	4	69	0	73	112	4	116	197
6:45 PM	5	1	6	4	39	0	43	81	10	91	140
Hourly Total	30	6	36	19	275	0	294	422	29	451	781
7:00 PM	4	2	6	1	62	0	63	78	7	85	154
7:15 PM	5	0	5	3	45	0	48	54	5	59	112
7:30 PM	3	0	3	1	41	0	42	76	7	83	128
7:45 PM	2	0	2	3	41	0	44	53	5	58	104
Hourly Total	14	2	16	8	189	0	197	261	24	285	498
8:00 PM	9	2	11	3	41	0	44	55	3	58	113
8:15 PM	0	1	1	4	52	0	56	45	2	47	104
8:30 PM	1	1	2	2	35	0	37	52	4	56	95
8:45 PM	1	0	1	3	43	0	46	43	3	46	93
Hourly Total	11	4	15	12	171	0	183	195	12	207	405
Grand Total	118	34	152	69	1238	1	1308	1763	108	1871	3331
Approach %	77.6	22.4	-	5.3	94.6	0.1	-	94.2	5.8	-	-
Total %	3.5	1.0	4.6	2.1	37.2	0.0	39.3	52.9	3.2	56.2	-
All Vehicles (no classification)	118	34	152	69	1238	1	1308	1763	108	1871	3331
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015



Turning Movement Data Plot

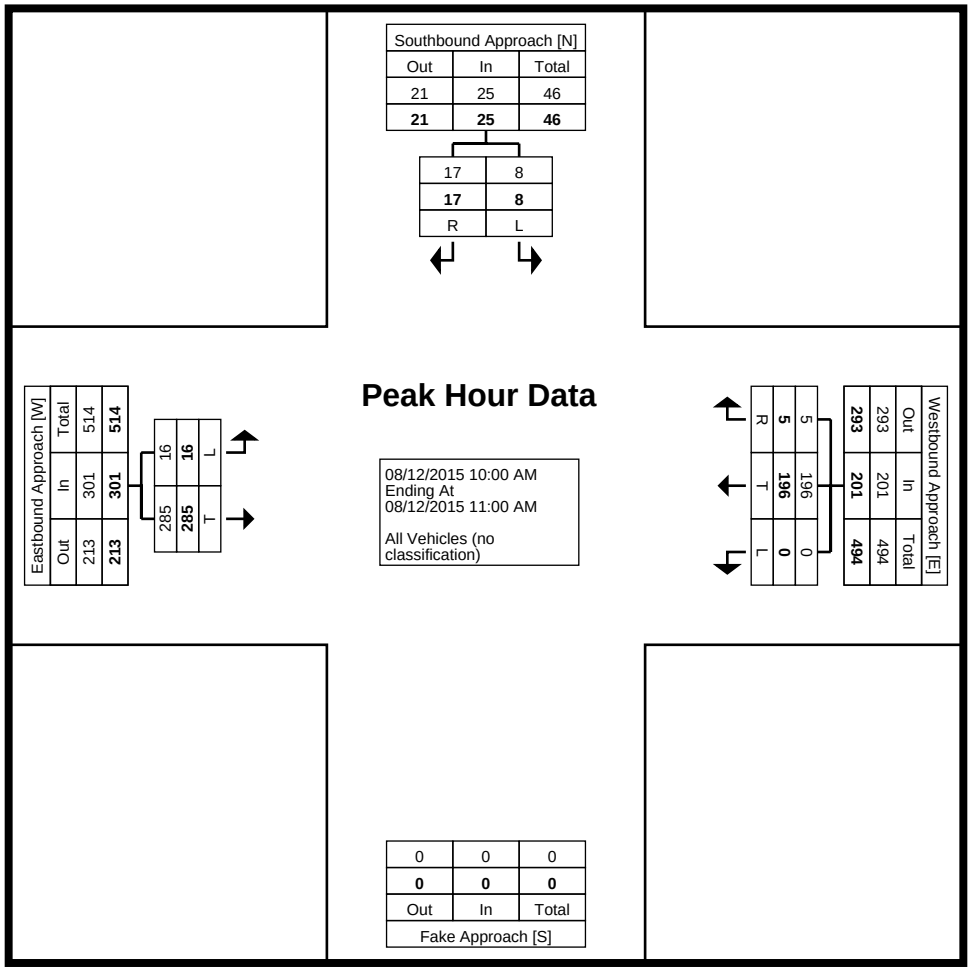
City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015

Turning Movement Peak Hour Data (10:00 AM)

Start Time	Southbound Approach Southbound			Westbound Approach Westbound				Eastbound Approach Eastbound			
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
10:00 AM	3	2	5	1	46	0	47	88	3	91	143
10:15 AM	4	4	8	1	46	0	47	63	4	67	122
10:30 AM	3	1	4	2	47	0	49	61	5	66	119
10:45 AM	7	1	8	1	57	0	58	73	4	77	143
Total	17	8	25	5	196	0	201	285	16	301	527
Approach %	68.0	32.0	-	2.5	97.5	0.0	-	94.7	5.3	-	-
Total %	3.2	1.5	4.7	0.9	37.2	0.0	38.1	54.1	3.0	57.1	-
PHF	0.607	0.500	0.781	0.625	0.860	0.000	0.866	0.810	0.800	0.827	0.921
All Vehicles (no classification)	17	8	25	5	196	0	201	285	16	301	527
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105



Turning Movement Peak Hour Data Plot (10:00 AM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

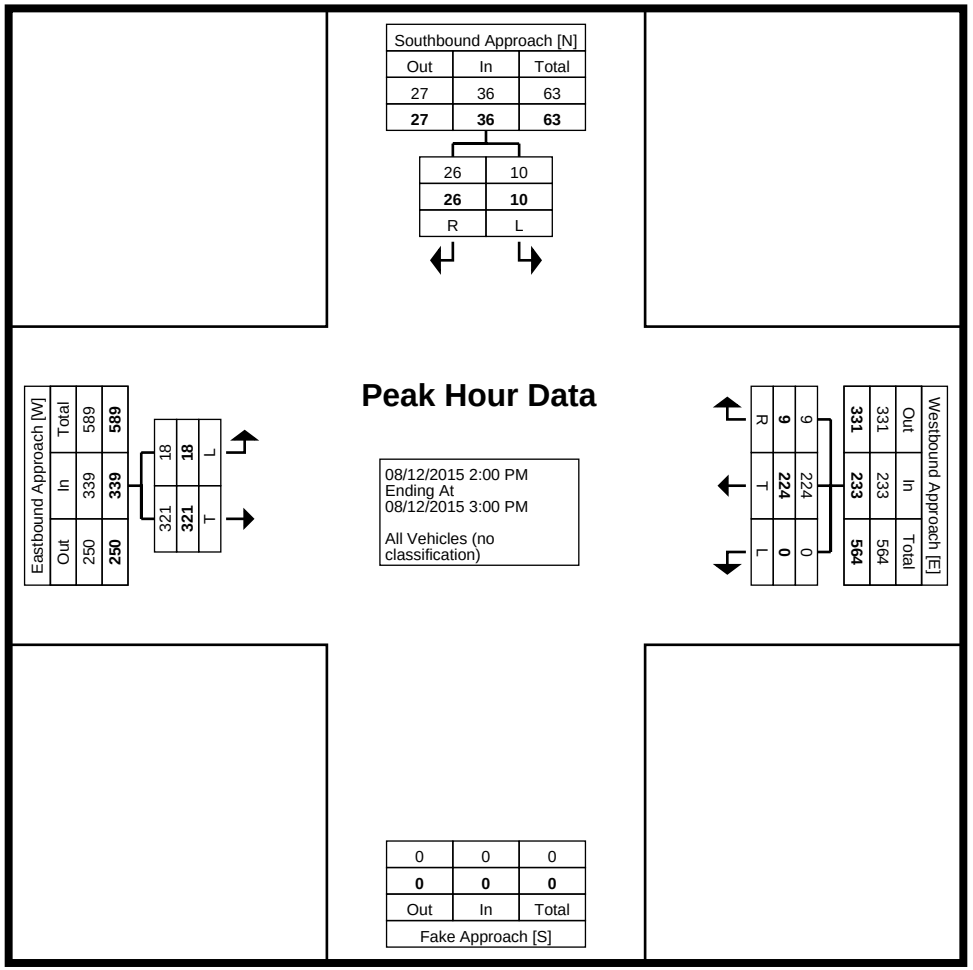
Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015

Turning Movement Peak Hour Data (2:00 PM)

Start Time	Southbound Approach Southbound			Westbound Approach Westbound				Eastbound Approach Eastbound			
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
2:00 PM	10	2	12	3	61	0	64	80	5	85	161
2:15 PM	3	2	5	3	65	0	68	74	4	78	151
2:30 PM	8	1	9	2	41	0	43	84	5	89	141
2:45 PM	5	5	10	1	57	0	58	83	4	87	155
Total	26	10	36	9	224	0	233	321	18	339	608
Approach %	72.2	27.8	-	3.9	96.1	0.0	-	94.7	5.3	-	-
Total %	4.3	1.6	5.9	1.5	36.8	0.0	38.3	52.8	3.0	55.8	-
PHF	0.650	0.500	0.750	0.750	0.862	0.000	0.857	0.955	0.900	0.952	0.944
All Vehicles (no classification)	26	10	36	9	224	0	233	321	18	339	608
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015



Turning Movement Peak Hour Data Plot (2:00 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

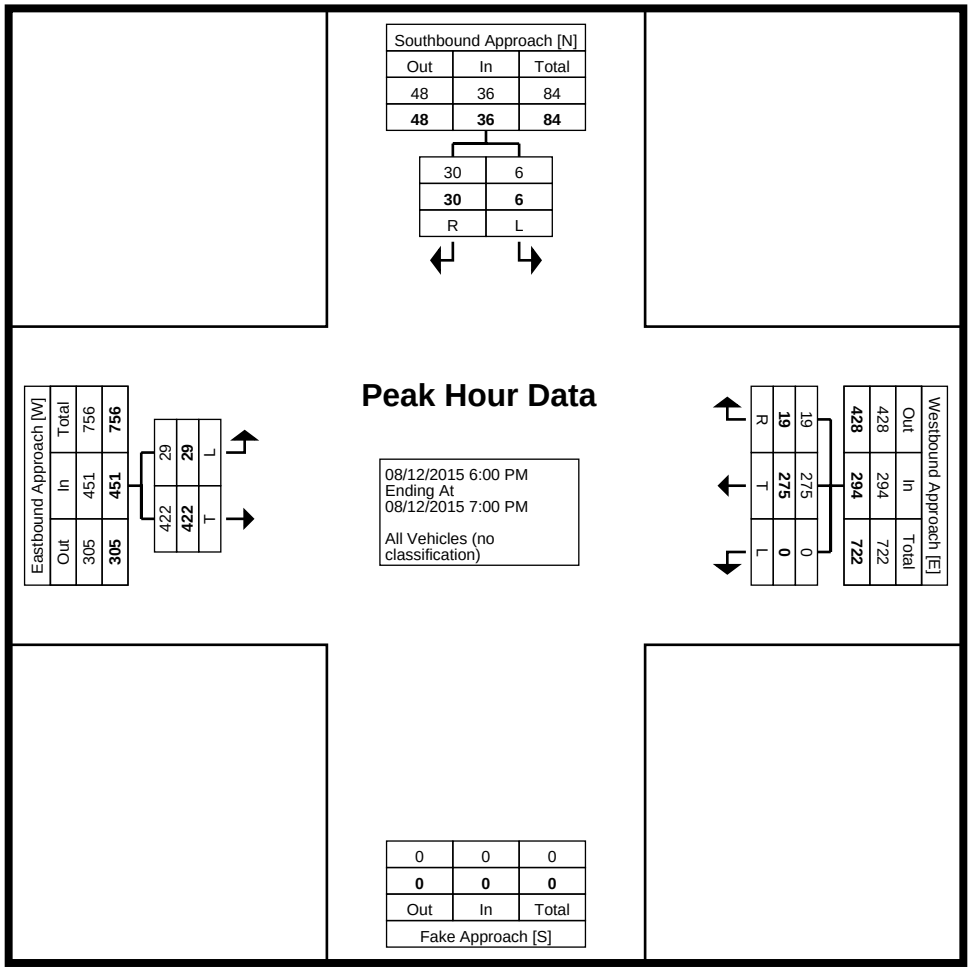
Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Southbound Approach Southbound			Westbound Approach Westbound				Eastbound Approach Eastbound			
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
6:00 PM	7	2	9	6	85	0	91	136	8	144	244
6:15 PM	11	2	13	5	82	0	87	93	7	100	200
6:30 PM	7	1	8	4	69	0	73	112	4	116	197
6:45 PM	5	1	6	4	39	0	43	81	10	91	140
Total	30	6	36	19	275	0	294	422	29	451	781
Approach %	83.3	16.7	-	6.5	93.5	0.0	-	93.6	6.4	-	-
Total %	3.8	0.8	4.6	2.4	35.2	0.0	37.6	54.0	3.7	57.7	-
PHF	0.682	0.750	0.692	0.792	0.809	0.000	0.808	0.776	0.725	0.783	0.800
All Vehicles (no classification)	30	6	36	19	275	0	294	422	29	451	781
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: El Prado & Concordia
Site Code: CONELP_TMC
Start Date: 08/12/2015



Turning Movement Peak Hour Data Plot (6:00 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: MacDill Ave & El Prado
Site Code:
Start Date: 12/13/2016

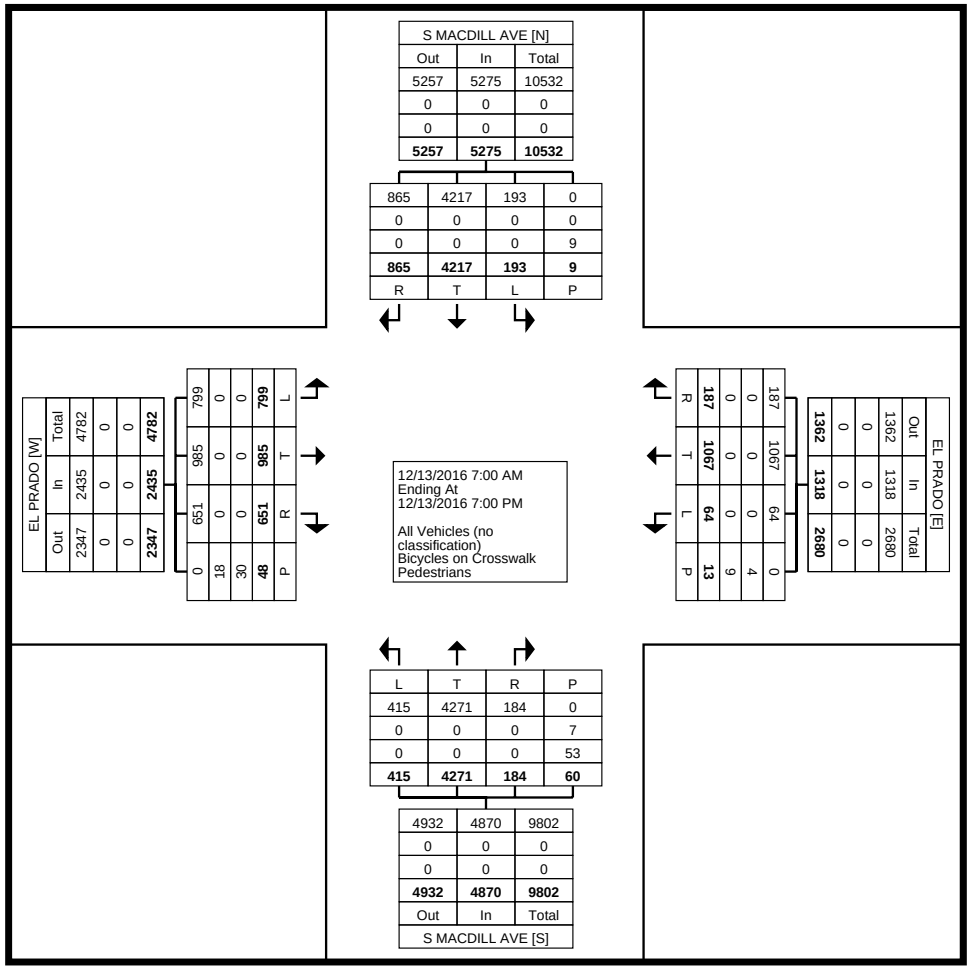
Turning Movement Data

Start Time	S MACDILL AVE Southbound					EL PRADO Westbound					S MACDILL AVE Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	7	47	2	0	56	3	12	1	1	16	4	57	6	1	67	5	16	13	0	34	173
7:15 AM	13	47	2	0	62	2	15	0	0	17	2	98	14	2	114	7	25	30	1	62	255
7:30 AM	19	60	5	0	84	5	15	1	0	21	5	77	12	1	94	24	26	53	0	103	302
7:45 AM	20	59	4	0	83	8	36	1	0	45	8	58	7	1	73	56	33	41	0	130	331
Hourly Total	59	213	13	0	285	18	78	3	1	99	19	290	39	5	348	92	100	137	1	329	1061
8:00 AM	21	59	7	0	87	4	29	2	2	35	5	63	7	1	75	28	37	21	2	86	283
8:15 AM	20	67	1	0	88	2	16	1	0	19	4	92	12	2	108	6	38	15	0	59	274
8:30 AM	13	67	2	1	82	4	17	0	0	21	4	91	11	1	106	11	26	16	0	53	262
8:45 AM	8	60	0	0	68	4	12	1	0	17	1	99	8	0	108	11	22	15	1	48	241
Hourly Total	62	253	10	1	325	14	74	4	2	92	14	345	38	4	397	56	123	67	3	246	1060
9:00 AM	15	62	2	0	79	7	9	0	0	16	1	84	18	2	103	4	29	11	2	44	242
9:15 AM	13	62	4	0	79	4	13	1	0	18	2	91	4	0	97	10	14	14	1	38	232
9:30 AM	19	59	3	0	81	9	15	2	0	26	2	83	7	0	92	9	12	20	0	41	240
9:45 AM	16	50	5	0	71	7	25	2	0	34	10	51	18	2	79	6	22	10	4	38	222
Hourly Total	63	233	14	0	310	27	62	5	0	94	15	309	47	4	371	29	77	55	7	161	936
10:00 AM	29	60	16	0	105	1	19	1	2	21	10	74	15	4	99	13	23	9	1	45	270
10:15 AM	15	77	9	0	101	5	11	1	0	17	8	65	10	0	83	9	19	15	0	43	244
10:30 AM	20	78	1	0	99	1	12	3	0	16	5	77	10	5	92	7	12	11	0	30	237
10:45 AM	8	86	3	1	97	2	12	1	0	15	2	90	6	3	98	5	19	10	1	34	244
Hourly Total	72	301	29	1	402	9	54	6	2	69	25	306	41	12	372	34	73	45	2	152	995
11:00 AM	9	67	5	0	81	3	13	3	0	19	4	87	7	0	98	8	12	8	3	28	226
11:15 AM	18	80	6	0	104	1	13	0	0	14	2	78	9	0	89	14	10	12	1	36	243
11:30 AM	18	81	4	0	103	7	11	1	0	19	5	77	9	2	91	14	20	6	0	40	253
11:45 AM	20	82	6	0	108	3	22	1	0	26	6	77	5	2	88	12	17	10	1	39	261
Hourly Total	65	310	21	0	396	14	59	5	0	78	17	319	30	4	366	48	59	36	5	143	983
12:00 PM	24	78	5	0	107	3	28	1	0	32	4	76	7	1	87	10	27	19	0	56	282
12:15 PM	14	103	7	0	124	3	17	2	1	22	5	72	7	0	84	9	25	18	0	52	282
12:30 PM	7	96	5	0	108	3	11	3	0	17	5	89	11	0	105	20	22	14	1	56	286
12:45 PM	16	101	4	0	121	2	19	4	0	25	2	85	6	1	93	14	17	11	0	42	281
Hourly Total	61	378	21	0	460	11	75	10	1	96	16	322	31	2	369	53	91	62	1	206	1131
1:00 PM	14	94	2	0	110	4	13	0	0	17	3	87	11	1	101	9	16	7	0	32	260
1:15 PM	22	78	5	1	105	5	14	2	0	21	3	81	6	1	90	7	15	16	3	38	254
1:30 PM	15	87	5	0	107	3	19	3	0	25	6	94	9	0	109	9	15	17	0	41	282
1:45 PM	16	106	5	0	127	2	19	1	0	22	9	69	14	0	92	13	11	15	2	39	280
Hourly Total	67	365	17	1	449	14	65	6	0	85	21	331	40	2	392	38	57	55	5	150	1076
2:00 PM	19	86	2	0	107	7	23	1	0	31	3	81	17	0	101	10	23	18	0	51	290
2:15 PM	10	106	7	0	123	3	19	2	1	24	2	100	8	1	110	15	11	18	3	44	301
2:30 PM	20	108	1	0	129	7	14	0	0	21	3	83	2	3	88	12	12	20	7	44	282
2:45 PM	13	102	4	0	119	3	15	1	0	19	2	86	10	0	98	19	6	27	0	52	288
Hourly Total	62	402	14	0	478	20	71	4	1	95	10	350	37	4	397	56	52	83	10	191	1161
3:00 PM	12	101	1	0	114	8	19	2	3	29	8	78	7	0	93	11	19	29	0	59	295

3:15 PM	36	114	4	0	154	4	40	3	0	47	6	96	9	1	111	21	26	17	0	64	376
3:30 PM	22	113	5	0	140	1	31	1	0	33	5	113	4	1	122	16	17	13	2	46	341
3:45 PM	23	106	2	0	131	6	25	0	0	31	1	123	11	0	135	12	23	11	2	46	343
Hourly Total	93	434	12	0	539	19	115	6	3	140	20	410	31	2	461	60	85	70	4	215	1355
4:00 PM	21	99	4	0	124	7	26	1	0	34	1	104	6	0	111	16	31	15	1	62	331
4:15 PM	30	96	3	1	129	4	31	0	0	35	5	128	9	0	142	15	24	18	0	57	363
4:30 PM	25	93	4	1	122	2	36	2	0	40	8	110	14	1	132	19	24	11	0	54	348
4:45 PM	26	106	2	0	134	7	32	1	0	40	1	113	5	1	119	16	20	12	0	48	341
Hourly Total	102	394	13	2	509	20	125	4	0	149	15	455	34	2	504	66	99	56	1	221	1383
5:00 PM	18	114	2	1	134	3	44	3	0	50	1	118	5	3	124	13	23	17	0	53	361
5:15 PM	22	117	2	0	141	5	37	1	0	43	3	113	9	2	125	20	21	19	2	60	369
5:30 PM	20	132	4	0	156	0	62	4	0	66	2	124	6	1	132	14	27	15	1	56	410
5:45 PM	16	121	4	3	141	3	41	1	0	45	1	111	6	1	118	21	28	21	6	70	374
Hourly Total	76	484	12	4	572	11	184	9	0	204	7	466	26	7	499	68	99	72	9	239	1514
6:00 PM	20	140	8	0	168	1	30	0	0	31	2	88	3	2	93	14	20	17	0	51	343
6:15 PM	24	103	2	0	129	3	27	1	2	31	1	96	5	5	102	17	17	14	0	48	310
6:30 PM	26	115	5	0	146	5	27	1	1	33	0	101	4	5	105	9	17	16	0	42	326
6:45 PM	13	92	2	0	107	1	21	0	0	22	2	83	9	0	94	11	16	14	0	41	264
Hourly Total	83	450	17	0	550	10	105	2	3	117	5	368	21	12	394	51	70	61	0	182	1243
Grand Total	865	4217	193	9	5275	187	1067	64	13	1318	184	4271	415	60	4870	651	985	799	48	2435	13898
Approach %	16.4	79.9	3.7	-	-	14.2	81.0	4.9	-	-	3.8	87.7	8.5	-	-	26.7	40.5	32.8	-	-	-
Total %	6.2	30.3	1.4	-	38.0	1.3	7.7	0.5	-	9.5	1.3	30.7	3.0	-	35.0	4.7	7.1	5.7	-	17.5	-
All Vehicles (no classification)	865	4217	193	-	5275	187	1067	64	-	1318	184	4271	415	-	4870	651	985	799	-	2435	13898
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	7	-	-	-	-	18	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	30.8	-	-	-	-	11.7	-	-	-	-	37.5	-	-
Pedestrians	-	-	-	9	-	-	-	-	9	-	-	-	-	53	-	-	-	-	30	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	69.2	-	-	-	-	88.3	-	-	-	-	62.5	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: MacDill Ave & El Prado
Site Code:
Start Date: 12/13/2016



Turning Movement Data Plot

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

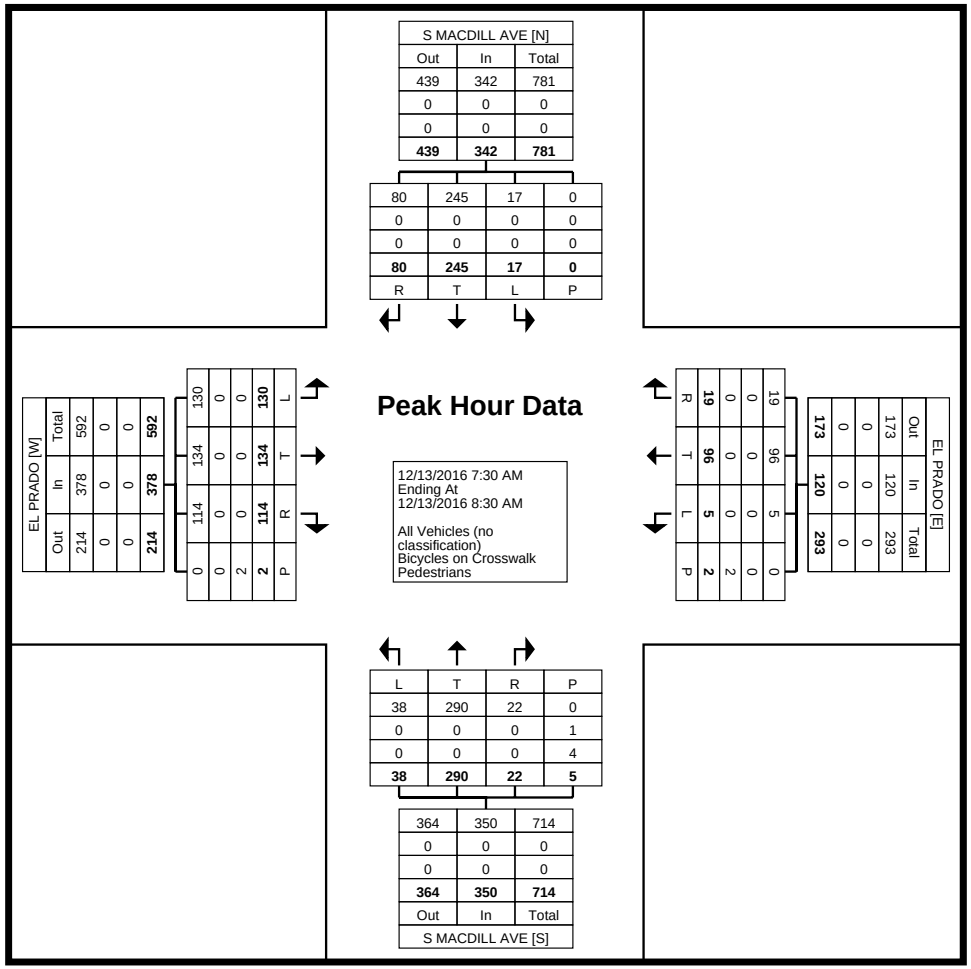
Count Name: MacDill Ave & El Prado
Site Code:
Start Date: 12/13/2016

Turning Movement Peak Hour Data (7:30 AM)

Start Time	S MACDILL AVE Southbound					EL PRADO Westbound					S MACDILL AVE Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
7:30 AM	19	60	5	0	84	5	15	1	0	21	5	77	12	1	94	24	26	53	0	103	302
7:45 AM	20	59	4	0	83	8	36	1	0	45	8	58	7	1	73	56	33	41	0	130	331
8:00 AM	21	59	7	0	87	4	29	2	2	35	5	63	7	1	75	28	37	21	2	86	283
8:15 AM	20	67	1	0	88	2	16	1	0	19	4	92	12	2	108	6	38	15	0	59	274
Total	80	245	17	0	342	19	96	5	2	120	22	290	38	5	350	114	134	130	2	378	1190
Approach %	23.4	71.6	5.0	-	-	15.8	80.0	4.2	-	-	6.3	82.9	10.9	-	-	30.2	35.4	34.4	-	-	-
Total %	6.7	20.6	1.4	-	28.7	1.6	8.1	0.4	-	10.1	1.8	24.4	3.2	-	29.4	9.6	11.3	10.9	-	31.8	-
PHF	0.952	0.914	0.607	-	0.972	0.594	0.667	0.625	-	0.667	0.688	0.788	0.792	-	0.810	0.509	0.882	0.613	-	0.727	0.899
All Vehicles (no classification)	80	245	17	-	342	19	96	5	-	120	22	290	38	-	350	114	134	130	-	378	1190
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	20.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	4	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	80.0	-	-	-	-	100.0	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: MacDill Ave & El Prado
Site Code:
Start Date: 12/13/2016



Turning Movement Peak Hour Data Plot (7:30 AM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

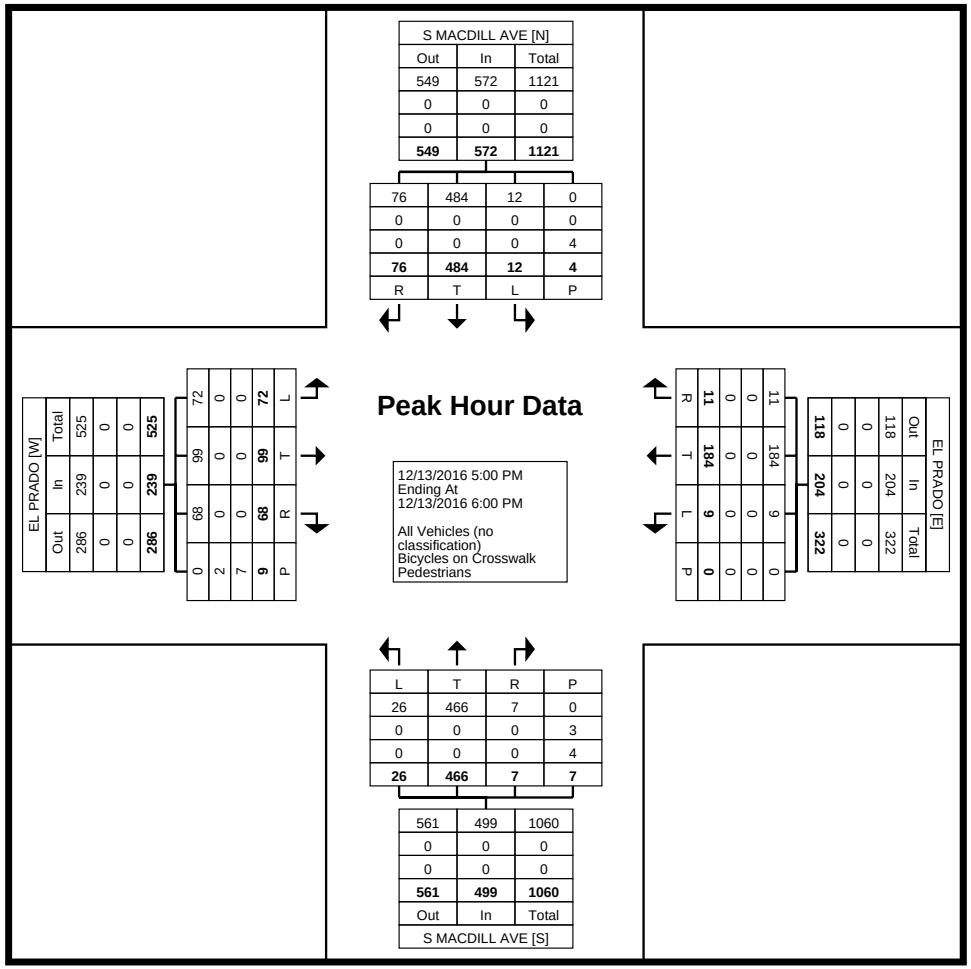
Count Name: MacDill Ave & El Prado
Site Code:
Start Date: 12/13/2016

Turning Movement Peak Hour Data (5:00 PM)

Start Time	S MACDILL AVE Southbound					EL PRADO Westbound					S MACDILL AVE Northbound					EL PRADO Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
5:00 PM	18	114	2	1	134	3	44	3	0	50	1	118	5	3	124	13	23	17	0	53	361
5:15 PM	22	117	2	0	141	5	37	1	0	43	3	113	9	2	125	20	21	19	2	60	369
5:30 PM	20	132	4	0	156	0	62	4	0	66	2	124	6	1	132	14	27	15	1	56	410
5:45 PM	16	121	4	3	141	3	41	1	0	45	1	111	6	1	118	21	28	21	6	70	374
Total	76	484	12	4	572	11	184	9	0	204	7	466	26	7	499	68	99	72	9	239	1514
Approach %	13.3	84.6	2.1	-	-	5.4	90.2	4.4	-	-	1.4	93.4	5.2	-	-	28.5	41.4	30.1	-	-	-
Total %	5.0	32.0	0.8	-	37.8	0.7	12.2	0.6	-	13.5	0.5	30.8	1.7	-	33.0	4.5	6.5	4.8	-	15.8	-
PHF	0.864	0.917	0.750	-	0.917	0.550	0.742	0.563	-	0.773	0.583	0.940	0.722	-	0.945	0.810	0.884	0.857	-	0.854	0.923
All Vehicles (no classification)	76	484	12	-	572	11	184	9	-	204	7	466	26	-	499	68	99	72	-	239	1514
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	42.9	-	-	-	-	22.2	-	-
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	4	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	57.1	-	-	-	-	77.8	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: MacDill Ave & El Prado
Site Code:
Start Date: 12/13/2016



Turning Movement Peak Hour Data Plot (5:00 PM)

APPENDIX B

SYNCHRO FILES FOR EXISTING CONDITIONS

Lane Configurations												
Future Volume (vph)	40	19	6	50	18	38	2	734	37	83	437	5
Lane Width (ft)	12	10	12	12	10	12	12	12	12	12	12	12
Storage Lanes	0		0	0		0	1		0	1		0
Satd. Flow (prot)	0	3163	0	0	3053	0	1770	1850	0	1770	1859	0
Satd. Flow (perm)	0	2449	0	0	2475	0	918	1850	0	507	1859	0
Satd. Flow (RTOR)		8			43			5			1	
Link Distance (ft)		580			659			166			184	
Peak Hour Factor	0.71	0.71	0.71	0.88	0.88	0.88	0.88	0.88	0.88	0.98	0.98	0.98
Lane Group Flow (vph)	0	91	0	0	120	0	2	876	0	85	451	0
Protected Phases		8			4			6			2	
Total Split (s)	28.0	28.0		28.0	28.0		72.0	72.0		72.0	72.0	
Act Effct Green (s)		10.4			10.4		77.6	77.6		77.6	77.6	
v/c Ratio		0.35			0.41		0.00	0.61		0.22	0.31	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
LOS		D			E		A	A		A	A	
Approach LOS		D			E			A			A	
Queue Length 95th (ft)		38			58		2	287		29	109	
Turn Bay Length (ft)							60			70		
Starvation Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

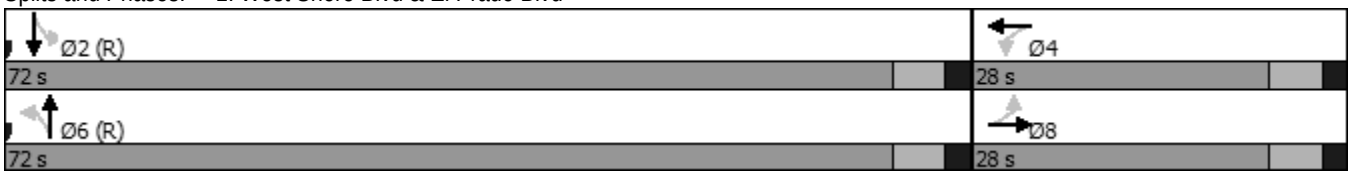
Cycle Length: 100

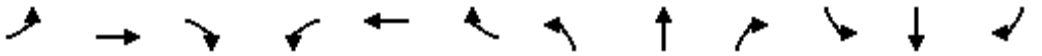
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: West Shore Blvd & El Prado Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	162	26	40	71	81	11	801	59	76	471	33
Future Volume (vph)	47	162	26	40	71	81	11	801	59	76	471	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	10	10	11	11	12	11	11	12
Storage Length (ft)	0		100	0		300	230		0	230		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			50			300		
Satd. Flow (prot)	0	3267	1478	0	3244	1478	1711	3387	0	1711	3387	0
Flt Permitted		0.846			0.739		0.455			0.289		
Satd. Flow (perm)	0	2795	1478	0	2441	1478	819	3387	0	520	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			94		14			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			1967			537			515	
Travel Time (s)		13.3			44.7			12.2			11.7	
Peak Hour Factor	0.80	0.80	0.80	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	33	0	130	94	12	935	0	80	531	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	69.0	69.0		69.0	69.0	
Total Lost Time (s)		6.4	6.4		6.4	6.4	6.4	6.4		6.4	6.4	
Act Effct Green (s)		14.5	14.5		14.5	14.5	72.7	72.7		72.7	72.7	
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.73	0.73		0.73	0.73	
v/c Ratio		0.65	0.13		0.37	0.32	0.02	0.38		0.21	0.22	
Control Delay		50.9	14.5		40.7	10.7	4.7	5.9		6.8	4.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		50.9	14.5		40.7	10.7	4.7	5.9		6.8	4.9	
LOS		D	B		D	B	A	A		A	A	
Approach Delay		46.8			28.1			5.9			5.1	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		87	0		40	0	2	98		14	47	
Queue Length 95th (ft)		107	m18		62	38	8	153		38	78	
Internal Link Dist (ft)		506			1887			457			435	
Turn Bay Length (ft)			100			300	230			230		
Base Capacity (vph)		687	391		600	434	595	2464		377	2464	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.38	0.08		0.22	0.22	0.02	0.38		0.21	0.22	

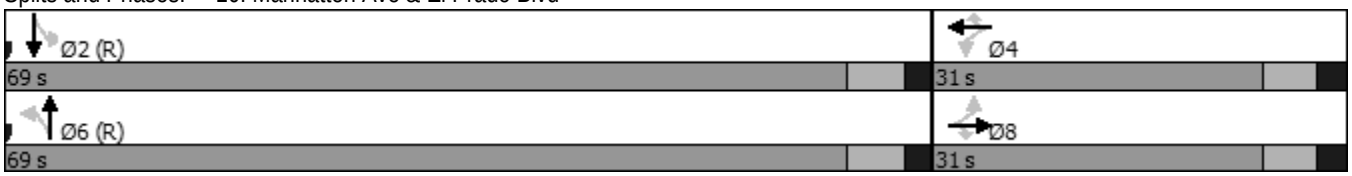
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 82 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

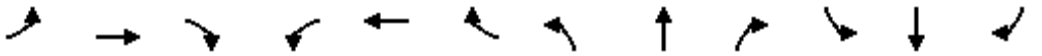
Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Manhatten Ave & El Prado Blvd





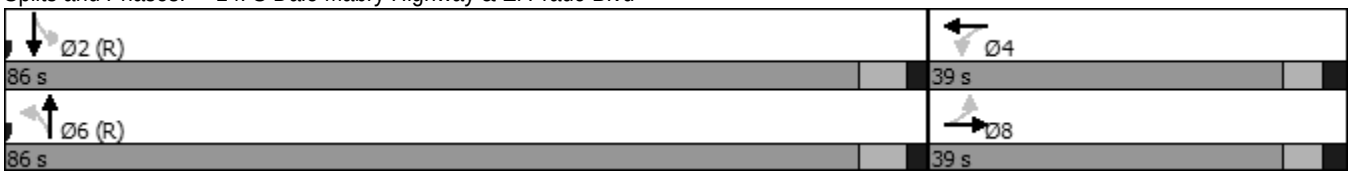
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	287	68	61	173	101	34	1159	59	78	840	20
Future Volume (vph)	56	287	68	61	173	101	34	1159	59	78	840	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			50			25			100		
Satd. Flow (prot)	1652	3322	0	1711	3233	0	1711	3397	0	1711	3411	0
Flt Permitted	0.431			0.317			0.278			0.164		
Satd. Flow (perm)	749	3322	0	571	3233	0	501	3397	0	295	3411	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			71			8			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		956			356			717			294	
Travel Time (s)		21.7			8.1			16.3			6.7	
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.89	0.89	0.89	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	408	0	72	323	0	38	1368	0	87	955	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	39.0	39.0		39.0	39.0		86.0	86.0		86.0	86.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.5	6.5		6.5	6.5	
Act Effct Green (s)	20.8	20.8		20.8	20.8		91.5	91.5		91.5	91.5	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.73	0.73		0.73	0.73	
v/c Ratio	0.52	0.71		0.76	0.54		0.10	0.55		0.40	0.38	
Control Delay	61.1	53.4		92.8	39.6		6.8	9.0		14.4	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	61.1	53.4		92.8	39.6		6.8	9.0		14.4	7.2	
LOS	E	D		F	D		A	A		B	A	
Approach Delay		54.4			49.3			9.0			7.8	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	48	157		56	98		8	228		24	132	
Queue Length 95th (ft)	88	191		101	127		24	340		75	205	
Internal Link Dist (ft)		876			276			637			214	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	196	887		149	900		366	2488		215	2497	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.46		0.48	0.36		0.10	0.55		0.40	0.38	

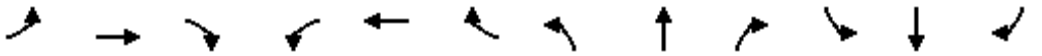
Intersection Summary	
Area Type:	Other
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 41 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: S Dale Mabry Highway & El Prado Blvd



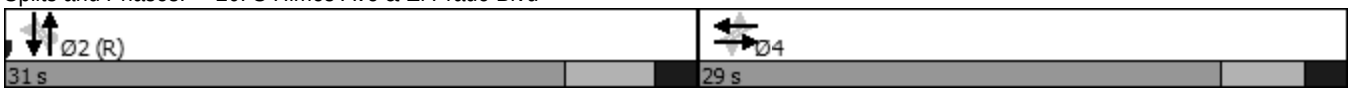


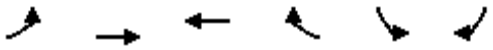
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	350	45	59	213	28	87	169	81	27	171	26
Future Volume (vph)	13	350	45	59	213	28	87	169	81	27	171	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	10	12	12	14	12	12	14	12
Storage Length (ft)	150		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			50			50			50		
Satd. Flow (prot)	1770	3247	0	1770	3247	0	1770	1890	0	1770	1947	0
Flt Permitted	0.572			0.413			0.624			0.570		
Satd. Flow (perm)	1065	3247	0	769	3247	0	1162	1890	0	1062	1947	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			28			49			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			226			213			198	
Travel Time (s)		9.8			5.1			4.8			4.5	
Peak Hour Factor	0.77	0.77	0.77	0.82	0.82	0.82	0.80	0.80	0.80	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	513	0	72	294	0	109	312	0	29	214	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.0	6.0		6.0	6.0	
Act Effct Green (s)	17.2	17.2		17.2	17.2		31.1	31.1		31.1	31.1	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.52	0.52		0.52	0.52	
v/c Ratio	0.06	0.54		0.33	0.31		0.18	0.31		0.05	0.21	
Control Delay	13.2	18.4		19.1	14.8		10.7	9.3		9.8	9.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.2	18.4		19.1	14.8		10.7	9.3		9.8	9.4	
LOS	B	B		B	B		B	A		A	A	
Approach Delay		18.2			15.6			9.6			9.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	4	76		20	38		20	49		5	36	
Queue Length 95th (ft)	12	81		39	50		47	97		19	85	
Internal Link Dist (ft)		352			146			133			118	
Turn Bay Length (ft)	150			100			100			100		
Base Capacity (vph)	413	1277		298	1278		601	1002		550	1015	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.40		0.24	0.23		0.18	0.31		0.05	0.21	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 2:NBSB, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: S Himes Ave & El Prado Blvd



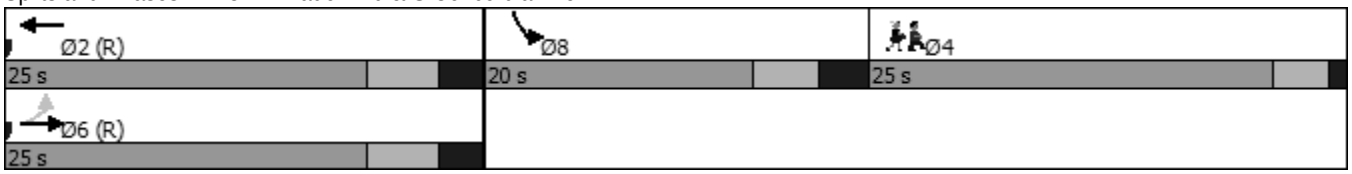


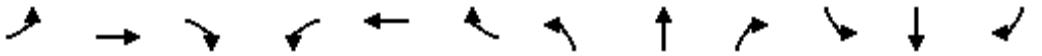
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	16	405	246	5	8	17	
Future Volume (vph)	16	405	246	5	8	17	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	12	
Satd. Flow (prot)	0	3532	3529	0	1609	0	
Flt Permitted		0.939			0.985		
Satd. Flow (perm)	0	3323	3529	0	1609	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			3		22		
Link Speed (mph)		30	30		30		
Link Distance (ft)		259	334		623		
Travel Time (s)		5.9	7.6		14.2		
Peak Hour Factor	0.92	1.00	0.87	0.87	0.78	0.78	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	422	289	0	32	0	
Turn Type	Perm	NA	NA		Prot		
Protected Phases		6	2		8		4
Permitted Phases	6						
Total Split (s)	25.0	25.0	25.0		20.0		25.0
Total Lost Time (s)		6.1	6.1		6.0		
Act Effct Green (s)		61.2	61.2		10.0		
Actuated g/C Ratio		0.87	0.87		0.14		
v/c Ratio		0.15	0.09		0.13		
Control Delay		2.3	2.1		16.2		
Queue Delay		0.0	0.0		0.0		
Total Delay		2.3	2.1		16.2		
LOS		A	A		B		
Approach Delay		2.3	2.1		16.2		
Approach LOS		A	A		B		
Queue Length 50th (ft)		0	0		4		
Queue Length 95th (ft)		43	30		21		
Internal Link Dist (ft)		179	254		543		
Turn Bay Length (ft)							
Base Capacity (vph)		2903	3083		339		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.15	0.09		0.09		

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 42 (60%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay: 2.8		Intersection LOS: A	
Intersection Capacity Utilization 41.3%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 28: El Prado Blvd & S Concordia Ave



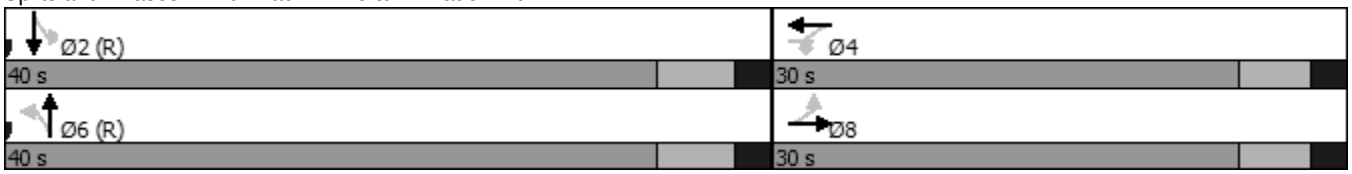


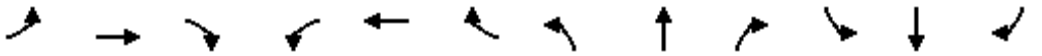
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	134	114	5	96	19	38	290	22	17	245	80
Future Volume (vph)	130	134	114	5	96	19	38	290	22	17	245	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1697	1478	0	1820	0	0	1839	0	0	1800	0
Flt Permitted		0.769			0.983			0.929			0.971	
Satd. Flow (perm)	0	1337	1478	0	1793	0	0	1717	0	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156		15			7			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			862			482			486	
Travel Time (s)		14.4			19.6			11.0			11.0	
Peak Hour Factor	0.73	0.73	0.73	0.67	0.67	0.67	0.81	0.81	0.81	0.97	0.97	0.97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	362	156	0	178	0	0	432	0	0	353	0
Turn Type	Perm	NA	custom	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		4	4			6			2		
Total Split (s)	30.0	30.0	30.0	30.0	30.0		40.0	40.0		40.0	40.0	
Total Lost Time (s)		5.7	5.7		5.7			6.0			6.0	
Act Effct Green (s)		23.5	23.5		23.5			34.8			34.8	
Actuated g/C Ratio		0.34	0.34		0.34			0.50			0.50	
v/c Ratio		0.81	0.26		0.29			0.50			0.40	
Control Delay		35.8	4.5		16.8			14.5			12.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		35.8	4.5		16.8			14.5			12.0	
LOS		D	A		B			B			B	
Approach Delay		26.4			16.8			14.5			12.0	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		137	0		50			118			83	
Queue Length 95th (ft)		174	33		65			165			143	
Internal Link Dist (ft)		554			782			402			406	
Turn Bay Length (ft)												
Base Capacity (vph)		464	614		632			857			886	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.78	0.25		0.28			0.50			0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 29 (41%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	

Analysis Period (min) 15

Splits and Phases: 29: MacDill Ave & El Prado Blvd





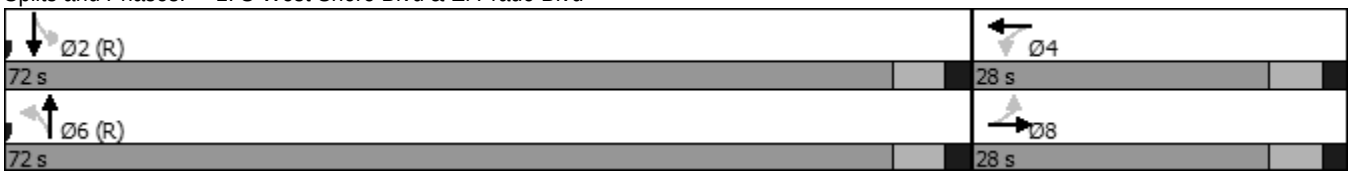
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	6	8	57	44	73	10	591	32	96	673	17
Future Volume (vph)	18	6	8	57	44	73	10	591	32	96	673	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	10	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	60		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			30			60		
Satd. Flow (prot)	0	3095	0	0	3046	0	1770	1848	0	1770	1855	0
Flt Permitted		0.733			0.846		0.320			0.387		
Satd. Flow (perm)	0	2332	0	0	2619	0	596	1848	0	721	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			80			6			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			659			166			184	
Travel Time (s)		13.2			15.0			3.8			4.2	
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.98	0.98	0.98	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	191	0	10	636	0	107	767	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	28.0	28.0		28.0	28.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)		11.1			11.1		76.9	76.9		76.9	76.9	
Actuated g/C Ratio		0.11			0.11		0.77	0.77		0.77	0.77	
v/c Ratio		0.15			0.53		0.02	0.45		0.19	0.54	
Control Delay		33.3			28.2		3.3	5.3		4.3	6.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.3			28.2		3.3	5.3		4.3	6.4	
LOS		C			C		A	A		A	A	
Approach Delay		33.3			28.2			5.3			6.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		9			22		1	107		14	145	
Queue Length 95th (ft)		22			44		5	192		35	260	
Internal Link Dist (ft)		500			579			86			104	
Turn Bay Length (ft)							60			70		
Base Capacity (vph)		520			638		458	1422		554	1427	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.08			0.30		0.02	0.45		0.19	0.54	

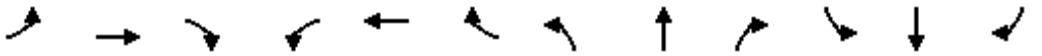
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 28 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: S West Shore Blvd & El Prado Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	118	35	103	119	78	37	774	76	75	808	60
Future Volume (vph)	22	118	35	103	119	78	37	774	76	75	808	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	10	10	11	11	12	11	11	12
Storage Length (ft)	0		100	0		300	230		0	230		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			50			300		
Satd. Flow (prot)	0	3277	1478	0	3227	1478	1711	3377	0	1711	3387	0
Flt Permitted		0.858			0.762		0.273			0.294		
Satd. Flow (perm)	0	2834	1478	0	2517	1478	492	3377	0	529	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38			93		20			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			1967			537			515	
Travel Time (s)		13.3			44.7			12.2			11.7	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	38	0	265	93	40	914	0	84	975	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	69.0	69.0		69.0	69.0	
Total Lost Time (s)		6.4	6.4		6.4	6.4	6.4	6.4		6.4	6.4	
Act Effct Green (s)		16.0	16.0		16.0	16.0	71.2	71.2		71.2	71.2	
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.71	0.71		0.71	0.71	
v/c Ratio		0.34	0.14		0.66	0.30	0.11	0.38		0.22	0.40	
Control Delay		37.6	15.1		46.9	9.8	6.5	6.5		7.6	6.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		37.6	15.1		46.9	9.8	6.5	6.5		7.6	6.8	
LOS		D	B		D	A	A	A		A	A	
Approach Delay		33.1			37.2			6.5			6.8	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		47	4		84	0	7	101		16	111	
Queue Length 95th (ft)		75	m29		110	34	22	164		43	176	
Internal Link Dist (ft)		506			1887			457			435	
Turn Bay Length (ft)			100			300	230			230		
Base Capacity (vph)		697	392		619	433	349	2408		376	2414	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.22	0.10		0.43	0.21	0.11	0.38		0.22	0.40	

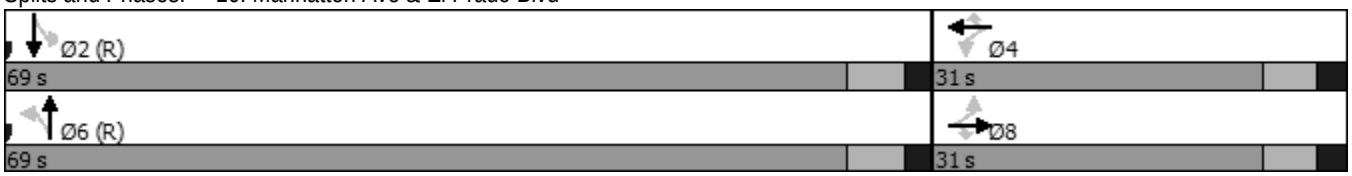
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 71 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

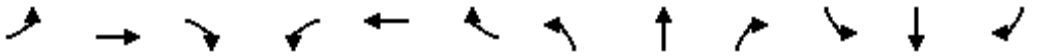
Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Manhatten Ave & El Prado Blvd





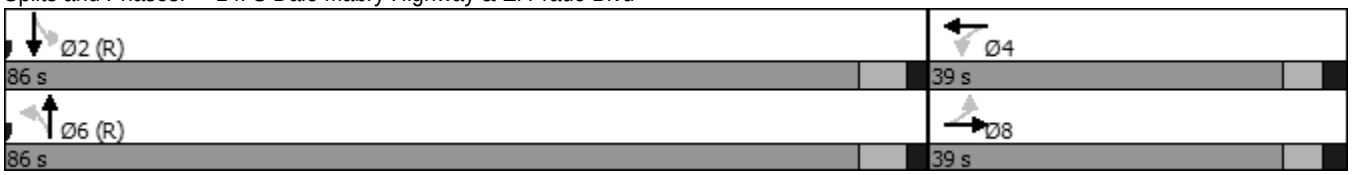
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	201	84	86	254	81	46	1129	59	120	1289	44
Future Volume (vph)	39	201	84	86	254	81	46	1129	59	120	1289	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			50			25			100		
Satd. Flow (prot)	1652	3271	0	1711	3298	0	1711	3397	0	1711	3404	0
Flt Permitted	0.363			0.413			0.167			0.190		
Satd. Flow (perm)	631	3271	0	744	3298	0	301	3397	0	342	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			33			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		956			356			717			294	
Travel Time (s)		21.7			8.1			16.3			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.94	0.94	0.94	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	332	0	95	368	0	49	1264	0	122	1360	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	39.0	39.0		39.0	39.0		86.0	86.0		86.0	86.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.5	6.5		6.5	6.5	
Act Effct Green (s)	20.2	20.2		20.2	20.2		92.1	92.1		92.1	92.1	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.74	0.74		0.74	0.74	
v/c Ratio	0.44	0.58		0.79	0.66		0.22	0.50		0.49	0.54	
Control Delay	58.8	44.2		89.8	49.5		9.8	8.4		16.6	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.8	44.2		89.8	49.5		9.8	8.4		16.6	9.0	
LOS	E	D		F	D		A	A		B	A	
Approach Delay		45.9			57.8			8.5			9.6	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)	34	113		76	137		10	186		34	210	
Queue Length 95th (ft)	64	138		129	171		38	322		119	362	
Internal Link Dist (ft)		876			276			637			214	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	165	895		195	889		221	2503		251	2508	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.37		0.49	0.41		0.22	0.50		0.49	0.54	

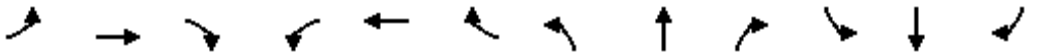
Intersection Summary	
Area Type:	Other
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 55 (44%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: S Dale Mabry Highway & El Prado Blvd



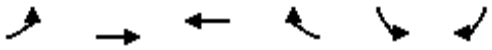


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	222	90	65	268	16	65	196	40	16	264	21
Future Volume (vph)	21	222	90	65	268	16	65	196	40	16	264	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	10	12	12	14	12	12	14	12
Storage Length (ft)	150		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			50			50			50		
Satd. Flow (prot)	1770	3161	0	1593	3277	0	1770	1937	0	1770	1965	0
Flt Permitted	0.564			0.539			0.535			0.601		
Satd. Flow (perm)	1051	3161	0	904	3277	0	997	1937	0	1120	1965	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		101			10			20			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			226			213			198	
Travel Time (s)		9.8			5.1			4.8			4.5	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	350	0	71	308	0	71	256	0	21	365	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.0	6.0		6.0	6.0	
Act Effct Green (s)	14.3	14.3		14.3	14.3		39.0	39.0		39.0	39.0	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.60	0.60		0.60	0.60	
v/c Ratio	0.10	0.45		0.36	0.42		0.12	0.22		0.03	0.31	
Control Delay	18.7	16.3		24.9	21.9		7.9	7.2		7.5	8.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.7	16.3		24.9	21.9		7.9	7.2		7.5	8.2	
LOS	B	B		C	C		A	A		A	A	
Approach Delay		16.5			22.4			7.3			8.2	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	8	45		25	55		10	35		3	57	
Queue Length 95th (ft)	21	65		49	73		36	92		12	114	
Internal Link Dist (ft)		352			146			133			118	
Turn Bay Length (ft)	150			100			100			100		
Base Capacity (vph)	392	1244		337	1231		597	1169		671	1180	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.28		0.21	0.25		0.12	0.22		0.03	0.31	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 9 (14%), Referenced to phase 2:NBSB and 6:, Start of Green	

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: S Himes Ave & El Prado Blvd

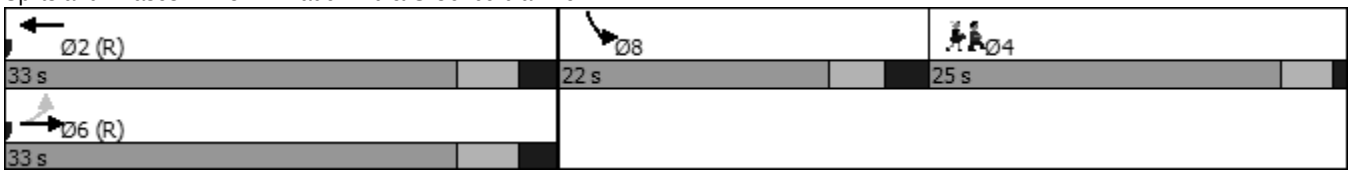


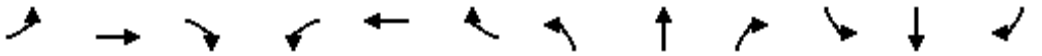
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	29	422	275	19	6	30	
Future Volume (vph)	29	422	275	19	6	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	12	
Satd. Flow (prot)	0	3529	3504	0	1585	0	
Flt Permitted		0.912			0.991		
Satd. Flow (perm)	0	3228	3504	0	1585	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			9		43		
Link Speed (mph)		30	30		30		
Link Distance (ft)		259	334		623		
Travel Time (s)		5.9	7.6		14.2		
Peak Hour Factor	0.78	0.78	0.81	0.81	0.69	0.69	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	578	363	0	52	0	
Turn Type	Perm	NA	NA		Prot		
Protected Phases		6	2		8		4
Permitted Phases	6						
Total Split (s)	33.0	33.0	33.0		22.0		25.0
Total Lost Time (s)		6.1	6.1		6.0		
Act Effct Green (s)		66.7	66.7		10.0		
Actuated g/C Ratio		0.83	0.83		0.12		
v/c Ratio		0.21	0.12		0.22		
Control Delay		2.9	2.6		15.6		
Queue Delay		0.0	0.0		0.0		
Total Delay		2.9	2.6		15.6		
LOS		A	A		B		
Approach Delay		2.9	2.6		15.6		
Approach LOS		A	A		B		
Queue Length 50th (ft)		41	23		4		
Queue Length 95th (ft)		48	31		22		
Internal Link Dist (ft)		179	254		543		
Turn Bay Length (ft)							
Base Capacity (vph)		2693	2924		351		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.21	0.12		0.15		

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 45 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.22			
Intersection Signal Delay: 3.4		Intersection LOS: A	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 28: El Prado Blvd & S Concordia Ave



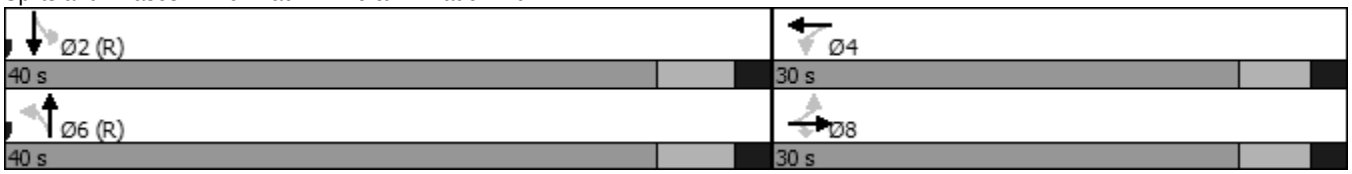


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	99	68	9	184	11	26	466	7	12	484	76
Future Volume (vph)	72	99	68	9	184	11	26	466	7	12	484	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1702	1478	0	1846	0	0	1853	0	0	1827	0
Flt Permitted		0.698			0.982			0.955			0.987	
Satd. Flow (perm)	0	1214	1478	0	1816	0	0	1775	0	0	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80		4			1			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			862			482			486	
Travel Time (s)		14.4			19.6			11.0			11.0	
Peak Hour Factor	0.85	0.85	0.85	0.77	0.77	0.77	0.95	0.95	0.95	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	80	0	265	0	0	525	0	0	622	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	30.0	30.0	30.0	30.0	30.0		40.0	40.0		40.0	40.0	
Total Lost Time (s)		5.7	5.7		5.7			6.0			6.0	
Act Effct Green (s)		20.1	20.1		20.1			38.2			38.2	
Actuated g/C Ratio		0.29	0.29		0.29			0.55			0.55	
v/c Ratio		0.58	0.17		0.51			0.54			0.63	
Control Delay		27.6	5.3		23.3			13.9			15.4	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		27.6	5.3		23.3			13.9			15.4	
LOS		C	A		C			B			B	
Approach Delay		21.2			23.3			13.9			15.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		72	0		92			136			169	
Queue Length 95th (ft)		116	23		119			250			309	
Internal Link Dist (ft)		554			782			402			406	
Turn Bay Length (ft)												
Base Capacity (vph)		421	565		633			969			991	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.48	0.14		0.42			0.54			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	

Analysis Period (min) 15

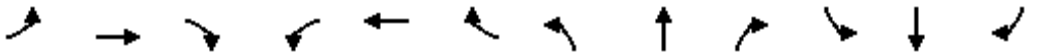
Splits and Phases: 29: MacDill Ave & El Prado Blvd



APPENDIX C

SYNCHRO FILES FOR FUTURE CONDITIONS

(WITH COMPLETE STREETS IMPROVEMENTS)

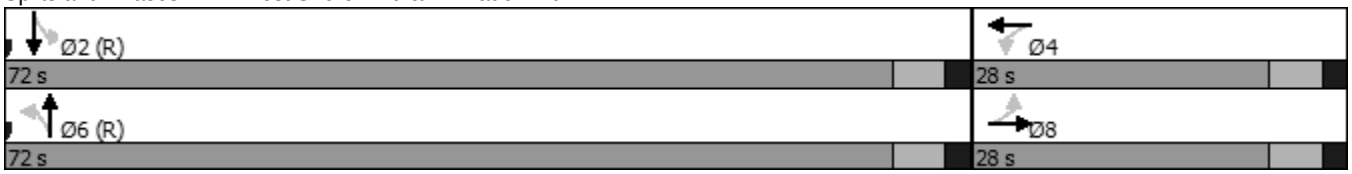


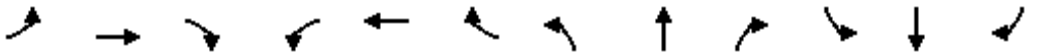
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	19	6	50	18	38	2	734	37	83	437	5
Future Volume (vph)	40	19	6	50	18	38	2	734	37	83	437	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	60		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			30			60		
Satd. Flow (prot)	0	1845	0	0	1790	0	1770	1850	0	1770	1859	0
Flt Permitted		0.732			0.829		0.488			0.261		
Satd. Flow (perm)	0	1392	0	0	1519	0	909	1850	0	486	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			26			5			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			659			166			184	
Travel Time (s)		13.2			15.0			3.8			4.2	
Lane Group Flow (vph)	0	91	0	0	120	0	2	876	0	85	451	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		34.4	34.4		34.4	34.4	
Total Split (s)	28.0	28.0		28.0	28.0		72.0	72.0		72.0	72.0	
Total Split (%)	28.0%	28.0%		28.0%	28.0%		72.0%	72.0%		72.0%	72.0%	
Maximum Green (s)	22.0	22.0		22.0	22.0		66.0	66.0		66.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.5			12.5		75.5	75.5		75.5	75.5	
Actuated g/C Ratio		0.12			0.12		0.76	0.76		0.76	0.76	
v/c Ratio		0.51			0.56		0.00	0.63		0.23	0.32	
Control Delay		48.8			63.4		4.0	8.6		6.0	5.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		48.8			63.4		4.0	8.6		6.0	5.0	
LOS		D			E		A	A		A	A	
Approach Delay		48.8			63.4			8.6			5.2	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)		53			66		0	202		13	73	
Queue Length 95th (ft)		75			104		2	369		38	140	
Internal Link Dist (ft)		500			579			86			104	
Turn Bay Length (ft)							60			70		
Base Capacity (vph)		309			354		686	1397		367	1403	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.29			0.34		0.00	0.63		0.23	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: West Shore Blvd & El Prado Blvd



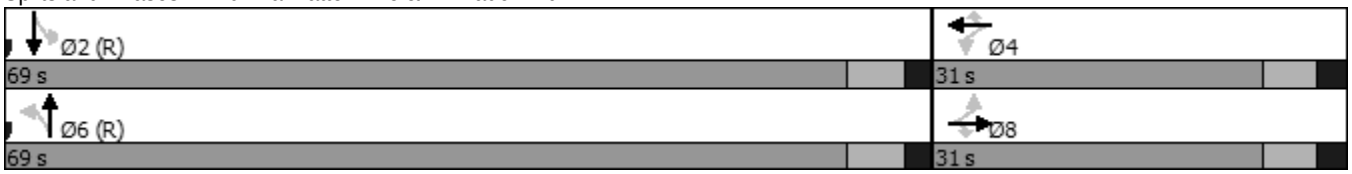


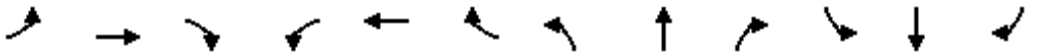
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	162	26	40	71	81	11	801	59	76	471	33
Future Volume (vph)	47	162	26	40	71	81	11	801	59	76	471	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	13	10	11	11	12	11	11	12
Storage Length (ft)	0		100	0		300	230		0	230		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			50			300		
Satd. Flow (prot)	0	1904	1478	0	1890	1478	1711	3387	0	1711	3387	0
Flt Permitted		0.885			0.524		0.455			0.279		
Satd. Flow (perm)	0	1703	1478	0	1009	1478	819	3387	0	502	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			94		14			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			1967			537			515	
Travel Time (s)		13.3			44.7			12.2			11.7	
Lane Group Flow (vph)	0	262	33	0	130	94	12	935	0	80	531	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	30.4	30.4	30.4	30.4	30.4	30.4	34.4	34.4		34.4	34.4	
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	69.0	69.0		69.0	69.0	
Total Split (%)	31.0%	31.0%	31.0%	31.0%	31.0%	31.0%	69.0%	69.0%		69.0%	69.0%	
Maximum Green (s)	24.6	24.6	24.6	24.6	24.6	24.6	62.6	62.6		62.6	62.6	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	2.0	2.0		2.0	2.0	
Total Lost Time (s)		6.4	6.4		6.4	6.4	6.4	6.4		6.4	6.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	17.0	17.0	17.0	17.0	21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		19.7	19.7		19.7	19.7	67.5	67.5		67.5	67.5	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.68	0.68		0.68	0.68	
v/c Ratio		0.78	0.10		0.66	0.26	0.02	0.41		0.24	0.23	
Control Delay		56.0	11.4		52.2	8.5	6.8	8.3		9.6	6.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		56.0	11.4		52.2	8.5	6.8	8.3		9.6	6.9	
LOS		E	B		D	A	A	A		A	A	
Approach Delay		51.0			33.9			8.3			7.2	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		159	0		77	0	2	125		18	60	
Queue Length 95th (ft)		204	m17		127	35	9	187		47	95	
Internal Link Dist (ft)		506			1887			457			435	
Turn Bay Length (ft)			100			300	230			230		
Base Capacity (vph)		418	391		248	434	552	2291		339	2291	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.63	0.08		0.52	0.22	0.02	0.41		0.24	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 82 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Manhatten Ave & El Prado Blvd



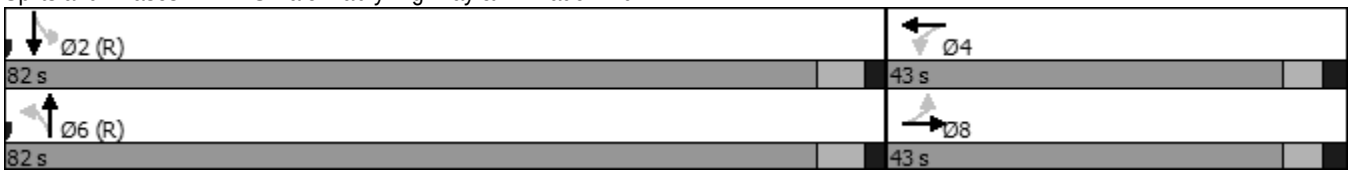


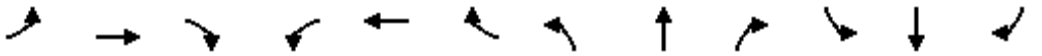
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	287	68	61	173	101	34	1159	59	78	840	20
Future Volume (vph)	56	287	68	61	173	101	34	1159	59	78	840	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	12	11	13	12	11	11	12	11	11	12
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			50			25			100		
Satd. Flow (prot)	1652	1869	0	1711	1819	0	1711	3397	0	1711	3411	0
Flt Permitted	0.308			0.169			0.260			0.142		
Satd. Flow (perm)	535	1869	0	304	1819	0	468	3397	0	256	3411	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			24			7			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		956			356			717			294	
Travel Time (s)		21.7			8.1			16.3			6.7	
Lane Group Flow (vph)	64	408	0	72	323	0	38	1368	0	87	955	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.2	38.2		36.2	36.2		47.5	47.5		47.5	47.5	
Total Split (s)	43.0	43.0		43.0	43.0		82.0	82.0		82.0	82.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		65.6%	65.6%		65.6%	65.6%	
Maximum Green (s)	36.8	36.8		36.8	36.8		75.5	75.5		75.5	75.5	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.1	2.1		2.1	2.1	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.5	6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	25.0	25.0		23.0	23.0		34.0	34.0		34.0	34.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	31.4	31.4		31.4	31.4		80.9	80.9		80.9	80.9	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.65	0.65		0.65	0.65	
v/c Ratio	0.48	0.86		0.95	0.68		0.13	0.62		0.53	0.43	
Control Delay	51.0	60.9		136.5	46.1		11.3	15.3		28.2	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.0	60.9		136.5	46.1		11.3	15.3		28.2	12.1	
LOS	D	E		F	D		B	B		C	B	
Approach Delay		59.5			62.6			15.2			13.5	
Approach LOS		E			E			B			B	
Queue Length 50th (ft)	44	305		57	217		11	327		36	190	
Queue Length 95th (ft)	85	392		#135	283		30	429		113	259	
Internal Link Dist (ft)		876			276			637			214	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	157	557		89	552		303	2202		165	2209	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.41	0.73		0.81	0.59		0.13	0.62		0.53	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 41 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 14: S Dale Mabry Highway & El Prado Blvd



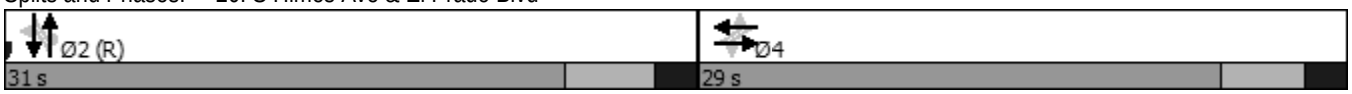


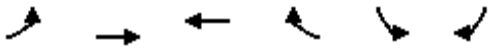
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	350	45	59	213	28	87	169	81	27	171	26
Future Volume (vph)	13	350	45	59	213	28	87	169	81	27	171	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	14	12	12	14	12
Storage Length (ft)	150		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			50			50			50		
Satd. Flow (prot)	1770	1892	0	1770	1892	0	1770	1890	0	1770	1947	0
Flt Permitted	0.525			0.246			0.624			0.554		
Satd. Flow (perm)	978	1892	0	458	1892	0	1162	1890	0	1032	1947	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13			49			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			226			213			198	
Travel Time (s)		9.8			5.1			4.8			4.5	
Lane Group Flow (vph)	17	513	0	72	294	0	109	312	0	29	214	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.7	26.7		26.7	26.7		30.0	30.0		30.0	30.0	
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Split (%)	48.3%	48.3%		48.3%	48.3%		51.7%	51.7%		51.7%	51.7%	
Maximum Green (s)	23.3	23.3		23.3	23.3		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	20.7	20.7		20.7	20.7		27.6	27.6		27.6	27.6	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.46	0.46		0.46	0.46	
v/c Ratio	0.05	0.77		0.46	0.44		0.20	0.35		0.06	0.24	
Control Delay	12.0	25.5		24.6	16.1		12.4	11.0		11.0	11.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.0	25.5		24.6	16.1		12.4	11.0		11.0	11.0	
LOS	B	C		C	B		B	B		B	B	
Approach Delay		25.1			17.8			11.3			11.0	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	4	146		18	70		24	62		6	45	
Queue Length 95th (ft)	12	191		47	111		47	97		19	85	
Internal Link Dist (ft)		352			146			133			118	
Turn Bay Length (ft)	150			100			100			100		
Base Capacity (vph)	379	742		177	742		533	894		474	902	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.69		0.41	0.40		0.20	0.35		0.06	0.24	

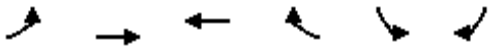
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 7 (12%), Referenced to phase 2:NBSB, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: S Himes Ave & El Prado Blvd





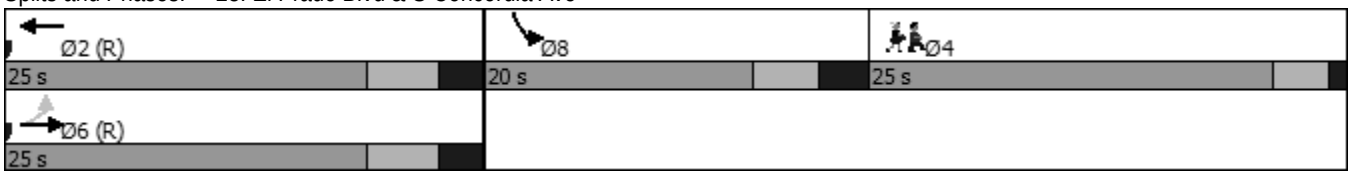
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	16	405	246	5	8	17	
Future Volume (vph)	16	405	246	5	8	17	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	13	13	12	11	12	
Satd. Flow (prot)	0	1921	1919	0	1609	0	
Flt Permitted		0.985			0.985		
Satd. Flow (perm)	0	1896	1919	0	1609	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			1		22		
Link Speed (mph)		30	30		30		
Link Distance (ft)		259	334		623		
Travel Time (s)		5.9	7.6		14.2		
Lane Group Flow (vph)	0	422	289	0	32	0	
Turn Type	Perm	NA	NA		Prot		
Protected Phases		6	2		8		4
Permitted Phases	6						
Minimum Initial (s)	10.0	10.0	10.0		10.0		21.0
Minimum Split (s)	24.0	24.0	24.0		16.6		25.0
Total Split (s)	25.0	25.0	25.0		20.0		25.0
Total Split (%)	35.7%	35.7%	35.7%		28.6%		36%
Maximum Green (s)	18.9	18.9	18.9		14.0		21.0
Yellow Time (s)	3.7	3.7	3.7		3.4		3.0
All-Red Time (s)	2.4	2.4	2.4		2.6		1.0
Total Lost Time (s)		6.1	6.1		6.0		
Lead/Lag					Lead		Lag
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0
Recall Mode	C-Max	C-Max	C-Max		None		None
Walk Time (s)	9.0	9.0	9.0				7.0
Flash Dont Walk (s)	1.0	1.0	1.0				14.0
Pedestrian Calls (#/hr)	0	0	0				0
Act Effct Green (s)		61.2	61.2		10.0		
Actuated g/C Ratio		0.87	0.87		0.14		
v/c Ratio		0.25	0.17		0.13		
Control Delay		3.0	2.5		16.2		
Queue Delay		0.0	0.0		0.0		
Total Delay		3.0	2.5		16.2		
LOS		A	A		B		
Approach Delay		3.0	2.5		16.2		
Approach LOS		A	A		B		
Queue Length 50th (ft)		0	0		4		
Queue Length 95th (ft)		98	68		21		
Internal Link Dist (ft)		179	254		543		
Turn Bay Length (ft)							
Base Capacity (vph)		1656	1677		339		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Reduced v/c Ratio		0.25	0.17		0.09		

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 42 (60%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 3.4		Intersection LOS: A	
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 28: El Prado Blvd & S Concordia Ave

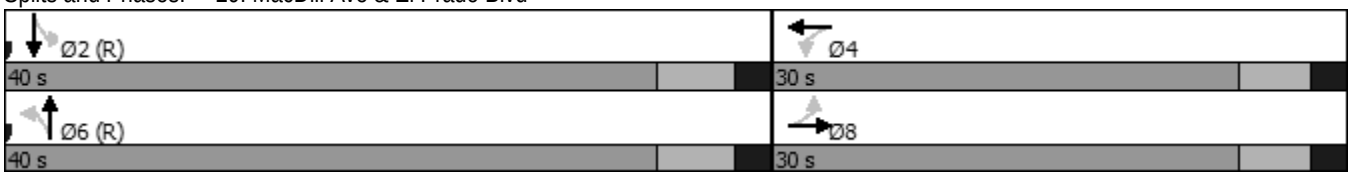


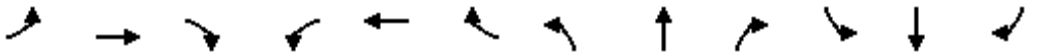
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	130	134	114	5	96	19	38	290	22	17	245	80
Future Volume (vph)	130	134	114	5	96	19	38	290	22	17	245	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1815	0	0	1820	0	0	1839	0	0	1800	0
Flt Permitted		0.827			0.977			0.929			0.970	
Satd. Flow (perm)	0	1527	0	0	1782	0	0	1717	0	0	1751	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			15			7			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			862			482			486	
Travel Time (s)		14.4			19.6			11.0			11.0	
Lane Group Flow (vph)	0	518	0	0	178	0	0	432	0	0	353	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	21.7	21.7		23.7	23.7		29.0	29.0		39.0	39.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	24.3	24.3		24.3	24.3		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Total Lost Time (s)		5.7			5.7			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	8.0	8.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		8.0	8.0		16.0	16.0		26.0	26.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		24.3			24.3			34.0			34.0	
Actuated g/C Ratio		0.35			0.35			0.49			0.49	
v/c Ratio		0.94			0.28			0.52			0.41	
Control Delay		47.7			16.6			14.9			12.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		47.7			16.6			14.9			12.2	
LOS		D			B			B			B	
Approach Delay		47.7			16.6			14.9			12.2	
Approach LOS		D			B			B			B	
Queue Length 50th (ft)		200			50			118			83	
Queue Length 95th (ft)		#264			65			165			143	
Internal Link Dist (ft)		554			782			402			406	
Turn Bay Length (ft)												
Base Capacity (vph)		552			628			837			865	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.94			0.28			0.52			0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 29 (41%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 29: MacDill Ave & El Prado Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	6	8	57	44	73	10	591	32	96	673	17
Future Volume (vph)	18	6	8	57	44	73	10	591	32	96	673	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	60		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			30			60		
Satd. Flow (prot)	0	1811	0	0	1786	0	1770	1848	0	1770	1855	0
Flt Permitted		0.707			0.874		0.300			0.370		
Satd. Flow (perm)	0	1316	0	0	1586	0	559	1848	0	689	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			33			6			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			659			166			184	
Travel Time (s)		13.2			15.0			3.8			4.2	
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.98	0.98	0.98	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	191	0	10	636	0	107	767	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	28.0	28.0		28.0	28.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)		15.6			15.6		72.4	72.4		72.4	72.4	
Actuated g/C Ratio		0.16			0.16		0.72	0.72		0.72	0.72	
v/c Ratio		0.19			0.69		0.02	0.47		0.21	0.57	
Control Delay		29.8			42.5		5.4	7.9		6.7	9.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		29.8			42.5		5.4	7.9		6.7	9.3	
LOS		C			D		A	A		A	A	
Approach Delay		29.8			42.5			7.8			9.0	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		17			69		2	143		19	194	
Queue Length 95th (ft)		39			m94		8	270		50	366	
Internal Link Dist (ft)		500			579			86			104	
Turn Bay Length (ft)							60			70		
Base Capacity (vph)		297			374		404	1339		498	1343	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.51		0.02	0.47		0.21	0.57	

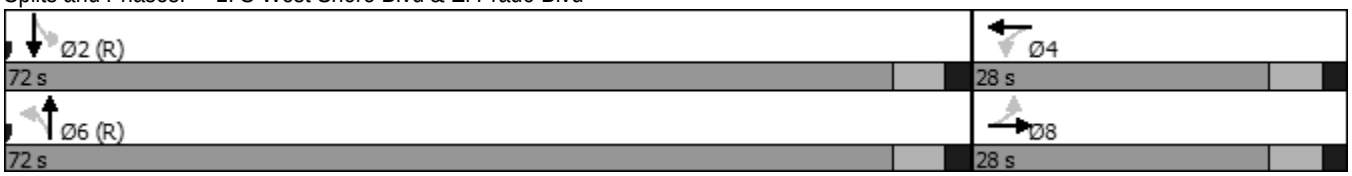
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 28 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: S West Shore Blvd & El Prado Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	118	35	103	119	78	37	774	76	75	808	60
Future Volume (vph)	22	118	35	103	119	78	37	774	76	75	808	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	13	10	11	11	12	11	11	12
Storage Length (ft)	0		100	0		300	230		0	230		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1909	1478	0	1881	1478	1711	3377	0	1711	3387	0
Flt Permitted		0.818			0.744		0.261			0.282		
Satd. Flow (perm)	0	1575	1478	0	1432	1478	470	3377	0	508	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38			93		20			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			1967			537			515	
Travel Time (s)		13.3			44.7			12.2			11.7	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	38	0	265	93	40	914	0	84	975	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4		4	6			2		
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	69.0	69.0		69.0	69.0	
Total Lost Time (s)		6.4	6.4		6.4	6.4	6.4	6.4		6.4	6.4	
Act Effct Green (s)		21.8	21.8		21.8	21.8	65.4	65.4		65.4	65.4	
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.65	0.65		0.65	0.65	
v/c Ratio		0.45	0.11		0.85	0.24	0.13	0.41		0.25	0.44	
Control Delay		37.9	14.0		62.1	8.1	8.8	9.1		10.5	9.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		37.9	14.0		62.1	8.1	8.8	9.1		10.5	9.4	
LOS		D	B		E	A	A	A		B	A	
Approach Delay		33.1			48.0			9.1			9.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		90	5		159	0	9	136		21	150	
Queue Length 95th (ft)		153	m30		#235	33	25	181		49	194	
Internal Link Dist (ft)		506			1887			457			435	
Turn Bay Length (ft)			100			300	230			230		
Base Capacity (vph)		387	392		352	433	307	2216		332	2221	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.40	0.10		0.75	0.21	0.13	0.41		0.25	0.44	

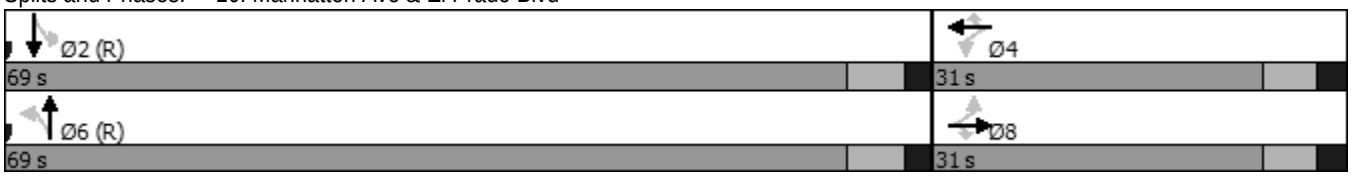
Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 71 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

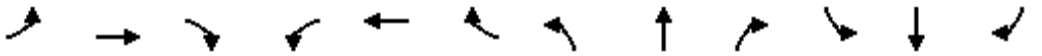
Maximum v/c Ratio: 0.85

Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Manhatten Ave & El Prado Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	201	84	86	254	81	46	1129	59	120	1289	44
Future Volume (vph)	39	201	84	86	254	81	46	1129	59	120	1289	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	12	11	13	12	11	11	12	11	11	12
Storage Length (ft)	100		0	100		0	110		0	150		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	75			50			25			0		
Satd. Flow (prot)	1652	1840	0	1711	1856	0	1711	3397	0	1711	3404	0
Flt Permitted	0.188			0.253			0.150			0.174		
Satd. Flow (perm)	327	1840	0	456	1856	0	270	3397	0	313	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			13			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		956			356			717			294	
Travel Time (s)		21.7			8.1			16.3			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.94	0.94	0.94	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	332	0	95	368	0	49	1264	0	122	1360	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		85.0	85.0		85.0	85.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.5	6.5		6.5	6.5	
Act Effct Green (s)	28.5	28.5		28.5	28.5		83.8	83.8		83.8	83.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.67	0.67		0.67	0.67	
v/c Ratio	0.61	0.77		0.92	0.85		0.27	0.55		0.58	0.60	
Control Delay	75.5	54.6		115.7	62.6		14.7	12.5		27.1	13.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	75.5	54.6		115.7	62.6		14.7	12.5		27.1	13.3	
LOS	E	D		F	E		B	B		C	B	
Approach Delay		57.1			73.5			12.6			14.4	
Approach LOS		E			E			B			B	
Queue Length 50th (ft)	33	239		75	275		15	262		50	296	
Queue Length 95th (ft)	#73	312		#170	375		45	358		#155	403	
Internal Link Dist (ft)		876			276			637			214	
Turn Bay Length (ft)	100			100			110			150		
Base Capacity (vph)	88	509		123	511		181	2279		209	2283	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.65		0.77	0.72		0.27	0.55		0.58	0.60	

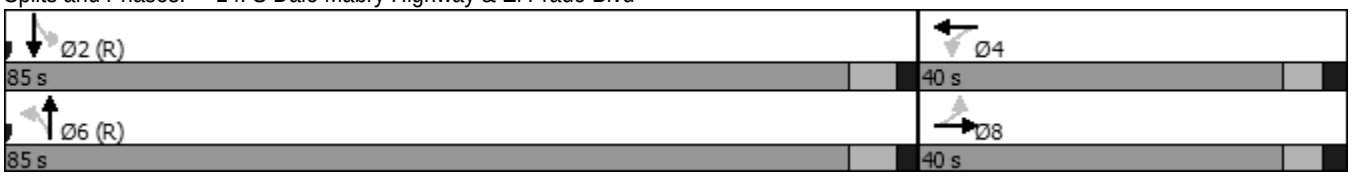
Intersection Summary	
Area Type:	Other
Cycle Length: 125	
Actuated Cycle Length: 125	
Offset: 55 (44%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 93.2%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: S Dale Mabry Highway & El Prado Blvd

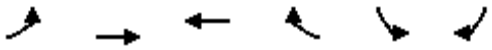


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	222	90	65	268	16	65	196	40	16	264	21
Future Volume (vph)	21	222	90	65	268	16	65	196	40	16	264	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	10	12	12	14	12	12	14	12
Storage Length (ft)	150		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			50			50			50		
Satd. Flow (prot)	1770	1664	0	1593	1725	0	1770	1937	0	1770	1965	0
Flt Permitted	0.455			0.390			0.516			0.601		
Satd. Flow (perm)	848	1664	0	654	1725	0	961	1937	0	1120	1965	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			5			20			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			226			213			198	
Travel Time (s)		9.8			5.1			4.8			4.5	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	350	0	71	308	0	71	256	0	21	365	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.0	6.0		6.0	6.0	
Act Effct Green (s)	18.7	18.7		18.7	18.7		34.6	34.6		34.6	34.6	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.53	0.53		0.53	0.53	
v/c Ratio	0.10	0.70		0.38	0.62		0.14	0.25		0.04	0.35	
Control Delay	15.4	25.2		22.7	24.4		10.7	9.6		9.8	11.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	25.2		22.7	24.4		10.7	9.6		9.8	11.1	
LOS	B	C		C	C		B	A		A	B	
Approach Delay		24.6			24.1			9.9			11.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	7	108		22	101		13	47		4	76	
Queue Length 95th (ft)	20	165		50	154		39	101		13	125	
Internal Link Dist (ft)		352			146			133			118	
Turn Bay Length (ft)	150			100			100			100		
Base Capacity (vph)	317	644		244	648		511	1040		596	1050	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.54		0.29	0.48		0.14	0.25		0.04	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 9 (14%), Referenced to phase 2:NBSB and 6:, Start of Green	

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 20: S Himes Ave & El Prado Blvd

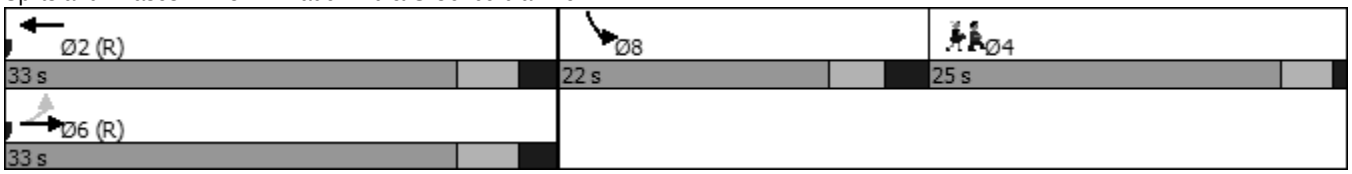


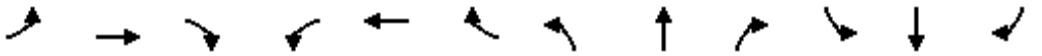
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	29	422	275	19	6	30	
Future Volume (vph)	29	422	275	19	6	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	12	
Satd. Flow (prot)	0	1857	1846	0	1585	0	
Flt Permitted		0.962			0.991		
Satd. Flow (perm)	0	1792	1846	0	1585	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			5		43		
Link Speed (mph)		30	30		30		
Link Distance (ft)		259	334		623		
Travel Time (s)		5.9	7.6		14.2		
Peak Hour Factor	0.78	0.78	0.81	0.81	0.69	0.69	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	578	363	0	52	0	
Turn Type	Perm	NA	NA		Prot		
Protected Phases		6	2		8		4
Permitted Phases	6						
Total Split (s)	33.0	33.0	33.0		22.0		25.0
Total Lost Time (s)		6.1	6.1		6.0		
Act Effct Green (s)		66.7	66.7		10.0		
Actuated g/C Ratio		0.83	0.83		0.12		
v/c Ratio		0.39	0.24		0.22		
Control Delay		4.2	3.3		15.6		
Queue Delay		0.0	0.0		0.0		
Total Delay		4.2	3.3		15.6		
LOS		A	A		B		
Approach Delay		4.2	3.3		15.6		
Approach LOS		A	A		B		
Queue Length 50th (ft)		96	50		4		
Queue Length 95th (ft)		116	68		22		
Internal Link Dist (ft)		179	254		543		
Turn Bay Length (ft)							
Base Capacity (vph)		1494	1541		351		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.39	0.24		0.15		

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 45 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 4.5		Intersection LOS: A	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	

Analysis Period (min) 15

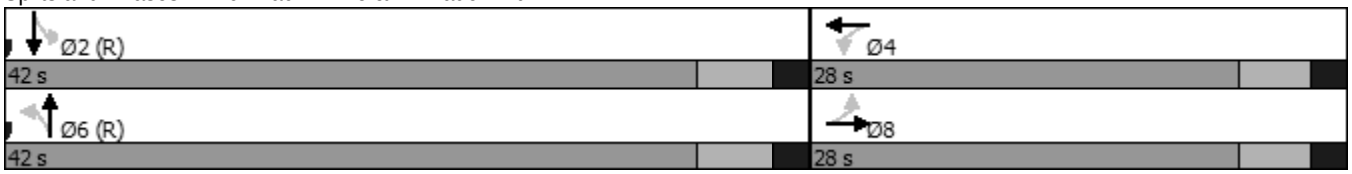
Splits and Phases: 28: El Prado Blvd & S Concordia Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	72	99	68	9	184	11	26	466	7	12	484	76
Future Volume (vph)	72	99	68	9	184	11	26	466	7	12	484	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1647	0	0	1846	0	0	1853	0	0	1827	0
Flt Permitted		0.765			0.979			0.955			0.987	
Satd. Flow (perm)	0	1279	0	0	1811	0	0	1775	0	0	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			4			1			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			862			482			486	
Travel Time (s)		14.4			19.6			11.0			11.0	
Peak Hour Factor	0.85	0.85	0.85	0.77	0.77	0.77	0.95	0.95	0.95	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	265	0	0	525	0	0	622	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	28.0	28.0		28.0	28.0		42.0	42.0		42.0	42.0	
Total Lost Time (s)		5.7			5.7			6.0			6.0	
Act Effct Green (s)		20.3			20.3			38.0			38.0	
Actuated g/C Ratio		0.29			0.29			0.54			0.54	
v/c Ratio		0.72			0.50			0.54			0.63	
Control Delay		30.8			23.5			13.7			15.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.8			23.5			13.7			15.1	
LOS		C			C			B			B	
Approach Delay		30.8			23.5			13.7			15.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		91			88			145			179	
Queue Length 95th (ft)		158			125			233			288	
Internal Link Dist (ft)		554			782			402			406	
Turn Bay Length (ft)												
Base Capacity (vph)		427			579			964			988	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.46			0.54			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	

Analysis Period (min) 15

Splits and Phases: 29: MacDill Ave & El Prado Blvd