



CITY OF TAMPA, FLORIDA - RFQ  
c/o Contract Administration Department  
306 E. Jackson Street # 280A4N  
Tampa, FL 33602

# ADDENDUM

## 17-D-00022; Green Spine Cycle Track – Design - RFQ

February 3, 2017

This addendum replaces the previously posted RFQ and “Report” file.

### 17-D-00022; Green Spine Cycle Track – Design

Public Announcement In Compliance With Requirements Of Chapter 287.055, Laws Of Florida, Consultants Competitive Negotiation Act, As Amended, The City Of Tampa's Equal Business Opportunity Program, City of Tampa Code Chapter 2, Article V, Division 3, Section 2-282, and Applicable Federal Law. Submitters will be Notified of Intent To Award by E-mail.

RFQ - 17-D-00022 - The City of Tampa desires to obtain **Professional Engineering** services for the design of the Green Spine Cycle Track. Services may include but not be limited to: public involvement, inter-agency coordination, surveying, subsurface utilities exploration, traffic analysis, roadway and drainage design, utilities coordination, environmental permitting, miscellaneous structures, signing and pavement markings, signalization, landscaping and irrigation, cultural resources, geotechnical, cost estimating, specifications, and post-design services.

Estimated fee is \$325,000.

A pre-submittal conference will be held at 3 PM Tuesday February 7, 2017, in the 3rd Floor City Council Chambers, Old City Hall 315 E. Kennedy Blvd., Tampa, Florida 33602. Attendance is not mandatory.

A link to additional material may be provided at demandstar.com and at: <http://www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfqs> . Unless otherwise posted, no further data or site visits will be available before the deadline established for the submission of Letters-Of-Interest.

Questions may be directed to Jim Greiner, P.E., Contract Administration, City of Tampa, (813) 274-8598, or E-Mail [Jim.Greiner@tampagov.net](mailto:Jim.Greiner@tampagov.net).

Firms must provide evidence of any required licenses or registrations with its submission or within thirty days thereof in order to be considered.

Firms desiring to provide these services to the City must submit A Single Electronic File in Searchable PDF format, Smaller than 3MB, that includes a Letter of Interest referring to RFQ 17-D-00022, Statement of Qualifications and any supplemental material allowing evaluation for further consideration(short-listing) based upon the following criteria/point system: Successful Comparable Project experience (50); FDOT Local Agency Program design experience (30); Past performance/Low amount of City work (5); Standard Form #330 (5); Planned WMBE/SLBE Solicitation & Utilization, Form MBD 10 & 20 (10 pts). The PDF file must be addressed to:  
Brad L. Baird, P. E., Chairman, Consultants' Competitive Negotiation Committee, City of Tampa – c/o CAD - 4th Floor North, 306 E. Jackson Street, Tampa, Florida 33602.

The PDF must be **E-Mailed to** [ContractAdministration@tampagov.net](mailto:ContractAdministration@tampagov.net) **BEFORE 2 P.M., Thursday, March 2, 2017.** Submissions received on the day of the deadline may not be acknowledged by return-e-mail before the deadline.



**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive**

**Page 1 of 4 – DMI Solicited/Utilized Schedules  
City of Tampa – Schedule of **All Solicited** Sub-(Contractors/Consultants/Suppliers)  
(FORM MBD-10)**

Contract No.: \_\_\_\_\_ Contract Name: \_\_\_\_\_  
Company Name: \_\_\_\_\_ Address: \_\_\_\_\_  
Federal ID: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.

- No Firms were contacted or solicited for this contract.
- No Firms were contacted because: \_\_\_\_\_
- See attached list of additional Firms solicited and all supplemental information (List must comply to this form)  
**Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses**

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

S = SLBE W=WMBE O = Neither	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade or Services  NIGP Code (listed above)	Contact Method L=Letter F=Fax E=Email P=Phone	Quote or Response Received Y/N

Failure to Complete, Sign and Submit  
this form with your Bid or Proposal  
Shall render the Bid Non-Responsive  
(Do Not Modify This Form)

It is hereby certified that the information provided is an accurate and true account of contacts and solicitations for sub-contracting opportunities on this contract.

Signed: \_\_\_\_\_ Name/Title: \_\_\_\_\_ Date: \_\_\_\_\_  
**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive**  
**Forms must be included with Bid / Proposal**



## Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) Solicited Form (Form MBD-10)

**This form must be submitted with all bids or proposals.** All subcontractors (regardless of ownership or size) solicited and subcontractors from whom unsolicited quotations were received must be included on this form. The instructions that follow correspond to the headings on the form required to be completed. Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

- **Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.
- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID.** FIN. A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Firms were contacted or solicited for this contract.** Checking the box indicates that a pre-determined Subcontract Goal or Participation Plan Requirement was not set by the City resulting in your business not using subcontractors and will self-perform all work. If during the performance of the contract you employ subcontractors, the City must pre-approve subcontractors. Use of the “Sub-(Contractors/Consultants/Suppliers) Payments” form (MBD Form-30) must be submitted with every pay application and invoice. Note: Certified **SLBE or WMBE firms** bidding as Primes **are not exempt** from outreach and solicitation of subcontractors.
- **No Firms were contacted because.** Provide brief explanation why no firms were contacted or solicited.
- **See attached documents.** Check box, if after you have completed the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the form. All DMI data not submitted on the MBD Form-10 must be in the same format and have all requested data from MBD Form-10 included.

The following instructions are for information of any and all subcontractors solicited.

- **“S” = SLBE, “W” = WMBE.** Enter “S” for firms Certified by the City as Small Local Business Enterprises and/or “W” for firms Certified by the City as either Women/Minority Business Enterprise; **“O” = Non-certified others.**
- **Federal ID.** FIN. A number assigned to a business for tax reporting purposes. This information is critical in proper identification and payment of the contractor/subcontractor.
- **Company Name, Address, Phone & Fax.** Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials** indicate the trade, service, or materials provided by the subcontractor. NIGP codes aka “National Institute of Governmental Purchasing” are listed at top section of document.
- **Contact Method L=letter, F=fax, E=Email, P=Phone.** Indicate with letter the method(s) of soliciting for bid.
- **Quote or Resp. (response) Rec’d (received) Y/N.** Indicate “Y” Yes if you received a quotation or if you received a response to your solicitation. Indicate “N” No if you received no response to your solicitation from the subcontractor. Must keep records: log, ledger, documentation, etc. that can validate/verify.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.



**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive**

**Page 3 of 4 – DMI Solicited/Utilized Schedules  
City of Tampa – Schedule of **All To-Be-Utilized** Sub-(Contractors/Consultants/Suppliers)  
(FORM MBD-20)**

Contract No.: \_\_\_\_\_ Contract Name: \_\_\_\_\_  
 Company Name: \_\_\_\_\_ Address: \_\_\_\_\_  
 Federal ID: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Check applicable box(es). Detailed Instructions for completing this form are on page 4 of 4.

See attached list of additional Firms Utilized and all supplemental information (List must comply to this form)

Note: Form MBD-20 must list ALL subcontractors To-Be-Utilized including Non-minority/small businesses

No Subcontracting/consulting (of any kind) will be performed on this contract.

No Firms are listed to be utilized because: \_\_\_\_\_

NIGP Code General Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

Enter "S" for firms Certified as Small Local Business Enterprises, "W" for firms Certified as Women/Minority Business Enterprise, "O" for Other Non-Certified

S = SLBE W=WMBE O =Neither	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic Am. AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade, Services, or Materials  NIGP Code Listed above	\$ Amount of Quote. Letter of Intent (LOI) if available	Percent of Scope or Contract %

Failure to Complete, Sign and Submit  
this form with your Bid or Proposal  
Shall render the Bid Non-Responsive.  
(Do Not Modify This Form)

Total ALL Subcontract / Supplier Utilization \$ \_\_\_\_\_  
 Total SLBE Utilization \$ \_\_\_\_\_  
 Total WMBE Utilization \$ \_\_\_\_\_  
 Percent SLBE Utilization of Total Bid/Proposal Amt. \_\_\_\_\_% Percent WMBE Utilization of Total Bid/Proposal Amt. \_\_\_\_\_%

It is hereby certified that the following information is a true and accurate account of utilization for sub-contracting opportunities on this Contract.

Signed: \_\_\_\_\_ Name/Title: \_\_\_\_\_ Date: \_\_\_\_\_

**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive  
Forms must be included with Bid / Proposal**



## Page 4 of 4 DMI – Solicited/**Utilized**

### Instructions for completing **The Sub-(Contractors/Consultants/ Suppliers) to be Utilized Form (Form MBD-20)**

**This form must be submitted with all bids or proposals. All subcontractors (regardless of ownership or size) projected to be utilized must be included on this form.** Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

**Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.

- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID. FIN.** A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Subcontracting/consulting (of any kind) will be performed on this contract.** Checking box indicates your business will not use subcontractors when no Subcontract Goal or Participation Plan Requirement was set by the City, but will self-perform all work. When subcontractors are utilized during the performance of the contract, the “Sub-(Contractors/Consultants/Suppliers) Payments” form (MBD Form-30) must be submitted with every pay application and invoice. Note: certified **SLBE or WMBE firms** bidding as Primes **are not exempt** from outreach and solicitation of subcontractors, including completion and submitting Form-10 and Form-20.
- **No Firms listed To-Be-Utilized.** Check box; provide brief explanation why no firms were retained when a goal or participation plan requirement was set on the contract. Note: mandatory compliance with Good Faith Effort outreach (GFECF) requirements applies (MBD Form-50) and supporting documentation must accompany the bid.
- **See attached documents.** Check box, if after completing the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the scope/value/percent utilization of subcontractors. Reproduce copies of MBD-20 and attach. All data not submitted on duplicate forms must be in the same format and content as specified in these instructions.

The following instructions are for information of Any and All subcontractors To Be Utilized.

- **Federal ID. FIN.** A number assigned to a business for tax reporting purposes. This information is critical in proper identification of the subcontractor.
- **“S” = SLBE, “W” = WMBE.** Enter “S” for firms Certified by the City as Small Local Business Enterprises and/or “W” for firms Certified by the City as Women/Minority Business Enterprise; **“O” = Non-certified others.**
- **Company Name, Address, Phone & Fax.** Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials (NIGP code if Known)** Indicate the trade, service, or material provided by the subcontractor. Abbreviated list of NIGP is available at <http://www.tampagov.net/mbd> “Information Resources”.
- **Amount of Quote, Letters of Intent** (required for both SLBEs and WMBEs).
- **Percent of Work/Contract.** Indicate the percent of the total contract price the subcontract(s) represent. For CCNA only (i.e. Consultant A/E Services) you must indicate subcontracts as percent of total scope/contract.
- **Total Subcontract/Supplier Utilization.** – Provide total dollar amount of all subcontractors/suppliers projected to be used for the contract. (Dollar amounts may be optional in CCNA depending on solicitation format).
- **Total SLBE Utilization.** Provide total dollar amount for all projected SLBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Total WMBE Utilization.** Provide total dollar amount for all projected WMBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Percent SLBE Utilization.** Total amount allocated to SLBEs divided by the total bid/proposal amount.
- **Percent WMBE Utilization.** Total amount allocated to WMBEs divided by the total bid/proposal amount.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.

# **EAST-WEST GREEN SPINE CONCEPT DEVELOPMENT**

*Project # 1000254*

*General Engineering Services  
Contract Number 14-D-535 (2014-201)  
Task # 3 (PO #115210507)*

**Prepared for:**



**City of Tampa  
Florida**

**MARCH 2016**

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## **PURPOSE**

The purpose of the East-West Green Spine Concept Development was to develop preliminary conceptual design plans, cost estimates and prioritization of remaining segments, sufficient to submit applications to Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) for funding of the construction phases. The conceptual design and recommendations presented in this report are not final. Concerns and considerations that need to be addressed during subsequent public outreach and design phases include, but are not limited to:

- Impacts to existing designated and undesignated parking
- Proposed residential and commercial developments
- Other neighborhoods & businesses considerations
- Access management
- Existing utilities

## **EXECUTIVE SUMMARY**

ICON was assigned by the City of Tampa the task of conducting an East-West Green Spine Concept Development providing regional connectivity, both locally and across Center City Tampa, by adding a dedicated cycle track along Cass Street, Nuccio Parkway and 15th Street in Tampa, Florida. Based on the results of the Agency Staff input, data collection, data analysis, field observations, and engineering judgment, the following segments and cycle track locations are recommended for design and construction:

Phase 1 – Cass Street (Downtown excluded from this study- currently funded for construction)  
Cass Street Bridge to Nebraska Avenue

Phase 2 –Cass Street

2a - Howard Avenue to Willow Avenue  
- Two-way cycle track on south side

2b - Willow Avenue to Cass Street Bridge  
- Two-way cycle track on south side

Phase 3- Nuccio Parkway/ 15<sup>th</sup> Street

3a - Nebraska Avenue to 7<sup>th</sup> Avenue  
- Two-way cycle track on south side

3b - 12<sup>th</sup> Street from 7<sup>th</sup> Avenue to 13<sup>th</sup> Avenue  
- Two-way cycle track on east side

3c - 13<sup>th</sup> Avenue to 21<sup>st</sup> Avenue  
- Two-way cycle track on east side

# 1 INTRODUCTION

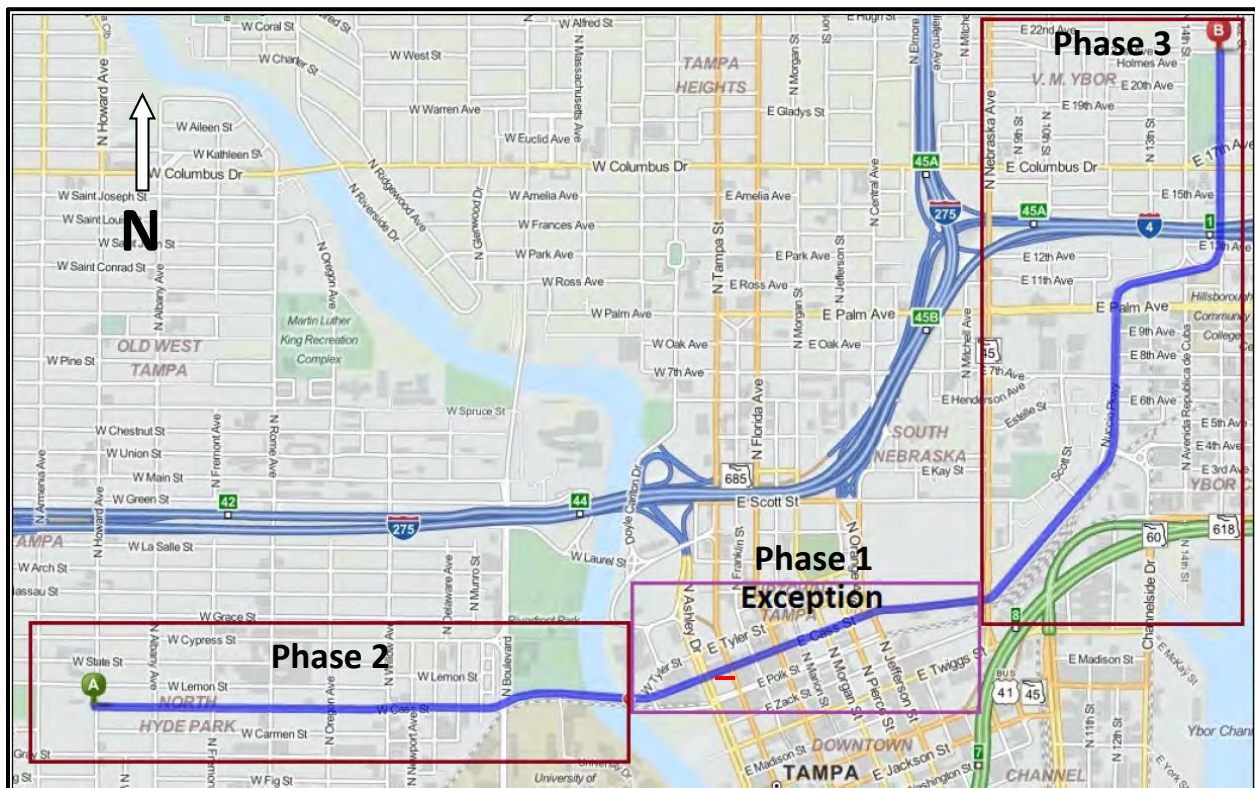
The City of Tampa has retained ICON to conduct an East-West Green Spine Concept Development along Cass Street, Nuccio Parkway, and 15<sup>th</sup> Street in Tampa, Florida. This project provides development of a conceptual plan for the East and West Green Spine Concept as described in the City’s InVision Center City Plan. The InVision Plan developed in 2011 for Center City Tampa proposes a community of livable places, connected people and collaborative progress that embraces and celebrate its river and waterfront. The InVision Center City blueprint incorporated neighborhood charrettes with shareholder input on strong pedestrian/ bicycle environment, linkage between neighborhoods and downtown, urban planning pattern that support transit, and accessible, safe, highly active concepts.

The analysis has been conducted in accordance with the guidelines and procedures with the City of Tampa, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, and FDOT requirements.

## 1.1 Project Location

The East-West Green Spine Concept Development study limits Phase 2 and 3 (excluding the Phase 1 Downtown segment) are depicted in **Figure 1.1**.

**Figure 1.1 Study Limits**



## 2 EXISTING CONDITIONS

The 2.6-mile segment length of the East-West Green Spine cycle track was reviewed and the existing conditions are outlined below in phases.

### **Phase 1 - Cass Street (Downtown excluded from this study - currently funded for construction)**

#### **Cass Street Bridge to Nebraska Avenue**

Phase 1 Downtown segment, 0.8-miles, is excluded along Cass Street from the Cass Street Bridge to Nebraska Avenue because Downtown Phase I (CIP 100175) E. Cass Street and E. Tyler Street Two-Way Conversion project segment is in construction to be completed in August 2016. In addition, the segment between the Cass Street Bridge and Ashley Drive will be constructed by the developer of the (Arts & Entertainment Residences) AER in the Arts District project.

### **Phase 2 - Cass Street**

#### **2a - Howard Avenue to Willow Avenue**

Within the study area, Cass Street is an undivided minor arterial two-lane roadway with 20-foot lanes that include 8-foot undesignated on-street parking. This area consists of a mix of residential and commercial developments with Vila Brother Park and Armory/ JCC as neighborhood attractions. The majority of the cross streets and side streets intersecting Cass Street provide access to residential communities. On-street parking exists along this segment of Cass Street on both sides of roadway. The posted speed limit on Cass Street within the study limits is 30 mph. There is highway lighting and six-foot sidewalk provided along both sides of Cass Street. No HART transit exists along this segment. There is an existing west leg crosswalk at Willow Avenue signalized intersection but no pedestrian features. Historic brick pavement with granite curb existing along Willow Avenue up to the limits of Cass Street intersection crossing.

#### **2b - Willow Avenue to Cass Street Bridge**

Within the study area, Cass Street is an undivided minor arterial four-lane roadway with 12-foot lanes with 4-foot bike lanes and develops to 10-foot lanes with no bike lanes at the Cass Street Bridge. This area consists of a mix of residential and commercial developments with University of Tampa and Julian B Lane Riverfront Park as neighborhood attractions. The majority of the cross streets and side streets intersecting Cass Street provide access to residential communities. On-street parking is prohibited on both sides of roadway. The posted speed limit on Cass Street within the study limits is 30 mph. There is highway lighting and six-foot sidewalk developing to eight-foot sidewalk at the Cass Street Bridge provided along both sides of Cass Street within the study limits. Existing HART transit 7, 10, 14 runs the length from N. Boulevard to the east along this segment with an eastbound bus stop at University of Tampa. There is existing special emphasis crosswalks on all approaches at N. Boulevard signalized intersection with actuated pedestrian features. CSX railroad track runs 55 feet south of Cass Street from N. Boulevard to the Cass Street Bridge. The existing western terminus of the Downtown Phase I (CIP 100175) E. Cass Street and

E. Tyler Street Two-Way Conversion project abuts study area. Proposed actuated pedestrian mid-block crossing at University of Tampa driveway by the City Parks and Recreation Department to be coordinated with the East-West Green Spine Concept.

### **Phase 3- Nuccio Parkway/ 15<sup>th</sup> Street**

#### **3a - Nebraska Avenue to 7<sup>th</sup> Avenue**

Within the study area, Nuccio Parkway is a divided minor arterial four-lane roadway with 12-foot lanes. This area consists of a mix of residential and commercial developments with Ybor City and HCC as neighborhood attractions. The majority of the cross streets and side streets intersecting Nuccio Parkway provide access to residential communities. No on-street parking exists along this segment of Nuccio Parkway. The posted speed limit on Nuccio Parkway within the study limits is 40 mph. There is highway lighting and five-foot sidewalk provided along west side along entire segment and along the east side from 5<sup>th</sup> Avenue to 7<sup>th</sup> Avenue. Existing HART transit 9 runs the length of segment with south and northbound bus stops. There is existing special emphasis crosswalks on all approaches at Nebraska Avenue and 7<sup>th</sup> Avenue signalized intersections with actuated pedestrian features. An unactuated pedestrian mid-block crossing exists at 3<sup>rd</sup>/ 4<sup>th</sup> Avenue to the public housing complex. CSX railroad track runs 55 feet east of Nuccio Parkway from Nebraska Avenue to 3<sup>rd</sup>/ 4<sup>th</sup> Avenue. The existing eastern terminus of the Downtown Phase I (CIP 100175) E. Cass Street and E. Tyler Street Two-Way Conversion project abuts the study area.

#### **Phase 3b - 7<sup>th</sup> Avenue to 13<sup>th</sup> Avenue**

Within the study area, Nuccio Parkway is a divided minor arterial four-lane roadway with 12-foot lanes. This area consists of a mix of residential and commercial developments with Ybor City and HCC as neighborhood attractions. The majority of the cross streets and side streets intersecting Nuccio Parkway provide access to residential communities. No on-street parking exists along this segment of Nuccio Parkway. The posted speed limit on Nuccio Parkway within the study limits is 40 mph. There is highway lighting and five-foot sidewalk provided on both sides of entire segment. Existing HART transit 9 and 12 runs the length of segment with south and northbound bus stops. There is existing crosswalks on all approaches at Palm Avenue signalized intersection with actuated pedestrian features.

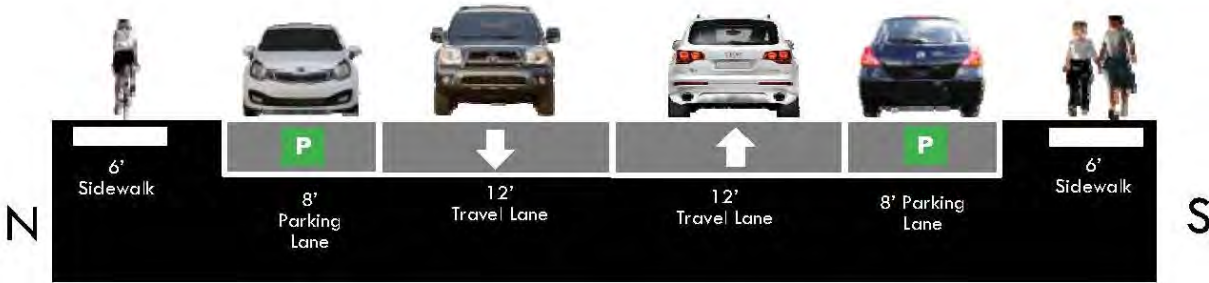
#### **Phase 3c - 13<sup>th</sup> Avenue to 21<sup>st</sup> Avenue**

Within the study area, 15<sup>th</sup> Street is an undivided minor northbound one-way arterial two-lane roadway with 20-22'-foot lanes that include 8-foot undesignated on-street parking. This area consists of a mix of residential and commercial developments with Cuscaden Park as neighborhood attraction. The majority of the cross streets and side streets intersecting 15<sup>th</sup> Street provide access to residential communities. Undesignated on-street parking exists along this segment of 15<sup>th</sup> Street along both sides of roadway. The posted speed limit on Nuccio Parkway within the study limits is 30 mph. There is highway lighting and five/six-foot sidewalk provided on both sides of entire segment. Existing HART transit 9 runs the length of segment with south and northbound bus stops. There is existing special emphasis crosswalks on all approaches at 13<sup>th</sup> Avenue and 14<sup>th</sup> Avenue unsignalized

intersection with no actuated pedestrian features. Columbus Drive, 17<sup>th</sup> Avenue, and 21<sup>st</sup> Avenue signalized intersections have existing crosswalks on all approaches with actuated pedestrian features.

Existing typical sections are illustrated along the corridor in **Exhibit 2.1** and existing condition photographs in **Exhibit 2.2**. The existing conditions summary is detailed in **Table 2.1**.

**Exhibit 2.1: Existing Typical Sections**



Phase 2a - Cass Street from Howard Avenue to Willow Avenue  
Existing Typical Section



Phase 2b - Cass Street from Willow Avenue to Cass Street Bridge  
Existing Typical Section



Phase 2b - Cass Street from Willow Avenue to Cass Street Bridge (Bridge Approach)  
Existing Typical Section



Phase 3a - Nuccio Parkway from Nebraska Avenue to 7th Avenue  
Existing Typical Section



Phase 3b - Nuccio Parkway from 7th Avenue to 13th Avenue  
Existing Typical Section



Phase 3c - 15th Street from 13th Avenue to 21st Avenue  
Existing Typical Section

**Exhibit 2.2: Existing Condition Photographs**



Looking east into the intersection of Cass Street and Howard Avenue



Looking east into the intersection of Cass Street and Willow Avenue





Looking west from the Cass Street Bridge



Looking east into the intersection of Nuccio Parkway and Nebraska Avenue



Looking east into the intersection of Nuccio Parkway and 7<sup>th</sup> Avenue



Looking south into the intersection of 15<sup>th</sup> Street and 13<sup>th</sup> Avenue



Looking south into the intersection of 15<sup>th</sup> Street and 21<sup>st</sup> Avenue

**Table 2.1: Existing Conditions Summary  
East-West Green Spine Concept**

Existing Conditions	Cass Street		Nuccio Parkway/ 15th Street		
	Phase 2a	Phase 2b	Phase 3a	Phase 3b	Phase 3c
	Howard Ave to Willow Ave	Willow Ave to Cass St Bridge	Nebraska Ave to 7th Ave	7th Ave to 13th Ave	13th Ave to 21st Ave
Undivided/ Divided Roadway	Undivided	Undivided	Divided	Divided	Undivided
Lane Width	20 feet	12 ft/ 10ft	12 feet	12 feet	20 feet
Zoning	Mixed	Mixed	Mixed	Mixed	Mixed
On-Street Parking	Yes	No	No	No	Yes
Speed Limit	30 mph	30 mph	40 mph	40 mph	30 mph
Sidewalk	Yes	Yes	One side only	Yes	Yes
Roadway Lighting	Yes	Yes	Yes	Yes	Yes
Signalized Intersections	Yes	Yes	Yes	Yes	Yes
Mid-Block Crossings	No	Yes (proposed)	Yes	No	No
Transit	No	Yes	Yes	Yes	Yes

## **2.1 Crash Data**

Bicycle Crash data from January 2011 through December 2015 was obtained from the City of Tampa. The crash reports were individually reviewed for accuracy. The detailed corridor pedestrian/ bicycle crash summaries are included in Appendix A.

A total of two pedestrian/ bicycle crashes in five years (2011 - 2015) occurred along Cass Street and Nuccio Parkway/ 15<sup>th</sup> Street. Two injury, and no fatal bicycle crashes were reported. No crash occurred at night or wet conditions.

## **2.2 Existing Vehicle and Bicycle Volume**

Existing turning movement counts at the following intersections were obtained from the City of Tampa:

- Cass Street at Howard Avenue (November 3, 2015) Signalized
- Cass Street at Rome Avenue (November 17, 2015) Four-Way Stop
- Cass Street at Willow Avenue (November 3, 2015) Signalized
- Nuccio Parkway at Nebraska Avenue (October 22, 2015) Signalized
- Nuccio Parkway at 7<sup>th</sup> Avenue (October 22, 2015) Signalized
- Nuccio Parkway at Palm Avenue (October 22, 2015) Signalized
- 15<sup>th</sup> Street at 21<sup>st</sup> Avenue (October 28, 2015) Signalized

The detailed turning movement counts at intersections are included in Appendix B.

### **3 QUALITATIVE ASSESSMENT**

The East-West Green Spine cycle track should be direct, safe, intuitive, and cohesive. Pedestrians and bicyclists desire a high degree of connectivity and a system that functions well for all skill levels, with minimal detour or delay per the National Association of City Transportation Officials (NACTO) Urban Street Design Guide. In addition, the effectiveness of green colored pavement may be maximized if the treatment is used where the path of bicyclists crosses the path of other road users and where road users should yield to bicyclists.

Several meetings were held with the following Agency Staff to receive feedback on the proposed concept:

Florida Department of Transportation  
City of Tampa  
Ybor City Development Corporation  
THEA Selmon Expressway  
HCC  
HART

Based on the results of the Agency Staff meetings, the East-West Green Spine is recommended to be a two-way cycle track along Cass Street, Nuccio Parkway, and 15<sup>th</sup> Street. Agency Staff meeting minutes are include in Appendix C.

Investigations suggest no additional right-of-way or permitting is required. Preliminary utility coordination was done, and the proposed concept will not impact existing utilities within the limits.

The community collaborative efforts identified this project as a needed component for the successful connection of the neighborhoods to Central Business District and Ybor City. Other possible benefits of the East-West Green Spine cycle track discussed at the Agency Staff meetings were:

- Improved community physical and mental health from increased physical activity
- Reduced pollution and greenhouse gases due to less commuter driving
- Reduced oil/gas consumption
- Improved water and air quality from burning less fossil fuels
- Increased tourism
- Improved safety from moving pedestrians/ bicyclist
- Improved sustainability through landscaping
- Improved quality of life
- Reduced commercial vacancies

It should be noted that lower than City of Tampa average car ownership is represented in zip codes surrounding the East-West Green Spine corridor according to the historical US Census Bureau statistics. The East-West Green Spine provides an alternative transportation option for neighborhoods adjacent to Downtown that are dependent upon transit. Per the National Center for Transit Research Methodology for Linking Greenways and Trails with Public Transportation in Florida, February 2016, “Such connections (public transportation service and public trails) could extend the transit service area outward and enable pedestrians and bicyclist to access areas to which they might not otherwise travel due to traffic congestion, physical barriers, or safety concerns.” The positive economic impact of the East-West Green Spine cycle track is significant and has the potential to increase business and property value similar to the Indianapolis Downtown Cultural Trail. The Indiana University Public Policy Institute Trail Impact Study states, “More than half the businesses along the trail reported more customers and profit,” in reference to the eight mile-long Indianapolis Downtown Cultural Trail completed in 2013. The East-West Green Spine has the potential to be an economic generator for business and counteract any minimal loss of existing on-street parking. See **Exhibit 3.1** for example photographs of pedestrian and bicycle amenities.

Landscaping elements were included in the cost estimate for the East-West Green Spine that have the potential to feature functional areas with a consistent set of landscape and branding material to continue throughout different neighborhoods connecting the City of Tampa.

**Exhibit 3.1: Example of Pedestrian and Bicycle Amenities Photographs**



Queens Plaza- Long Island, New York

Proposed typical sections are illustrated along the corridor in **Exhibit 3.2** and the recommended alignment is shown in the Concept Design, Appendix D.

### Exhibit 3.2: Proposed Typical Sections



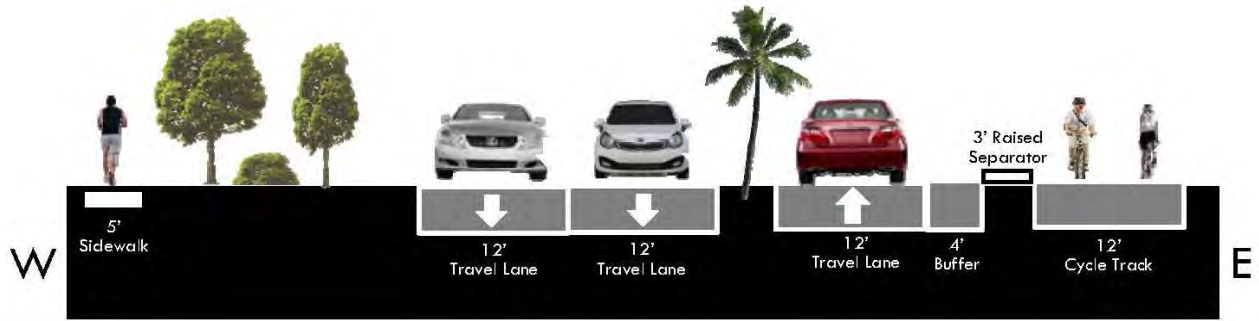
Phase 2a - Cass Street from Howard Avenue to Willow Avenue  
Proposed Typical Section



Phase 2b - Cass Street from Willow Avenue to Cass Street Bridge  
Proposed Typical Section



Phase 2b - Cass Street from Willow Avenue to Cass Street Bridge (Bridge Approach)  
Proposed Typical Section



Phase 3a - Nuccio Parkway from Nebraska Avenue to 7th Avenue  
Proposed Typical Section



Phase 3b - Nuccio Parkway from 7th Avenue to 13th Avenue  
Proposed Typical Section



Phase 3c - 15th Street from 13th Avenue to 21st Avenue  
Proposed Typical Section



Construction cost estimate for recommended improvements totals \$2,742,000. Construction cost estimate summary is shown in **Exhibit 3.3** below and cost estimate is included in Appendix E. The cost estimate is separated into Phase 2a, 2b, 3a, 3b, and 3c if funding is available by segments. Prioritization of segment funding is ranked in **Exhibit 3.4**.

**Exhibit 3.3: Construction Cost Estimate Summary**

SEGMENT	DESCRIPTION		COST
<b>Segment 2a</b>	Cass Street from Howard Avenue to Willow Avenue • Two-way cycle track on south side	=	\$459,000
<b>Segment 2b</b>	Cass Street from Willow Avenue to Cass Street Bridge • Two-way cycle track on south side	=	\$527,000
<b>Segment 3a</b>	Nuccio Parkway from Nebraska Avenue to 7 <sup>th</sup> Avenue • Two-way cycle track on south side	=	\$801,000
<b>Segment 3b</b>	Nuccio Parkway from 7 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue • Two-way cycle track on east side	=	\$586,000
<b>Segment 3c</b>	15th Street from 13th Avenue to 21st Avenue • Two-way cycle track on east side from 13th Avenue to 17th Avenue • Two-way cycle tract on west side from 17th Avenue to 21st Avenue	=	\$369,000
<b>Grand Total</b>		=	<b>\$2,742,000</b>

**Exhibit 3.4: Prioritization of Segments**

RANKING	SEGMENT
<b>1</b>	<b>Segment 2b:</b> Cass Street from Willow Avenue to Cass Street Bridge
<b>2</b>	<b>Segment 3a:</b> Nuccio Parkway from Nebraska Avenue to 7 <sup>th</sup> Avenue
<b>3</b>	<b>Segment 3b:</b> Nuccio Parkway from 7 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue
<b>4</b>	<b>Segment 2a:</b> Cass Street from Howard Avenue to Willow Avenue
<b>5</b>	<b>Segment 3c:</b> 15th Street from 13th Avenue to 21st Avenue

## **4 RECOMMENDATIONS**

Based on the results of the Agency Staff input, crash data, field observations, and engineering judgment, the following conclusions and recommendations were developed for the East-West Green Spine Concept Development:

Phase 1 – Cass Street (Downtown excluded from this study - currently funded for construction)  
Cass Street Bridge to Nebraska Avenue

Phase 2 –Cass Street

2a - Howard Avenue to Willow Avenue

- Two-way cycle track on south side w/ raised concrete separator

2b - Willow Avenue to Cass Street Bridge

- Two-way cycle track on south side w/ raised concrete separator

Phase 3- Nuccio Parkway/ 15<sup>th</sup> Street

3a - Nebraska Avenue to 7<sup>th</sup> Avenue

- Two-way cycle track on south side w/ raised concrete separator

3b - 12th Street from 7<sup>th</sup> Avenue to 13<sup>th</sup> Avenue

- Two-way cycle track on east side w/ raised concrete separator

3c - 13th Avenue to 21<sup>st</sup> Avenue

- Two-way cycle track on east side to 21<sup>st</sup> Avenue w/ raised concrete separator

(Alternative two-way cycle track on west side from 17<sup>th</sup> Avenue to 21<sup>st</sup> Avenue)

In addition, future consideration should be given to adding bike boxes, bicycle signal detection, and signal head adjustments at all signalized intersections along the corridor in coordination with City of Tampa Transportation Division.

**APPENDIX A**  
**CORRIDOR PED/ BICYCLE CRASH SUMMARIES**

## CRASH SUMMARY

SECTION: \_\_\_\_\_ STATE ROUTE: \_\_\_\_\_  
 INTERSECTING ROADWAY: \_\_\_\_\_ MP \_\_\_\_\_ TO \_\_\_\_\_ ENGINEER: **MS**  
 STUDY PERIOD: FROM **1/1/2011** TO **12/31/2015** COUNTY: **Hillsborough**

No.	Location	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	15th St.	10/28/10	Thu	5:57 PM	Pedestrian	0	1	\$100	Day	Dry	Roller Blading
2	Nuccio Pkwy.	3/20/14	Thu	9:57 AM	Bycycle	0	1	\$0	Day	Dry	Failed to Yield ROW

Fatal	Injury Crashes	PDO	Angle	Left Turn	Right Turn	Rear End	Side Swipe	Ped/Bike	Other Types	Total No.
0	2	1	0	0	0	0	0	0	2	2
0.0%	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

One Vehicle	Day	Night	Wet	Dry	Careless Driving	FTY R/W	Disregard Stop Sign	Improper Turn	Other
0	2	0	0	2	0	0	0	0	2
0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL VEHICLES ENTERING/ADT: \_\_\_\_\_ CRASH RATE: \_\_\_\_\_

**APPENDIX B**  
**TURNING MOVEMENT COUNTS**

### Turning Movement Data

Start Time	N WILLOW BLVD Southbound						W CASS ST Westbound						N WILLOW BLVD Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	10	3	0	2	14	2	19	9	0	0	30	2	5	1	0	0	8	0	9	1	0	2	10	62
7:15 AM	1	12	1	0	0	14	6	15	17	0	0	38	2	10	1	0	0	13	3	11	0	0	0	14	79
7:30 AM	1	19	10	0	0	30	6	28	10	0	0	44	3	12	1	0	0	16	4	15	0	0	1	19	109
7:45 AM	0	14	13	0	0	27	10	31	8	0	0	49	4	24	3	0	0	31	4	12	0	0	0	16	123
Hourly Total	3	55	27	0	2	85	24	93	44	0	0	161	11	51	6	0	0	68	11	47	1	0	3	59	373
8:00 AM	1	20	14	0	0	35	21	35	15	0	0	71	6	31	3	0	0	40	6	32	1	0	1	39	185
8:15 AM	1	28	12	0	0	41	48	47	9	0	0	104	5	31	3	0	2	39	4	30	0	0	2	34	218
8:30 AM	2	38	17	0	1	57	21	50	22	0	1	93	15	19	3	0	4	37	6	43	1	0	0	50	237
8:45 AM	4	34	13	0	0	51	28	53	27	0	2	108	9	29	6	0	4	44	5	65	1	0	0	71	274
Hourly Total	8	120	56	0	1	184	118	185	73	0	3	376	35	110	15	0	10	160	21	170	3	0	3	194	914
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	2	31	15	0	0	48	8	39	12	0	0	59	0	8	8	0	0	16	7	16	1	0	0	24	147
10:15 AM	2	25	13	0	1	40	16	29	14	0	3	59	9	17	3	0	1	29	2	25	0	0	1	27	155
10:30 AM	5	36	11	0	0	52	9	30	13	0	0	52	13	7	2	0	0	22	7	47	0	0	1	54	180
10:45 AM	3	24	12	0	2	39	14	26	18	0	0	58	7	16	3	0	2	26	9	45	3	0	0	57	180
Hourly Total	12	116	51	0	3	179	47	124	57	0	3	228	29	48	16	0	3	93	25	133	4	0	2	162	662
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	1	22	9	0	0	32	10	18	8	0	0	36	11	15	4	0	0	30	4	26	1	0	1	31	129
12:15 PM	0	25	9	0	0	34	14	36	14	0	1	64	10	10	4	0	2	24	3	31	1	0	0	35	157
12:30 PM	1	22	12	0	1	35	14	31	16	0	0	61	13	21	4	0	3	38	8	38	3	0	0	49	183
12:45 PM	2	20	9	0	0	31	16	43	21	0	1	80	11	14	3	0	1	28	8	42	2	0	0	52	191
Hourly Total	4	89	39	0	1	132	54	128	59	0	2	241	45	60	15	0	6	120	23	137	7	0	1	167	660
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	1	29	13	0	1	43	14	36	12	0	0	62	13	18	7	0	2	38	7	36	3	0	1	46	189
2:15 PM	1	23	14	0	1	38	13	33	7	0	1	53	13	13	1	0	2	27	2	37	2	0	1	41	159
2:30 PM	1	16	19	0	2	36	18	41	14	0	0	73	15	14	1	0	6	30	1	50	3	0	2	54	193
2:45 PM	1	34	11	0	0	46	21	28	26	0	1	75	10	20	5	0	2	35	6	38	3	0	1	47	203
Hourly Total	4	102	57	0	4	163	66	138	59	0	2	263	51	65	14	0	12	130	16	161	11	0	5	188	744
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	26	7	0	0	36	24	35	10	0	0	69	9	24	4	0	1	37	2	29	2	0	0	33	175
4:15 PM	2	39	13	0	0	54	24	37	14	0	0	75	11	35	1	0	0	47	6	31	0	0	1	37	213
4:30 PM	0	32	12	0	1	44	30	62	35	0	0	127	19	19	6	0	4	44	4	60	1	0	0	65	280
4:45 PM	4	31	18	0	0	53	23	68	28	0	0	119	29	28	5	0	0	62	10	52	2	0	0	64	298
Hourly Total	9	128	50	0	1	187	101	202	87	0	0	390	68	106	16	0	5	190	22	172	5	0	1	199	966
5:00 PM	1	27	8	0	0	36	27	66	31	0	1	124	19	35	5	0	5	59	6	35	3	0	0	44	263
5:15 PM	3	41	15	0	0	59	36	52	19	0	0	107	20	37	8	0	2	65	6	47	4	0	0	57	288
5:30 PM	1	38	15	0	0	54	19	59	38	0	0	116	13	35	5	0	0	53	4	46	4	0	0	54	277
5:45 PM	3	38	24	0	0	65	25	69	24	0	0	118	8	21	7	0	1	36	5	50	1	0	0	56	275
Hourly Total	8	144	62	0	0	214	107	246	112	0	1	465	60	128	25	0	8	213	21	178	12	0	0	211	1103
6:00 PM	1	34	16	0	1	51	50	77	31	0	0	158	19	64	2	0	0	85	2	51	4	0	2	57	351

6:15 PM	1	48	19	0	0	68	49	91	30	0	0	170	19	37	4	0	0	60	6	60	3	0	0	69	367
6:30 PM	1	42	20	0	3	63	38	84	26	0	1	148	19	35	9	0	5	63	10	85	5	0	0	100	374
6:45 PM	3	40	24	0	1	67	22	57	18	0	0	97	15	35	3	0	1	53	11	64	3	0	0	78	295
Hourly Total	6	164	79	0	5	249	159	309	105	0	1	573	72	171	18	0	6	261	29	260	15	0	2	304	1387
Grand Total	54	918	421	0	17	1393	676	1425	596	0	12	2697	371	739	125	0	50	1235	168	1258	58	0	17	1484	6809
Approach %	3.9	65.9	30.2	0.0	-	-	25.1	52.8	22.1	0.0	-	-	30.0	59.8	10.1	0.0	-	-	11.3	84.8	3.9	0.0	-	-	-
Total %	0.8	13.5	6.2	0.0	-	20.5	9.9	20.9	8.8	0.0	-	39.6	5.4	10.9	1.8	0.0	-	18.1	2.5	18.5	0.9	0.0	-	21.8	-
All Vehicles (no classification)	54	916	418	0	-	1388	666	1410	593	0	-	2669	359	734	125	0	-	1218	168	1230	58	0	-	1456	6731
% All Vehicles (no classification)	100.0	99.8	99.3	-	-	99.6	98.5	98.9	99.5	-	-	99.0	96.8	99.3	100.0	-	-	98.6	100.0	97.8	100.0	-	-	98.1	98.9
Bicycles on Road	0	2	3	0	-	5	10	15	3	0	-	28	12	5	0	0	-	17	0	28	0	0	-	28	78
% Bicycles on Road	0.0	0.2	0.7	-	-	0.4	1.5	1.1	0.5	-	-	1.0	3.2	0.7	0.0	-	-	1.4	0.0	2.2	0.0	-	-	1.9	1.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	11.8	-	-	-	-	-	8.3	-	-	-	-	-	2.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	15	-	-	-	-	-	11	-	-	-	-	-	49	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	88.2	-	-	-	-	-	91.7	-	-	-	-	-	98.0	-	-	-	-	-	100.0	-	-





### Turning Movement Peak Hour Data (8:00 AM)

Start Time	N WILLOW BLVD Southbound						W CASS ST Westbound						N WILLOW BLVD Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	1	20	14	0	0	35	21	35	15	0	0	71	6	31	3	0	0	40	6	32	1	0	1	39	185
8:15 AM	1	28	12	0	0	41	48	47	9	0	0	104	5	31	3	0	2	39	4	30	0	0	2	34	218
8:30 AM	2	38	17	0	1	57	21	50	22	0	1	93	15	19	3	0	4	37	6	43	1	0	0	50	237
8:45 AM	4	34	13	0	0	51	28	53	27	0	2	108	9	29	6	0	4	44	5	65	1	0	0	71	274
Total	8	120	56	0	1	184	118	185	73	0	3	376	35	110	15	0	10	160	21	170	3	0	3	194	914
Approach %	4.3	65.2	30.4	0.0	-	-	31.4	49.2	19.4	0.0	-	-	21.9	68.8	9.4	0.0	-	-	10.8	87.6	1.5	0.0	-	-	-
Total %	0.9	13.1	6.1	0.0	-	20.1	12.9	20.2	8.0	0.0	-	41.1	3.8	12.0	1.6	0.0	-	17.5	2.3	18.6	0.3	0.0	-	21.2	-
PHF	0.500	0.789	0.824	0.000	-	0.807	0.615	0.873	0.676	0.000	-	0.870	0.583	0.887	0.625	0.000	-	0.909	0.875	0.654	0.750	0.000	-	0.683	0.834
All Vehicles (no classification)	8	118	56	0	-	182	116	185	73	0	-	374	32	110	15	0	-	157	21	164	3	0	-	188	901
% All Vehicles (no classification)	100.0	98.3	100.0	-	-	98.9	98.3	100.0	100.0	-	-	99.5	91.4	100.0	100.0	-	-	98.1	100.0	96.5	100.0	-	-	96.9	98.6
Bicycles on Road	0	2	0	0	-	2	2	0	0	0	-	2	3	0	0	0	-	3	0	6	0	0	-	6	13
% Bicycles on Road	0.0	1.7	0.0	-	-	1.1	1.7	0.0	0.0	-	-	0.5	8.6	0.0	0.0	-	-	1.9	0.0	3.5	0.0	-	-	3.1	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	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: Willow/Cass  
 Site Code:  
 Start Date: 11/03/2015  
 Page No: 6

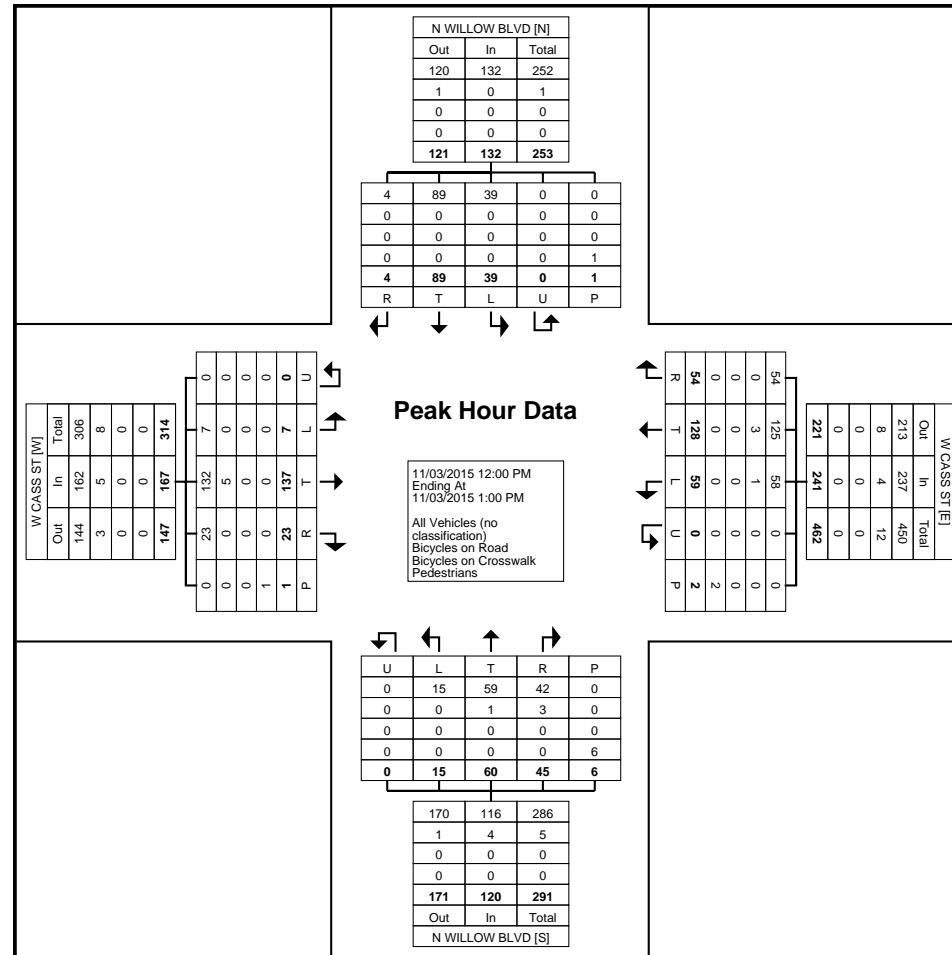
### Turning Movement Peak Hour Data (10:00 AM)

Start Time	N WILLOW BLVD Southbound						W CASS ST Westbound						N WILLOW BLVD Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	2	31	15	0	0	48	8	39	12	0	0	59	0	8	8	0	0	16	7	16	1	0	0	24	147
10:15 AM	2	25	13	0	1	40	16	29	14	0	3	59	9	17	3	0	1	29	2	25	0	0	1	27	155
10:30 AM	5	36	11	0	0	52	9	30	13	0	0	52	13	7	2	0	0	22	7	47	0	0	1	54	180
10:45 AM	3	24	12	0	2	39	14	26	18	0	0	58	7	16	3	0	2	26	9	45	3	0	0	57	180
Total	12	116	51	0	3	179	47	124	57	0	3	228	29	48	16	0	3	93	25	133	4	0	2	162	662
Approach %	6.7	64.8	28.5	0.0	-	-	20.6	54.4	25.0	0.0	-	-	31.2	51.6	17.2	0.0	-	-	15.4	82.1	2.5	0.0	-	-	-
Total %	1.8	17.5	7.7	0.0	-	27.0	7.1	18.7	8.6	0.0	-	34.4	4.4	7.3	2.4	0.0	-	14.0	3.8	20.1	0.6	0.0	-	24.5	-
PHF	0.600	0.806	0.850	0.000	-	0.861	0.734	0.795	0.792	0.000	-	0.966	0.558	0.706	0.500	0.000	-	0.802	0.694	0.707	0.333	0.000	-	0.711	0.919
All Vehicles (no classification)	12	116	50	0	-	178	47	124	57	0	-	228	27	48	16	0	-	91	25	126	4	0	-	155	652
% All Vehicles (no classification)	100.0	100.0	98.0	-	-	99.4	100.0	100.0	100.0	-	-	100.0	93.1	100.0	100.0	-	-	97.8	100.0	94.7	100.0	-	-	95.7	98.5
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	2	0	0	0	-	2	0	7	0	0	-	7	10
% Bicycles on Road	0.0	0.0	2.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	6.9	0.0	0.0	-	-	2.2	0.0	5.3	0.0	-	-	4.3	1.5
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	66.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (12:00 PM)

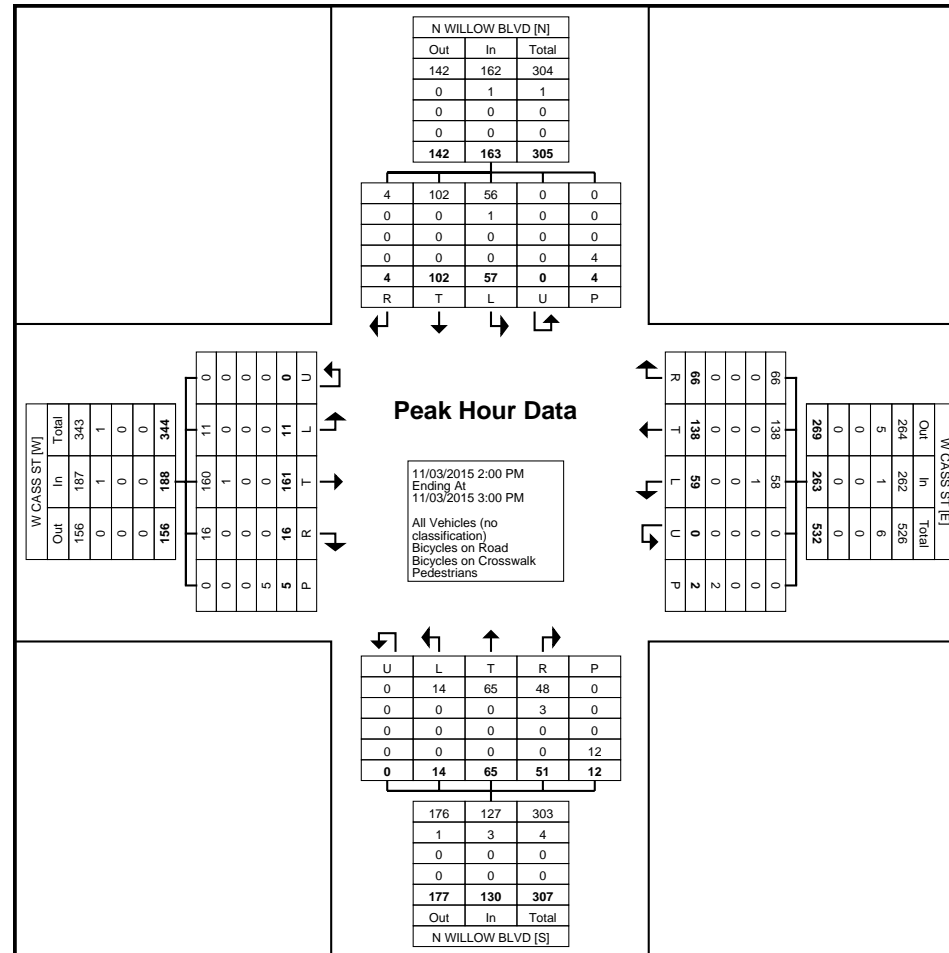
Start Time	N WILLOW BLVD Southbound						W CASS ST Westbound						N WILLOW BLVD Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	1	22	9	0	0	32	10	18	8	0	0	36	11	15	4	0	0	30	4	26	1	0	1	31	129
12:15 PM	0	25	9	0	0	34	14	36	14	0	1	64	10	10	4	0	2	24	3	31	1	0	0	35	157
12:30 PM	1	22	12	0	1	35	14	31	16	0	0	61	13	21	4	0	3	38	8	38	3	0	0	49	183
12:45 PM	2	20	9	0	0	31	16	43	21	0	1	80	11	14	3	0	1	28	8	42	2	0	0	52	191
Total	4	89	39	0	1	132	54	128	59	0	2	241	45	60	15	0	6	120	23	137	7	0	1	167	660
Approach %	3.0	67.4	29.5	0.0	-	-	22.4	53.1	24.5	0.0	-	-	37.5	50.0	12.5	0.0	-	-	13.8	82.0	4.2	0.0	-	-	-
Total %	0.6	13.5	5.9	0.0	-	20.0	8.2	19.4	8.9	0.0	-	36.5	6.8	9.1	2.3	0.0	-	18.2	3.5	20.8	1.1	0.0	-	25.3	-
PHF	0.500	0.890	0.813	0.000	-	0.943	0.844	0.744	0.702	0.000	-	0.753	0.865	0.714	0.938	0.000	-	0.789	0.719	0.815	0.583	0.000	-	0.803	0.864
All Vehicles (no classification)	4	89	39	0	-	132	54	125	58	0	-	237	42	59	15	0	-	116	23	132	7	0	-	162	647
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	97.7	98.3	-	-	98.3	93.3	98.3	100.0	-	-	96.7	100.0	96.4	100.0	-	-	97.0	98.0
Bicycles on Road	0	0	0	0	-	0	0	3	1	0	-	4	3	1	0	0	-	4	0	5	0	0	-	5	13
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	2.3	1.7	-	-	1.7	6.7	1.7	0.0	-	-	3.3	0.0	3.6	0.0	-	-	3.0	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:00 PM)

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

Start Time	N WILLOW BLVD Southbound						W CASS ST Westbound						N WILLOW BLVD Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	1	29	13	0	1	43	14	36	12	0	0	62	13	18	7	0	2	38	7	36	3	0	1	46	189
2:15 PM	1	23	14	0	1	38	13	33	7	0	1	53	13	13	1	0	2	27	2	37	2	0	1	41	159
2:30 PM	1	16	19	0	2	36	18	41	14	0	0	73	15	14	1	0	6	30	1	50	3	0	2	54	193
2:45 PM	1	34	11	0	0	46	21	28	26	0	1	75	10	20	5	0	2	35	6	38	3	0	1	47	203
Total	4	102	57	0	4	163	66	138	59	0	2	263	51	65	14	0	12	130	16	161	11	0	5	188	744
Approach %	2.5	62.6	35.0	0.0	-	-	25.1	52.5	22.4	0.0	-	-	39.2	50.0	10.8	0.0	-	-	8.5	85.6	5.9	0.0	-	-	-
Total %	0.5	13.7	7.7	0.0	-	21.9	8.9	18.5	7.9	0.0	-	35.3	6.9	8.7	1.9	0.0	-	17.5	2.2	21.6	1.5	0.0	-	25.3	-
PHF	1.000	0.750	0.750	0.000	-	0.886	0.786	0.841	0.567	0.000	-	0.877	0.850	0.813	0.500	0.000	-	0.855	0.571	0.805	0.917	0.000	-	0.870	0.916
All Vehicles (no classification)	4	102	56	0	-	162	66	138	58	0	-	262	48	65	14	0	-	127	16	160	11	0	-	187	738
% All Vehicles (no classification)	100.0	100.0	98.2	-	-	99.4	100.0	100.0	98.3	-	-	99.6	94.1	100.0	100.0	-	-	97.7	100.0	99.4	100.0	-	-	99.5	99.2
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	3	0	0	0	-	3	0	1	0	0	-	1	6
% Bicycles on Road	0.0	0.0	1.8	-	-	0.6	0.0	0.0	1.7	-	-	0.4	5.9	0.0	0.0	-	-	2.3	0.0	0.6	0.0	-	-	0.5	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	12	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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



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

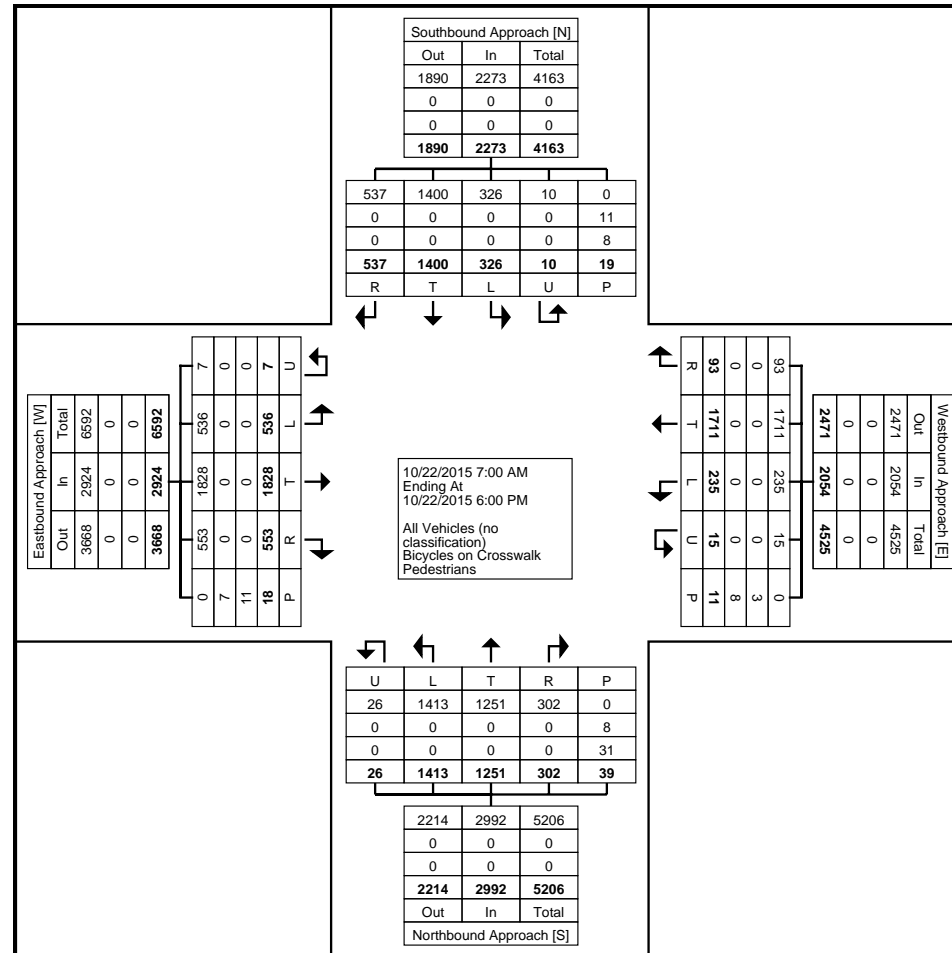
Start Time	N WILLOW BLVD Southbound						W CASS ST Westbound						N WILLOW BLVD Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 PM	1	34	16	0	1	51	50	77	31	0	0	158	19	64	2	0	0	85	2	51	4	0	2	57	351
6:15 PM	1	48	19	0	0	68	49	91	30	0	0	170	19	37	4	0	0	60	6	60	3	0	0	69	367
6:30 PM	1	42	20	0	3	63	38	84	26	0	1	148	19	35	9	0	5	63	10	85	5	0	0	100	374
6:45 PM	3	40	24	0	1	67	22	57	18	0	0	97	15	35	3	0	1	53	11	64	3	0	0	78	295
Total	6	164	79	0	5	249	159	309	105	0	1	573	72	171	18	0	6	261	29	260	15	0	2	304	1387
Approach %	2.4	65.9	31.7	0.0	-	-	27.7	53.9	18.3	0.0	-	-	27.6	65.5	6.9	0.0	-	-	9.5	85.5	4.9	0.0	-	-	-
Total %	0.4	11.8	5.7	0.0	-	18.0	11.5	22.3	7.6	0.0	-	41.3	5.2	12.3	1.3	0.0	-	18.8	2.1	18.7	1.1	0.0	-	21.9	-
PHF	0.500	0.854	0.823	0.000	-	0.915	0.795	0.849	0.847	0.000	-	0.843	0.947	0.668	0.500	0.000	-	0.768	0.659	0.765	0.750	0.000	-	0.760	0.927
All Vehicles (no classification)	6	164	79	0	-	249	158	301	104	0	-	563	72	171	18	0	-	261	29	253	15	0	-	297	1370
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	99.4	97.4	99.0	-	-	98.3	100.0	100.0	100.0	-	-	100.0	100.0	97.3	100.0	-	-	97.7	98.8
Bicycles on Road	0	0	0	0	-	0	1	8	1	0	-	10	0	0	0	0	-	0	0	7	0	0	-	7	17
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.6	2.6	1.0	-	-	1.7	0.0	0.0	0.0	-	-	0.0	0.0	2.7	0.0	-	-	2.3	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



### Turning Movement Data

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	30	73	4	0	2	107	0	46	10	0	0	56	5	29	51	1	3	86	14	40	10	0	0	64	313
7:15 AM	31	111	14	0	0	156	0	58	5	0	0	63	6	33	59	0	1	98	20	51	14	0	1	85	402
7:30 AM	45	141	19	0	0	205	2	82	16	0	0	100	10	39	46	0	0	95	14	85	20	0	0	119	519
7:45 AM	42	106	23	0	0	171	2	74	13	0	0	89	10	49	56	0	2	115	17	71	12	0	0	100	475
Hourly Total	148	431	60	0	2	639	4	260	44	0	0	308	31	150	212	1	6	394	65	247	56	0	1	368	1709
8:00 AM	42	88	30	0	0	160	2	58	8	1	0	69	7	53	53	0	0	113	21	49	12	0	0	82	424
8:15 AM	39	72	23	0	0	134	3	54	13	1	1	71	4	30	51	0	2	85	18	59	12	0	3	89	379
8:30 AM	36	62	14	0	2	112	2	48	9	0	1	59	14	15	58	0	1	87	21	51	13	0	0	85	343
8:45 AM	27	41	14	1	0	83	4	54	5	0	0	63	11	21	38	0	5	70	22	83	7	0	2	112	328
Hourly Total	144	263	81	1	2	489	11	214	35	2	2	262	36	119	200	0	8	355	82	242	44	0	5	368	1474
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	7	26	11	0	0	44	4	43	4	0	1	51	9	22	24	0	0	55	14	38	7	0	1	59	209
10:15 AM	12	26	9	0	0	47	5	39	8	1	0	53	9	16	27	0	2	52	18	41	9	0	0	68	220
10:30 AM	18	29	15	0	1	62	4	42	5	0	0	51	15	19	27	1	5	62	9	50	7	2	2	68	243
10:45 AM	11	18	9	0	1	38	8	57	7	0	2	72	12	24	41	2	1	79	12	59	9	0	1	80	269
Hourly Total	48	99	44	0	2	191	21	181	24	1	3	227	45	81	119	3	8	248	53	188	32	2	4	275	941
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	18	32	7	2	1	59	4	62	10	0	1	76	19	39	43	1	0	102	11	64	18	0	0	93	330
12:15 PM	7	36	8	0	2	51	7	70	11	0	0	88	11	29	47	1	2	88	20	56	11	0	0	87	314
12:30 PM	11	34	6	2	1	53	2	52	9	0	1	63	18	26	32	3	2	79	16	60	17	1	1	94	289
12:45 PM	6	28	7	0	1	41	3	56	8	0	1	67	7	20	34	4	0	65	17	57	10	1	0	85	258
Hourly Total	42	130	28	4	5	204	16	240	38	0	3	294	55	114	156	9	4	334	64	237	56	2	1	359	1191
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	6	24	14	2	2	46	2	58	6	2	0	68	9	26	29	2	0	66	5	41	15	0	0	61	241
2:15 PM	14	27	3	0	1	44	2	51	7	0	1	60	10	36	44	0	1	90	10	44	11	1	0	66	260
2:30 PM	11	47	7	1	0	66	6	31	7	1	1	45	6	42	40	1	0	89	14	43	16	0	0	73	273
2:45 PM	9	38	14	0	2	61	4	78	5	1	0	88	7	35	33	2	3	77	16	52	11	0	0	79	305
Hourly Total	40	136	38	3	5	217	14	218	25	4	2	261	32	139	146	5	4	322	45	180	53	1	0	279	1079
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	16	36	6	1	0	59	2	74	6	1	0	83	11	67	79	2	2	159	26	74	31	0	3	131	432
4:15 PM	7	43	7	1	1	58	1	76	7	2	0	86	11	57	70	0	1	138	20	75	18	0	0	113	395
4:30 PM	16	46	5	0	1	67	7	96	14	1	0	118	6	90	70	0	1	166	22	77	35	0	1	134	485
4:45 PM	10	54	15	0	0	79	8	79	9	1	0	97	15	71	95	1	1	182	26	95	42	0	0	163	521
Hourly Total	49	179	33	2	2	263	18	325	36	5	0	384	43	285	314	3	5	645	94	321	126	0	4	541	1833
5:00 PM	18	44	15	0	0	77	5	88	8	2	1	103	14	131	76	2	1	223	40	124	59	2	1	225	628
5:15 PM	13	38	7	0	1	58	3	65	9	0	0	77	13	89	66	1	0	169	32	95	34	0	0	161	465
5:30 PM	17	46	15	0	0	78	1	67	10	1	0	79	17	86	74	1	2	178	36	89	48	0	0	173	508
5:45 PM	18	34	5	0	0	57	0	53	6	0	0	59	16	57	50	1	1	124	42	105	28	0	2	175	415
Hourly Total	66	162	42	0	1	270	9	273	33	3	1	318	60	363	266	5	4	694	150	413	169	2	3	734	2016
Grand Total	537	1400	326	10	19	2273	93	1711	235	15	11	2054	302	1251	1413	26	39	2992	553	1828	536	7	18	2924	10243

Approach %	23.6	61.6	14.3	0.4	-	-	4.5	83.3	11.4	0.7	-	-	10.1	41.8	47.2	0.9	-	-	18.9	62.5	18.3	0.2	-	-	-
Total %	5.2	13.7	3.2	0.1	-	22.2	0.9	16.7	2.3	0.1	-	20.1	2.9	12.2	13.8	0.3	-	29.2	5.4	17.8	5.2	0.1	-	28.5	-
All Vehicles (no classification)	537	1400	326	10	-	2273	93	1711	235	15	-	2054	302	1251	1413	26	-	2992	553	1828	536	7	-	2924	10243
% 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	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	57.9	-	-	-	-	-	27.3	-	-	-	-	-	20.5	-	-	-	-	-	38.9	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	31	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	42.1	-	-	-	-	-	72.7	-	-	-	-	-	79.5	-	-	-	-	-	61.1	-	-



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: PALM & NUCCIO  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 4

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	31	111	14	0	0	156	0	58	5	0	0	63	6	33	59	0	1	98	20	51	14	0	1	85	402
7:30 AM	45	141	19	0	0	205	2	82	16	0	0	100	10	39	46	0	0	95	14	85	20	0	0	119	519
7:45 AM	42	106	23	0	0	171	2	74	13	0	0	89	10	49	56	0	2	115	17	71	12	0	0	100	475
8:00 AM	42	88	30	0	0	160	2	58	8	1	0	69	7	53	53	0	0	113	21	49	12	0	0	82	424
Total	160	446	86	0	0	692	6	272	42	1	0	321	33	174	214	0	3	421	72	256	58	0	1	386	1820
Approach %	23.1	64.5	12.4	0.0	-	-	1.9	84.7	13.1	0.3	-	-	7.8	41.3	50.8	0.0	-	-	18.7	66.3	15.0	0.0	-	-	-
Total %	8.8	24.5	4.7	0.0	-	38.0	0.3	14.9	2.3	0.1	-	17.6	1.8	9.6	11.8	0.0	-	23.1	4.0	14.1	3.2	0.0	-	21.2	-
PHF	0.889	0.791	0.717	0.000	-	0.844	0.750	0.829	0.656	0.250	-	0.803	0.825	0.821	0.907	0.000	-	0.915	0.857	0.753	0.725	0.000	-	0.811	0.877
All Vehicles (no classification)	160	446	86	0	-	692	6	272	42	1	-	321	33	174	214	0	-	421	72	256	58	0	-	386	1820
% 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	100.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% 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: PALM & NUCCIO  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 6

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	7	26	11	0	0	44	4	43	4	0	1	51	9	22	24	0	0	55	14	38	7	0	1	59	209
10:15 AM	12	26	9	0	0	47	5	39	8	1	0	53	9	16	27	0	2	52	18	41	9	0	0	68	220
10:30 AM	18	29	15	0	1	62	4	42	5	0	0	51	15	19	27	1	5	62	9	50	7	2	2	68	243
10:45 AM	11	18	9	0	1	38	8	57	7	0	2	72	12	24	41	2	1	79	12	59	9	0	1	80	269
Total	48	99	44	0	2	191	21	181	24	1	3	227	45	81	119	3	8	248	53	188	32	2	4	275	941
Approach %	25.1	51.8	23.0	0.0	-	-	9.3	79.7	10.6	0.4	-	-	18.1	32.7	48.0	1.2	-	-	19.3	68.4	11.6	0.7	-	-	-
Total %	5.1	10.5	4.7	0.0	-	20.3	2.2	19.2	2.6	0.1	-	24.1	4.8	8.6	12.6	0.3	-	26.4	5.6	20.0	3.4	0.2	-	29.2	-
PHF	0.667	0.853	0.733	0.000	-	0.770	0.656	0.794	0.750	0.250	-	0.788	0.750	0.844	0.726	0.375	-	0.785	0.736	0.797	0.889	0.250	-	0.859	0.875
All Vehicles (no classification)	48	99	44	0	-	191	21	181	24	1	-	227	45	81	119	3	-	248	53	188	32	2	-	275	941
% 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	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	33.3	-	-	-	-	-	37.5	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	66.7	-	-	-	-	-	62.5	-	-	-	-	-	100.0	-	-



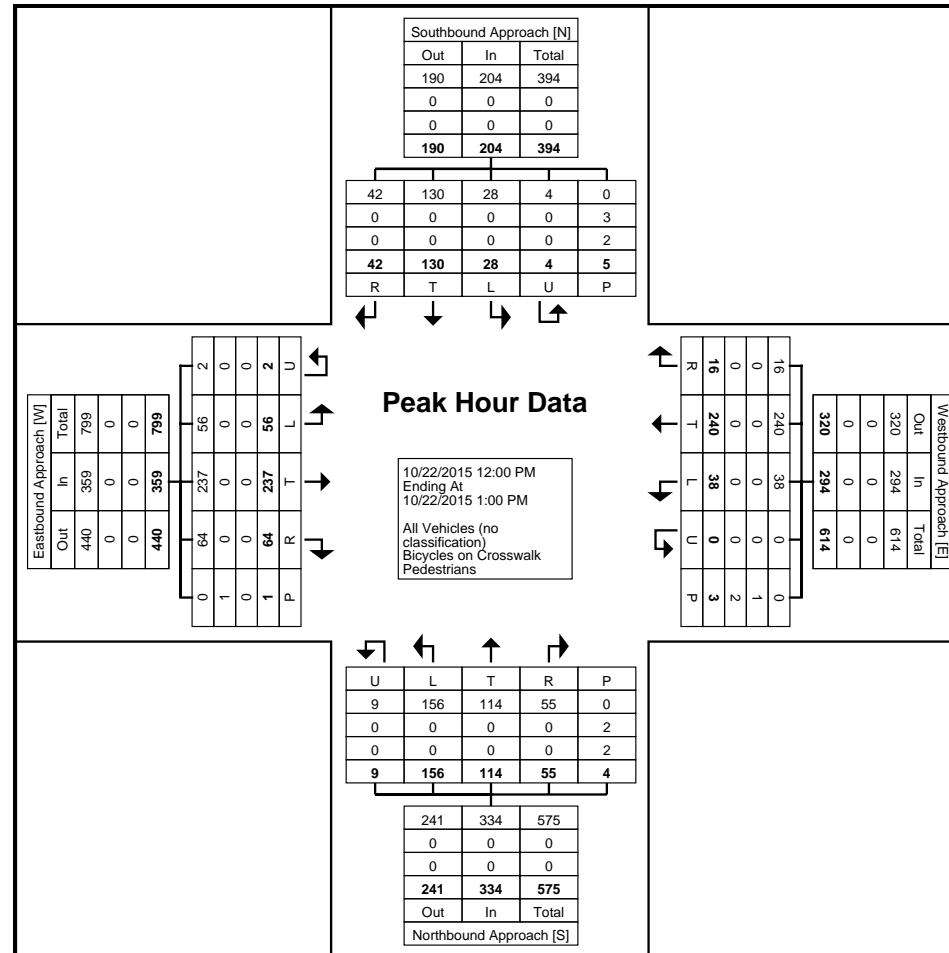


City of Tampa (FL)  
 306 East Jackson Street  
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 (813) 274-8105

Count Name: PALM & NUCCIO  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	18	32	7	2	1	59	4	62	10	0	1	76	19	39	43	1	0	102	11	64	18	0	0	93	330
12:15 PM	7	36	8	0	2	51	7	70	11	0	0	88	11	29	47	1	2	88	20	56	11	0	0	87	314
12:30 PM	11	34	6	2	1	53	2	52	9	0	1	63	18	26	32	3	2	79	16	60	17	1	1	94	289
12:45 PM	6	28	7	0	1	41	3	56	8	0	1	67	7	20	34	4	0	65	17	57	10	1	0	85	258
Total	42	130	28	4	5	204	16	240	38	0	3	294	55	114	156	9	4	334	64	237	56	2	1	359	1191
Approach %	20.6	63.7	13.7	2.0	-	-	5.4	81.6	12.9	0.0	-	-	16.5	34.1	46.7	2.7	-	-	17.8	66.0	15.6	0.6	-	-	-
Total %	3.5	10.9	2.4	0.3	-	17.1	1.3	20.2	3.2	0.0	-	24.7	4.6	9.6	13.1	0.8	-	28.0	5.4	19.9	4.7	0.2	-	30.1	-
PHF	0.583	0.903	0.875	0.500	-	0.864	0.571	0.857	0.864	0.000	-	0.835	0.724	0.731	0.830	0.563	-	0.819	0.800	0.926	0.778	0.500	-	0.955	0.902
All Vehicles (no classification)	42	130	28	4	-	204	16	240	38	0	-	294	55	114	156	9	-	334	64	237	56	2	-	359	1191
% 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	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	60.0	-	-	-	-	-	33.3	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	40.0	-	-	-	-	-	66.7	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-



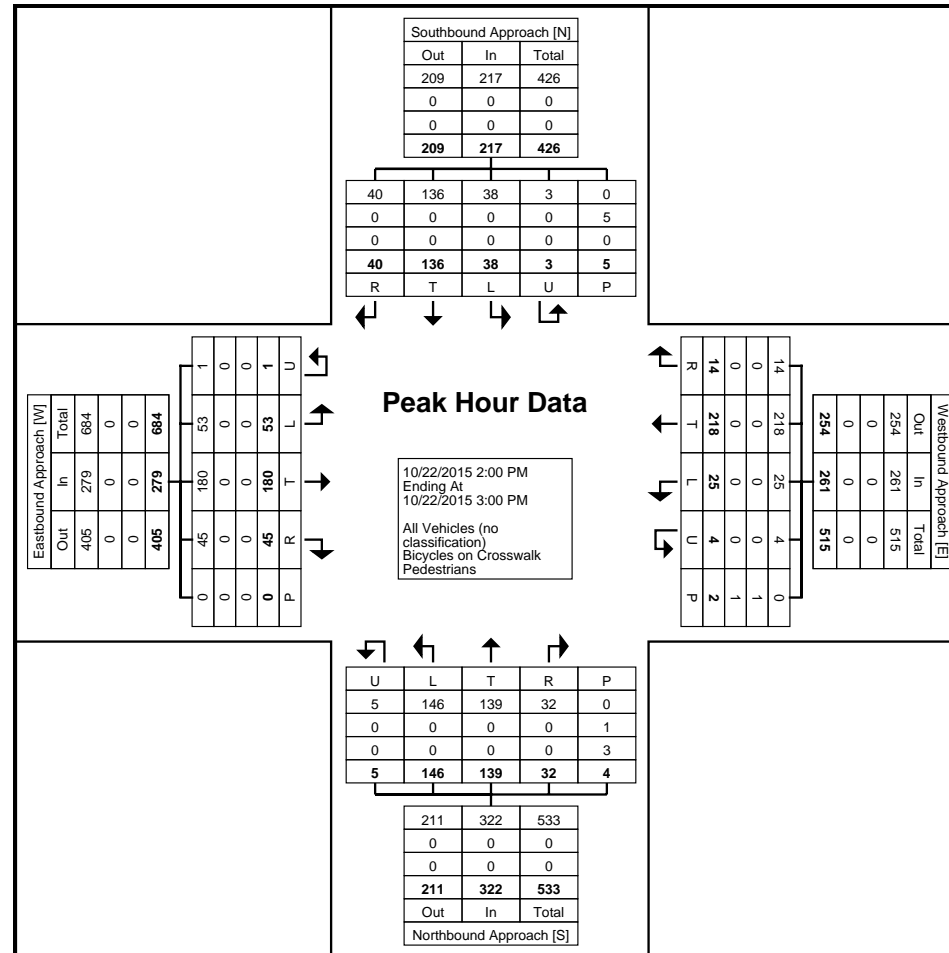
Turning Movement Peak Hour Data Plot (12:00 PM)

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

Count Name: PALM & NUCCIO  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 10

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	6	24	14	2	2	46	2	58	6	2	0	68	9	26	29	2	0	66	5	41	15	0	0	61	241
2:15 PM	14	27	3	0	1	44	2	51	7	0	1	60	10	36	44	0	1	90	10	44	11	1	0	66	260
2:30 PM	11	47	7	1	0	66	6	31	7	1	1	45	6	42	40	1	0	89	14	43	16	0	0	73	273
2:45 PM	9	38	14	0	2	61	4	78	5	1	0	88	7	35	33	2	3	77	16	52	11	0	0	79	305
Total	40	136	38	3	5	217	14	218	25	4	2	261	32	139	146	5	4	322	45	180	53	1	0	279	1079
Approach %	18.4	62.7	17.5	1.4	-	-	5.4	83.5	9.6	1.5	-	-	9.9	43.2	45.3	1.6	-	-	16.1	64.5	19.0	0.4	-	-	-
Total %	3.7	12.6	3.5	0.3	-	20.1	1.3	20.2	2.3	0.4	-	24.2	3.0	12.9	13.5	0.5	-	29.8	4.2	16.7	4.9	0.1	-	25.9	-
PHF	0.714	0.723	0.679	0.375	-	0.822	0.583	0.699	0.893	0.500	-	0.741	0.800	0.827	0.830	0.625	-	0.894	0.703	0.865	0.828	0.250	-	0.883	0.884
All Vehicles (no classification)	40	136	38	3	-	217	14	218	25	4	-	261	32	139	146	5	-	322	45	180	53	1	-	279	1079
% 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	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	25.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	75.0	-	-	-	-	-	-	-	-



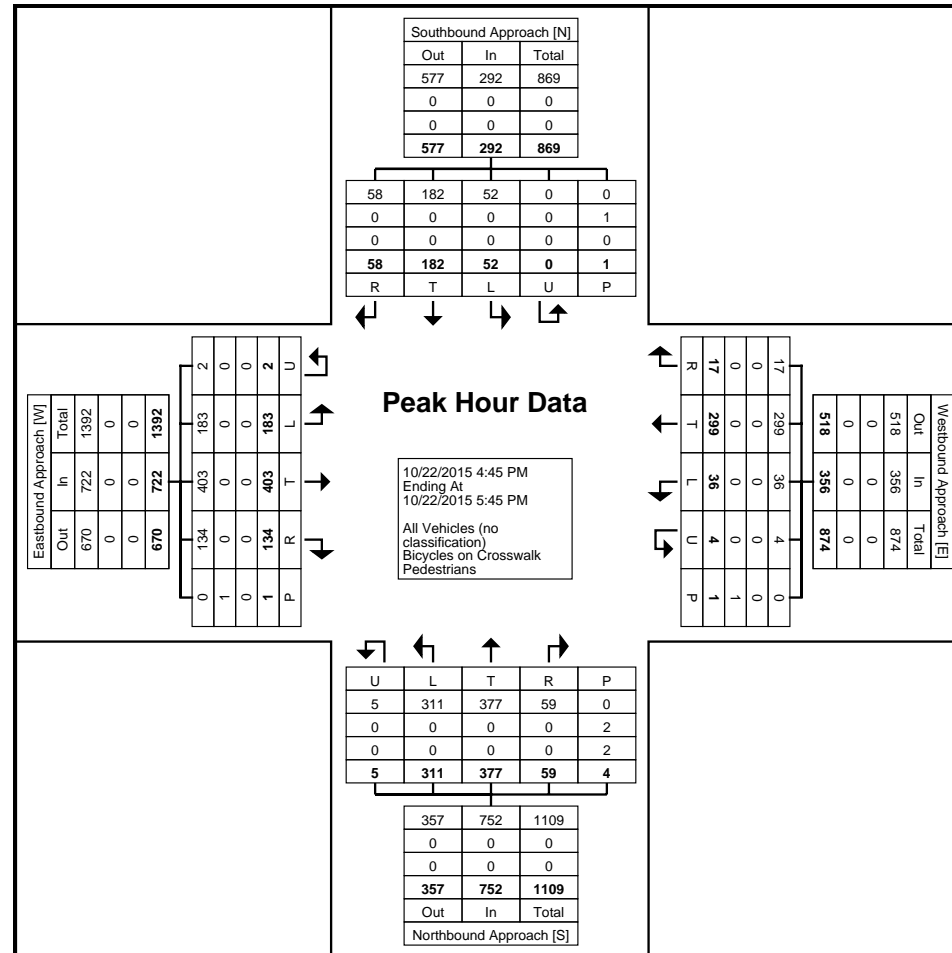
Turning Movement Peak Hour Data Plot (2:00 PM)

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

Count Name: PALM & NUCCIO  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 12

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	10	54	15	0	0	79	8	79	9	1	0	97	15	71	95	1	1	182	26	95	42	0	0	163	521
5:00 PM	18	44	15	0	0	77	5	88	8	2	1	103	14	131	76	2	1	223	40	124	59	2	1	225	628
5:15 PM	13	38	7	0	1	58	3	65	9	0	0	77	13	89	66	1	0	169	32	95	34	0	0	161	465
5:30 PM	17	46	15	0	0	78	1	67	10	1	0	79	17	86	74	1	2	178	36	89	48	0	0	173	508
Total	58	182	52	0	1	292	17	299	36	4	1	356	59	377	311	5	4	752	134	403	183	2	1	722	2122
Approach %	19.9	62.3	17.8	0.0	-	-	4.8	84.0	10.1	1.1	-	-	7.8	50.1	41.4	0.7	-	-	18.6	55.8	25.3	0.3	-	-	-
Total %	2.7	8.6	2.5	0.0	-	13.8	0.8	14.1	1.7	0.2	-	16.8	2.8	17.8	14.7	0.2	-	35.4	6.3	19.0	8.6	0.1	-	34.0	-
PHF	0.806	0.843	0.867	0.000	-	0.924	0.531	0.849	0.900	0.500	-	0.864	0.868	0.719	0.818	0.625	-	0.843	0.838	0.813	0.775	0.250	-	0.802	0.845
All Vehicles (no classification)	58	182	52	0	-	292	17	299	36	4	-	356	59	377	311	5	-	752	134	403	183	2	-	722	2122
% 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	100.0	-	100.0	100.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (4:45 PM)

### Turning Movement Data

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	5	67	4	0	1	76	0	4	22	0	3	26	17	87	19	0	0	123	1	3	4	0	0	8	233
7:15 AM	6	63	1	0	1	70	0	7	43	0	1	50	13	94	41	0	0	148	6	5	5	0	1	16	284
7:30 AM	6	77	1	0	0	84	0	32	54	0	1	86	17	97	42	0	1	156	4	4	4	0	1	12	338
7:45 AM	10	98	3	0	0	111	3	17	47	0	2	67	17	98	37	0	0	152	4	12	6	0	5	22	352
Hourly Total	27	305	9	0	2	341	3	60	166	0	7	229	64	376	139	0	1	579	15	24	19	0	7	58	1207
8:00 AM	8	75	3	0	0	86	3	18	38	0	1	59	9	99	17	0	0	125	8	2	9	0	1	19	289
8:15 AM	10	68	2	0	0	80	0	13	28	0	8	41	8	118	42	0	0	168	6	5	3	0	1	14	303
8:30 AM	6	59	3	0	1	68	0	16	38	0	2	54	13	98	40	0	0	151	4	8	5	0	1	17	290
8:45 AM	5	60	3	0	1	68	0	6	20	0	3	26	17	71	32	0	0	120	2	8	3	0	1	13	227
Hourly Total	29	262	11	0	2	302	3	53	124	0	14	180	47	386	131	0	0	564	20	23	20	0	4	63	1109
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	6	50	0	0	0	56	0	4	14	0	0	18	6	39	7	0	0	52	6	7	9	0	2	22	148
10:15 AM	5	51	0	0	1	56	1	6	12	0	0	19	13	36	8	0	0	57	1	8	2	0	1	11	143
10:30 AM	7	48	1	0	0	56	0	4	12	0	0	16	10	36	16	0	0	62	3	5	6	0	3	14	148
10:45 AM	8	53	0	0	0	61	0	6	23	0	6	29	10	45	10	0	1	65	5	9	3	0	2	17	172
Hourly Total	26	202	1	0	1	229	1	20	61	0	6	82	39	156	41	0	1	236	15	29	20	0	8	64	611
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	3	46	0	0	0	49	0	2	26	0	2	28	21	42	6	0	0	69	9	13	10	0	0	32	178
12:15 PM	8	63	3	0	0	74	1	5	21	0	2	27	14	35	7	1	1	57	6	5	2	0	1	13	171
12:30 PM	6	65	2	0	0	73	0	9	23	0	2	32	17	51	6	0	0	74	12	8	6	0	0	26	205
12:45 PM	9	87	0	0	0	96	1	10	27	0	0	38	6	37	7	0	1	50	9	15	6	1	1	31	215
Hourly Total	26	261	5	0	0	292	2	26	97	0	6	125	58	165	26	1	2	250	36	41	24	1	2	102	769
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	12	75	1	0	2	88	1	5	15	0	3	21	13	50	6	0	0	69	8	5	4	0	2	17	195
2:15 PM	6	53	1	0	1	60	2	6	11	0	3	19	12	41	7	0	0	60	6	6	8	0	2	20	159
2:30 PM	6	49	1	0	0	56	1	1	19	0	2	21	13	42	9	0	0	64	6	13	11	0	2	30	171
2:45 PM	4	56	0	0	0	60	0	2	26	0	2	28	16	37	8	0	2	61	4	7	5	0	1	16	165
Hourly Total	28	233	3	0	3	264	4	14	71	0	10	89	54	170	30	0	2	254	24	31	28	0	7	83	690
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	5	92	1	0	0	98	2	3	19	0	2	24	24	83	15	0	0	122	14	13	11	0	3	38	282
4:15 PM	3	76	0	0	1	79	0	9	18	0	4	27	17	64	5	0	0	86	11	18	11	0	2	40	232
4:30 PM	2	86	0	0	0	88	2	11	18	0	0	31	30	73	7	0	0	110	14	30	9	0	1	53	282
4:45 PM	7	95	3	0	0	105	2	12	36	0	1	50	28	65	8	0	0	101	20	27	13	0	0	60	316
Hourly Total	17	349	4	0	1	370	6	35	91	0	7	132	99	285	35	0	0	419	59	88	44	0	6	191	1112
5:00 PM	5	114	0	0	0	119	0	9	37	0	2	46	33	84	7	0	0	124	22	56	12	0	0	90	379
5:15 PM	17	121	3	0	1	141	2	6	16	0	4	24	39	82	13	0	0	134	12	40	15	0	0	67	366
5:30 PM	1	107	1	0	1	109	1	6	25	0	1	32	24	72	3	0	0	99	20	27	13	0	0	60	300
5:45 PM	9	94	3	0	0	106	0	4	20	0	3	24	23	62	4	0	0	89	11	17	18	0	0	46	265
Hourly Total	32	436	7	0	2	475	3	25	98	0	10	126	119	300	27	0	0	446	65	140	58	0	0	263	1310
Grand Total	185	2048	40	0	11	2273	22	233	708	0	60	963	480	1838	429	1	6	2748	234	376	213	1	34	824	6808



Approach %	8.1	90.1	1.8	0.0	-	-	2.3	24.2	73.5	0.0	-	-	17.5	66.9	15.6	0.0	-	-	28.4	45.6	25.8	0.1	-	-	-
Total %	2.7	30.1	0.6	0.0	-	33.4	0.3	3.4	10.4	0.0	-	14.1	7.1	27.0	6.3	0.0	-	40.4	3.4	5.5	3.1	0.0	-	12.1	-
All Vehicles (no classification)	182	2044	40	0	-	2266	22	227	705	0	-	954	480	1837	429	1	-	2747	233	376	212	1	-	822	6789
% All Vehicles (no classification)	98.4	99.8	100.0	-	-	99.7	100.0	97.4	99.6	-	-	99.1	100.0	99.9	100.0	100.0	-	100.0	99.6	100.0	99.5	100.0	-	99.8	99.7
Bicycles on Road	3	4	0	0	-	7	0	6	3	0	-	9	0	1	0	0	-	1	1	0	1	0	-	2	19
% Bicycles on Road	1.6	0.2	0.0	-	-	0.3	0.0	2.6	0.4	-	-	0.9	0.0	0.1	0.0	0.0	-	0.0	0.4	0.0	0.5	0.0	-	0.2	0.3
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	27.3	-	-	-	-	-	21.7	-	-	-	-	-	33.3	-	-	-	-	-	17.6	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	47	-	-	-	-	-	4	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	72.7	-	-	-	-	-	78.3	-	-	-	-	-	66.7	-	-	-	-	-	82.4	-	-



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

Count Name: Nebraska & Nuccio  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 4

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	6	77	1	0	0	84	0	32	54	0	1	86	17	97	42	0	1	156	4	4	4	0	1	12	338
7:45 AM	10	98	3	0	0	111	3	17	47	0	2	67	17	98	37	0	0	152	4	12	6	0	5	22	352
8:00 AM	8	75	3	0	0	86	3	18	38	0	1	59	9	99	17	0	0	125	8	2	9	0	1	19	289
8:15 AM	10	68	2	0	0	80	0	13	28	0	8	41	8	118	42	0	0	168	6	5	3	0	1	14	303
Total	34	318	9	0	0	361	6	80	167	0	12	253	51	412	138	0	1	601	22	23	22	0	8	67	1282
Approach %	9.4	88.1	2.5	0.0	-	-	2.4	31.6	66.0	0.0	-	-	8.5	68.6	23.0	0.0	-	-	32.8	34.3	32.8	0.0	-	-	-
Total %	2.7	24.8	0.7	0.0	-	28.2	0.5	6.2	13.0	0.0	-	19.7	4.0	32.1	10.8	0.0	-	46.9	1.7	1.8	1.7	0.0	-	5.2	-
PHF	0.850	0.811	0.750	0.000	-	0.813	0.500	0.625	0.773	0.000	-	0.735	0.750	0.873	0.821	0.000	-	0.894	0.688	0.479	0.611	0.000	-	0.761	0.911
All Vehicles (no classification)	34	318	9	0	-	361	6	79	167	0	-	252	51	412	138	0	-	601	22	23	22	0	-	67	1281
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	98.8	100.0	-	-	99.6	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	99.9
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.3	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	16.7	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	83.3	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-

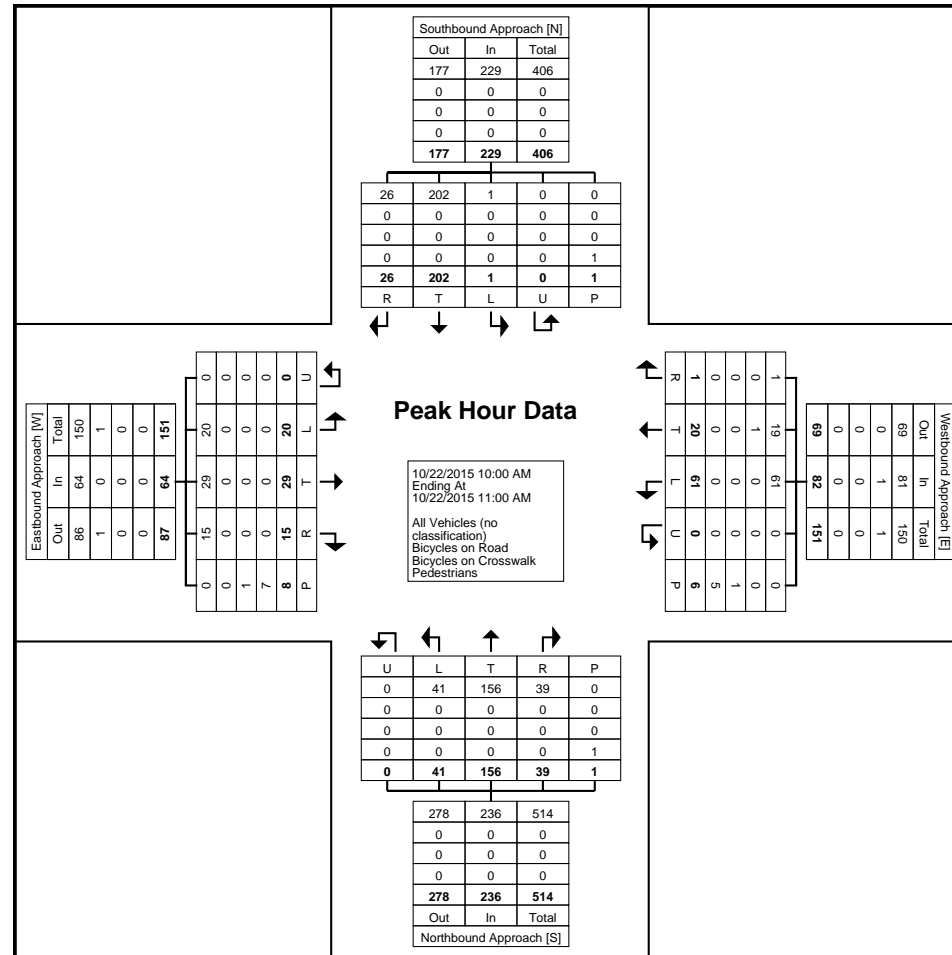


City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: Nebraska & Nuccio  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 6

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	6	50	0	0	0	56	0	4	14	0	0	18	6	39	7	0	0	52	6	7	9	0	2	22	148
10:15 AM	5	51	0	0	1	56	1	6	12	0	0	19	13	36	8	0	0	57	1	8	2	0	1	11	143
10:30 AM	7	48	1	0	0	56	0	4	12	0	0	16	10	36	16	0	0	62	3	5	6	0	3	14	148
10:45 AM	8	53	0	0	0	61	0	6	23	0	6	29	10	45	10	0	1	65	5	9	3	0	2	17	172
Total	26	202	1	0	1	229	1	20	61	0	6	82	39	156	41	0	1	236	15	29	20	0	8	64	611
Approach %	11.4	88.2	0.4	0.0	-	-	1.2	24.4	74.4	0.0	-	-	16.5	66.1	17.4	0.0	-	-	23.4	45.3	31.3	0.0	-	-	-
Total %	4.3	33.1	0.2	0.0	-	37.5	0.2	3.3	10.0	0.0	-	13.4	6.4	25.5	6.7	0.0	-	38.6	2.5	4.7	3.3	0.0	-	10.5	-
PHF	0.813	0.953	0.250	0.000	-	0.939	0.250	0.833	0.663	0.000	-	0.707	0.750	0.867	0.641	0.000	-	0.908	0.625	0.806	0.556	0.000	-	0.727	0.888
All Vehicles (no classification)	26	202	1	0	-	229	1	19	61	0	-	81	39	156	41	0	-	236	15	29	20	0	-	64	610
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	95.0	100.0	-	-	98.8	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	99.8
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	5.0	0.0	-	-	1.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-



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: Nebraska & Nuccio  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	3	46	0	0	0	49	0	2	26	0	2	28	21	42	6	0	0	69	9	13	10	0	0	32	178
12:15 PM	8	63	3	0	0	74	1	5	21	0	2	27	14	35	7	1	1	57	6	5	2	0	1	13	171
12:30 PM	6	65	2	0	0	73	0	9	23	0	2	32	17	51	6	0	0	74	12	8	6	0	0	26	205
12:45 PM	9	87	0	0	0	96	1	10	27	0	0	38	6	37	7	0	1	50	9	15	6	1	1	31	215
Total	26	261	5	0	0	292	2	26	97	0	6	125	58	165	26	1	2	250	36	41	24	1	2	102	769
Approach %	8.9	89.4	1.7	0.0	-	-	1.6	20.8	77.6	0.0	-	-	23.2	66.0	10.4	0.4	-	-	35.3	40.2	23.5	1.0	-	-	-
Total %	3.4	33.9	0.7	0.0	-	38.0	0.3	3.4	12.6	0.0	-	16.3	7.5	21.5	3.4	0.1	-	32.5	4.7	5.3	3.1	0.1	-	13.3	-
PHF	0.722	0.750	0.417	0.000	-	0.760	0.500	0.650	0.898	0.000	-	0.822	0.690	0.809	0.929	0.250	-	0.845	0.750	0.683	0.600	0.250	-	0.797	0.894
All Vehicles (no classification)	26	261	5	0	-	292	2	26	97	0	-	125	58	165	26	1	-	250	36	41	24	1	-	102	769
% 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	-	100.0	100.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



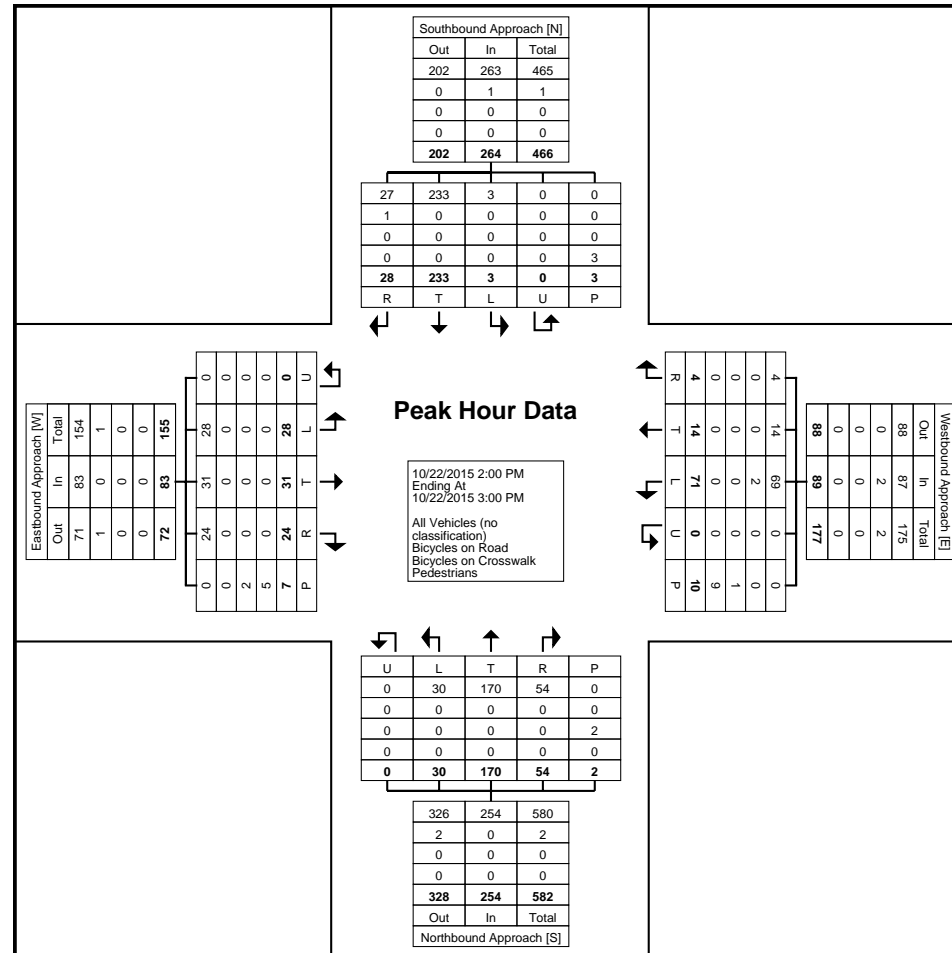


City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: Nebraska & Nuccio  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 10

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

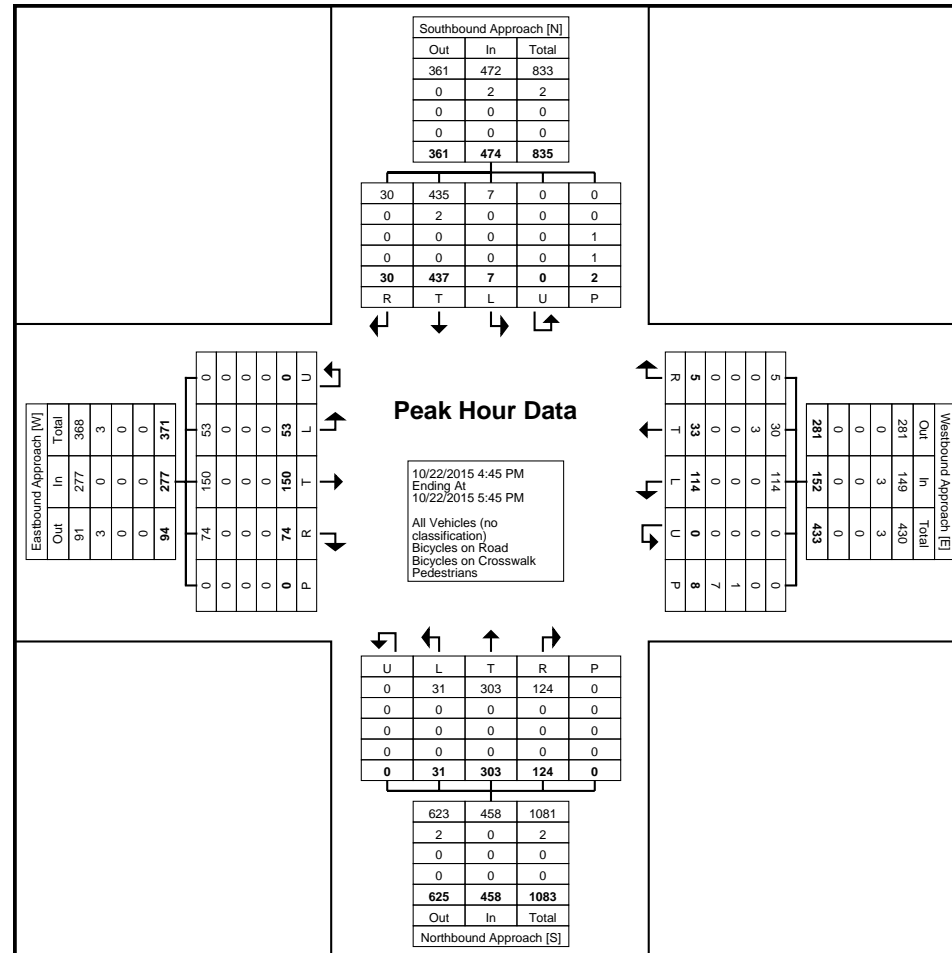
Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	12	75	1	0	2	88	1	5	15	0	3	21	13	50	6	0	0	69	8	5	4	0	2	17	195
2:15 PM	6	53	1	0	1	60	2	6	11	0	3	19	12	41	7	0	0	60	6	6	8	0	2	20	159
2:30 PM	6	49	1	0	0	56	1	1	19	0	2	21	13	42	9	0	0	64	6	13	11	0	2	30	171
2:45 PM	4	56	0	0	0	60	0	2	26	0	2	28	16	37	8	0	2	61	4	7	5	0	1	16	165
Total	28	233	3	0	3	264	4	14	71	0	10	89	54	170	30	0	2	254	24	31	28	0	7	83	690
Approach %	10.6	88.3	1.1	0.0	-	-	4.5	15.7	79.8	0.0	-	-	21.3	66.9	11.8	0.0	-	-	28.9	37.3	33.7	0.0	-	-	-
Total %	4.1	33.8	0.4	0.0	-	38.3	0.6	2.0	10.3	0.0	-	12.9	7.8	24.6	4.3	0.0	-	36.8	3.5	4.5	4.1	0.0	-	12.0	-
PHF	0.583	0.777	0.750	0.000	-	0.750	0.500	0.583	0.683	0.000	-	0.795	0.844	0.850	0.833	0.000	-	0.920	0.750	0.596	0.636	0.000	-	0.692	0.885
All Vehicles (no classification)	27	233	3	0	-	263	4	14	69	0	-	87	54	170	30	0	-	254	24	31	28	0	-	83	687
% All Vehicles (no classification)	96.4	100.0	100.0	-	-	99.6	100.0	100.0	97.2	-	-	97.8	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	99.6
Bicycles on Road	1	0	0	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	3.6	0.0	0.0	-	-	0.4	0.0	0.0	2.8	-	-	2.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-	-	-	-	100.0	-	-	-	-	-	28.6	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-	-	-	-	0.0	-	-	-	-	-	71.4	-	-



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

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	7	95	3	0	0	105	2	12	36	0	1	50	28	65	8	0	0	101	20	27	13	0	0	60	316
5:00 PM	5	114	0	0	0	119	0	9	37	0	2	46	33	84	7	0	0	124	22	56	12	0	0	90	379
5:15 PM	17	121	3	0	1	141	2	6	16	0	4	24	39	82	13	0	0	134	12	40	15	0	0	67	366
5:30 PM	1	107	1	0	1	109	1	6	25	0	1	32	24	72	3	0	0	99	20	27	13	0	0	60	300
Total	30	437	7	0	2	474	5	33	114	0	8	152	124	303	31	0	0	458	74	150	53	0	0	277	1361
Approach %	6.3	92.2	1.5	0.0	-	-	3.3	21.7	75.0	0.0	-	-	27.1	66.2	6.8	0.0	-	-	26.7	54.2	19.1	0.0	-	-	-
Total %	2.2	32.1	0.5	0.0	-	34.8	0.4	2.4	8.4	0.0	-	11.2	9.1	22.3	2.3	0.0	-	33.7	5.4	11.0	3.9	0.0	-	20.4	-
PHF	0.441	0.903	0.583	0.000	-	0.840	0.625	0.688	0.770	0.000	-	0.760	0.795	0.902	0.596	0.000	-	0.854	0.841	0.670	0.883	0.000	-	0.769	0.898
All Vehicles (no classification)	30	435	7	0	-	472	5	30	114	0	-	149	124	303	31	0	-	458	74	150	53	0	-	277	1356
% All Vehicles (no classification)	100.0	99.5	100.0	-	-	99.6	100.0	90.9	100.0	-	-	98.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	99.6
Bicycles on Road	0	2	0	0	-	2	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Bicycles on Road	0.0	0.5	0.0	-	-	0.4	0.0	9.1	0.0	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	12.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	87.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-

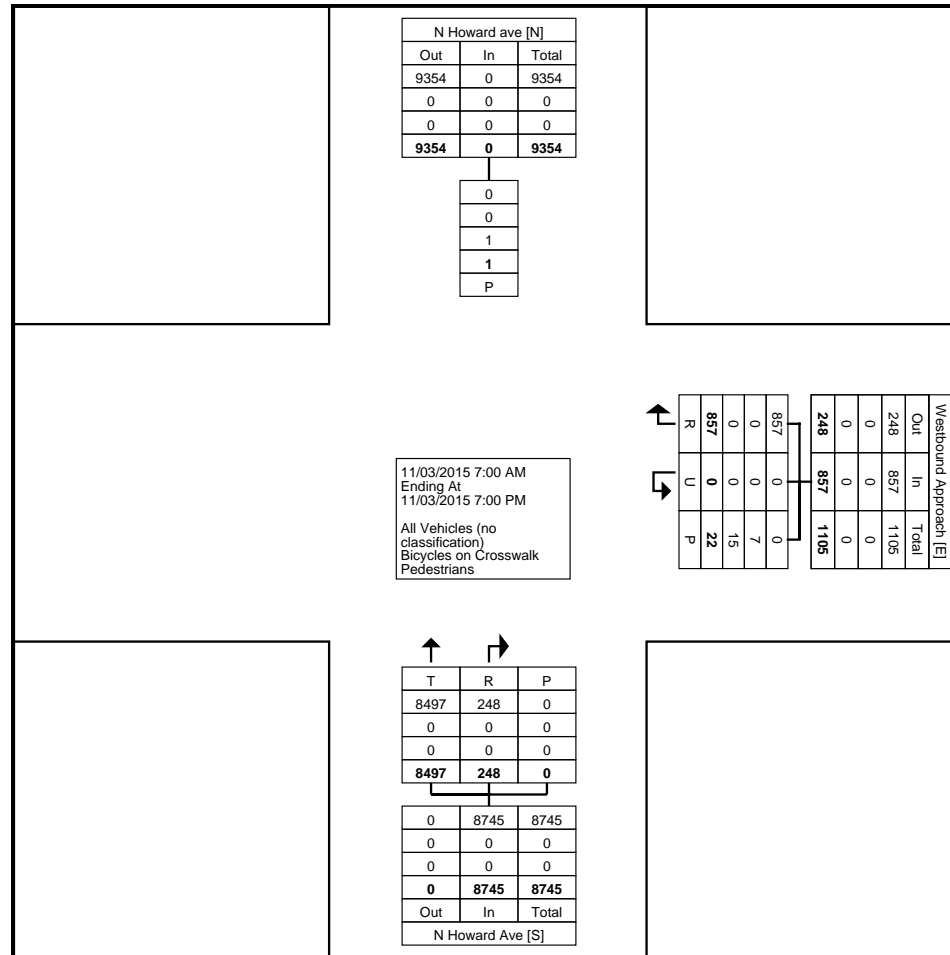


Turning Movement Peak Hour Data Plot (4:45 PM)

### Turning Movement Data

Start Time	N Howard ave Southbound		Westbound Approach Westbound				N Howard Ave Northbound				Int. Total
	Peds	App. Total	Right	U-Turn	Peds	App. Total	Right	Thru	Peds	App. Total	
7:00 AM	0	0	6	0	0	6	0	72	0	72	78
7:15 AM	0	0	6	0	0	6	2	137	0	139	145
7:30 AM	0	0	16	0	1	16	3	174	0	177	193
7:45 AM	0	0	28	0	0	28	1	226	0	227	255
Hourly Total	0	0	56	0	1	56	6	609	0	615	671
8:00 AM	0	0	15	0	1	15	4	315	0	319	334
8:15 AM	0	0	27	0	0	27	10	353	0	363	390
8:30 AM	0	0	23	0	1	23	11	392	0	403	426
8:45 AM	0	0	33	0	2	33	18	373	0	391	424
Hourly Total	0	0	98	0	4	98	43	1433	0	1476	1574
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	0	18	0	1	18	8	239	0	247	265
10:15 AM	0	0	13	0	2	13	3	231	0	234	247
10:30 AM	0	0	16	0	0	16	9	201	0	210	226
10:45 AM	1	0	12	0	0	12	7	234	0	241	253
Hourly Total	1	0	59	0	3	59	27	905	0	932	991
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	0	21	0	2	21	5	188	0	193	214
12:15 PM	0	0	21	0	0	21	7	216	0	223	244
12:30 PM	0	0	29	0	1	29	7	245	0	252	281
12:45 PM	0	0	24	0	0	24	2	272	0	274	298
Hourly Total	0	0	95	0	3	95	21	921	0	942	1037
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	23	0	0	23	12	217	0	229	252
2:15 PM	0	0	23	0	0	23	9	277	0	286	309
2:30 PM	0	0	23	0	1	23	6	261	0	267	290
2:45 PM	0	0	36	0	0	36	8	239	0	247	283
Hourly Total	0	0	105	0	1	105	35	994	0	1029	1134
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	30	0	1	30	4	293	0	297	327
4:15 PM	0	0	29	0	0	29	5	304	0	309	338
4:30 PM	0	0	43	0	0	43	6	305	0	311	354
4:45 PM	0	0	35	0	0	35	5	315	0	320	355
Hourly Total	0	0	137	0	1	137	20	1217	0	1237	1374
5:00 PM	0	0	30	0	0	30	4	282	0	286	316
5:15 PM	0	0	38	0	2	38	14	291	0	305	343
5:30 PM	0	0	41	0	0	41	9	320	0	329	370
5:45 PM	0	0	37	0	0	37	6	274	0	280	317
Hourly Total	0	0	146	0	2	146	33	1167	0	1200	1346
6:00 PM	0	0	34	0	1	34	10	342	0	352	386
6:15 PM	0	0	41	0	1	41	23	324	0	347	388

6:30 PM	0	0	49	0	2	49	20	320	0	340	389
6:45 PM	0	0	37	0	3	37	10	265	0	275	312
Hourly Total	0	0	161	0	7	161	63	1251	0	1314	1475
Grand Total	1	0	857	0	22	857	248	8497	0	8745	9602
Approach %	-	-	100.0	0.0	-	-	2.8	97.2	-	-	-
Total %	-	0.0	8.9	0.0	-	8.9	2.6	88.5	-	91.1	-
All Vehicles (no classification)	-	0	857	0	-	857	248	8497	-	8745	9602
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	0	-	-	-	7	-	-	-	0	-	-
% Bicycles on Crosswalk	0.0	-	-	-	31.8	-	-	-	-	-	-
Pedestrians	1	-	-	-	15	-	-	-	0	-	-
% Pedestrians	100.0	-	-	-	68.2	-	-	-	-	-	-



Turning Movement Data Plot

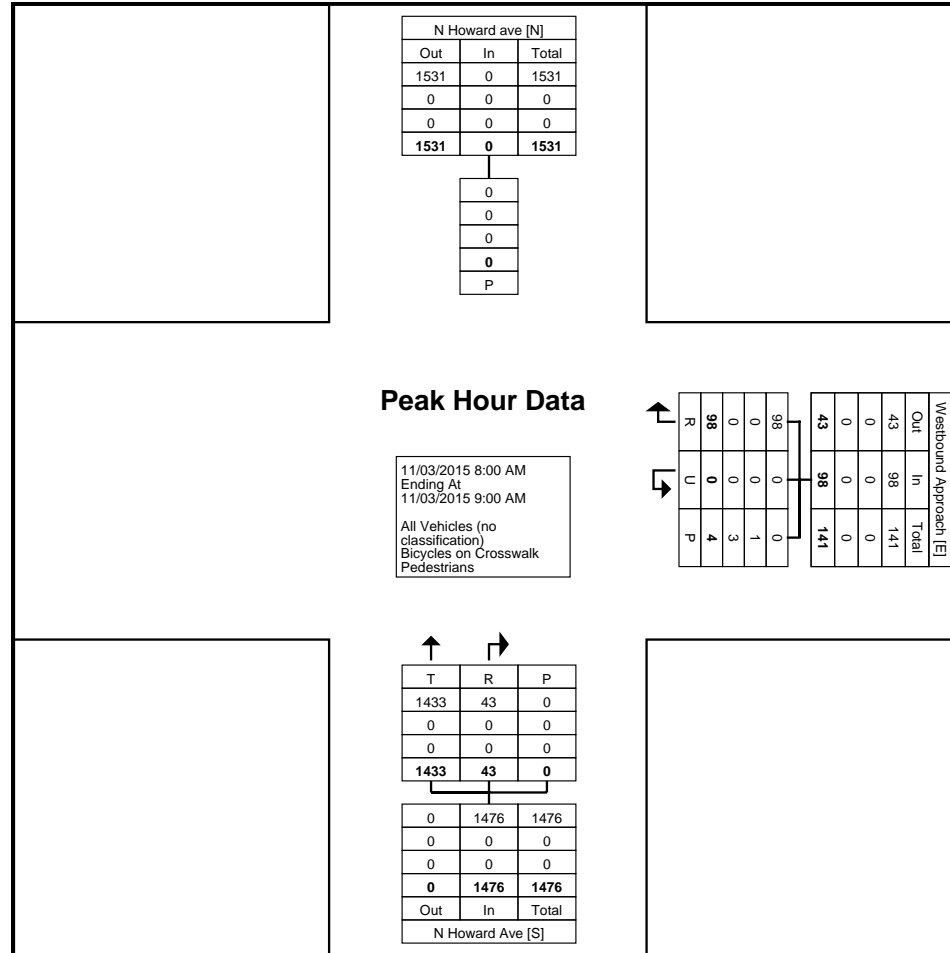
City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: howard/cass  
 Site Code:  
 Start Date: 11/03/2015  
 Page No: 4

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	N Howard ave Southbound		Westbound Approach Westbound				N Howard Ave Northbound				Int. Total
	Peds	App. Total	Right	U-Turn	Peds	App. Total	Right	Thru	Peds	App. Total	
8:00 AM	0	0	15	0	1	15	4	315	0	319	334
8:15 AM	0	0	27	0	0	27	10	353	0	363	390
8:30 AM	0	0	23	0	1	23	11	392	0	403	426
8:45 AM	0	0	33	0	2	33	18	373	0	391	424
Total	0	0	98	0	4	98	43	1433	0	1476	1574
Approach %	-	-	100.0	0.0	-	-	2.9	97.1	-	-	-
Total %	-	0.0	6.2	0.0	-	6.2	2.7	91.0	-	93.8	-
PHF	-	0.000	0.742	0.000	-	0.742	0.597	0.914	-	0.916	0.924
All Vehicles (no classification)	-	0	98	0	-	98	43	1433	-	1476	1574
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	0	-	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	-
Pedestrians	0	-	-	-	3	-	-	-	0	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	-





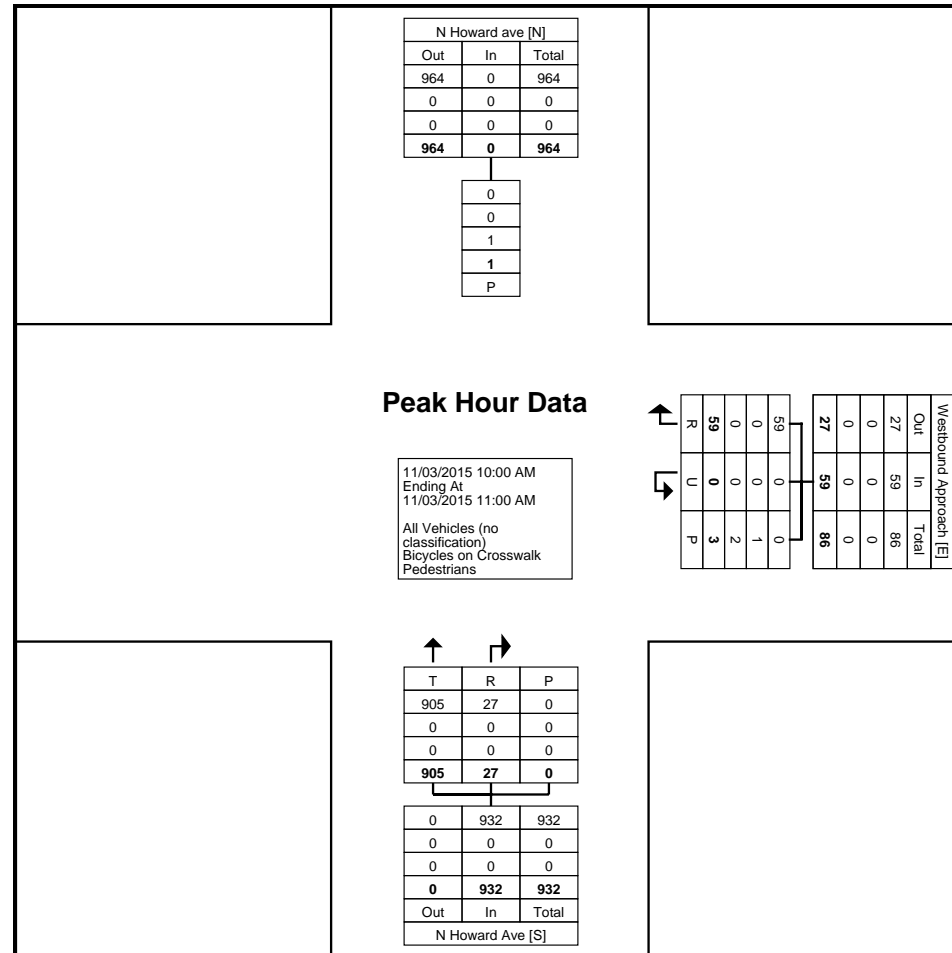
Turning Movement Peak Hour Data Plot (8:00 AM)

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

Count Name: howard/cass  
 Site Code:  
 Start Date: 11/03/2015  
 Page No: 6

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

Start Time	N Howard ave Southbound		Westbound Approach Westbound				N Howard Ave Northbound				Int. Total
	Peds	App. Total	Right	U-Turn	Peds	App. Total	Right	Thru	Peds	App. Total	
10:00 AM	0	0	18	0	1	18	8	239	0	247	265
10:15 AM	0	0	13	0	2	13	3	231	0	234	247
10:30 AM	0	0	16	0	0	16	9	201	0	210	226
10:45 AM	1	0	12	0	0	12	7	234	0	241	253
Total	1	0	59	0	3	59	27	905	0	932	991
Approach %	-	-	100.0	0.0	-	-	2.9	97.1	-	-	-
Total %	-	0.0	6.0	0.0	-	6.0	2.7	91.3	-	94.0	-
PHF	-	0.000	0.819	0.000	-	0.819	0.750	0.947	-	0.943	0.935
All Vehicles (no classification)	-	0	59	0	-	59	27	905	-	932	991
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	0	-	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	0.0	-	-	-	33.3	-	-	-	-	-	-
Pedestrians	1	-	-	-	2	-	-	-	0	-	-
% Pedestrians	100.0	-	-	-	66.7	-	-	-	-	-	-



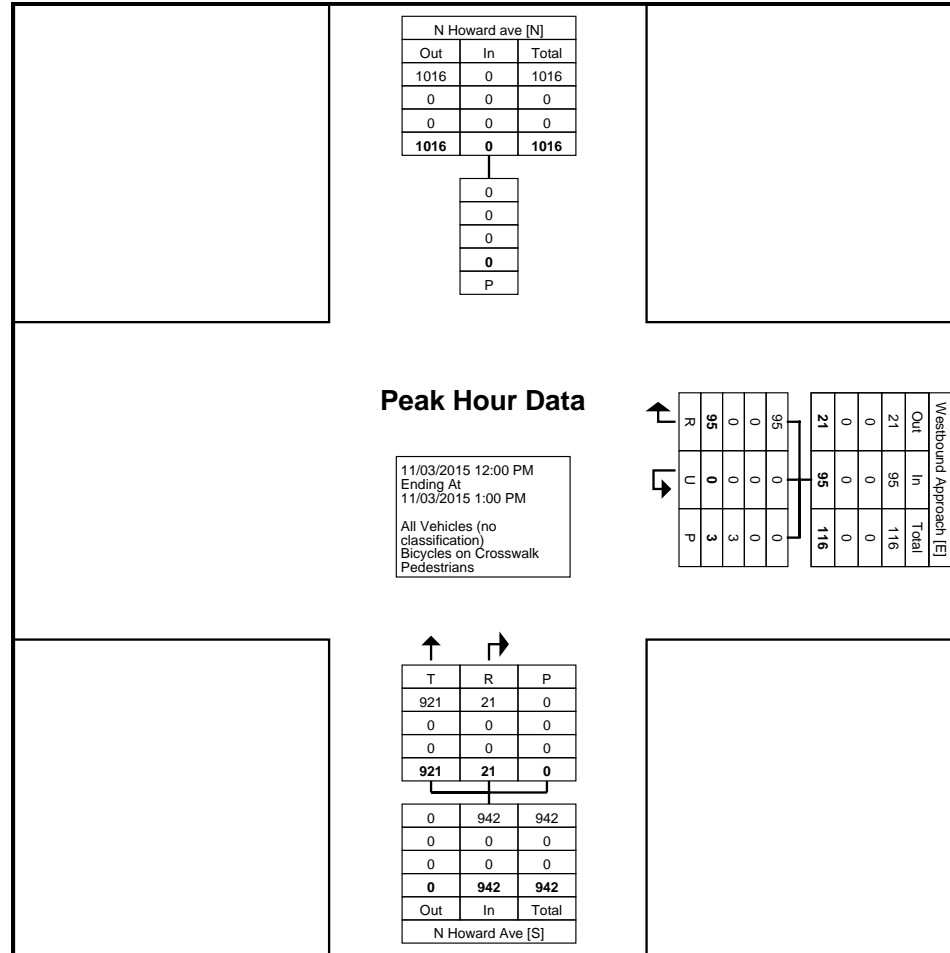
Turning Movement Peak Hour Data Plot (10:00 AM)

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

Count Name: howard/cass  
 Site Code:  
 Start Date: 11/03/2015  
 Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	N Howard ave Southbound		Westbound Approach Westbound				N Howard Ave Northbound				Int. Total
	Peds	App. Total	Right	U-Turn	Peds	App. Total	Right	Thru	Peds	App. Total	
12:00 PM	0	0	21	0	2	21	5	188	0	193	214
12:15 PM	0	0	21	0	0	21	7	216	0	223	244
12:30 PM	0	0	29	0	1	29	7	245	0	252	281
12:45 PM	0	0	24	0	0	24	2	272	0	274	298
Total	0	0	95	0	3	95	21	921	0	942	1037
Approach %	-	-	100.0	0.0	-	-	2.2	97.8	-	-	-
Total %	-	0.0	9.2	0.0	-	9.2	2.0	88.8	-	90.8	-
PHF	-	0.000	0.819	0.000	-	0.819	0.750	0.847	-	0.859	0.870
All Vehicles (no classification)	-	0	95	0	-	95	21	921	-	942	1037
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	0	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-
Pedestrians	0	-	-	-	3	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-



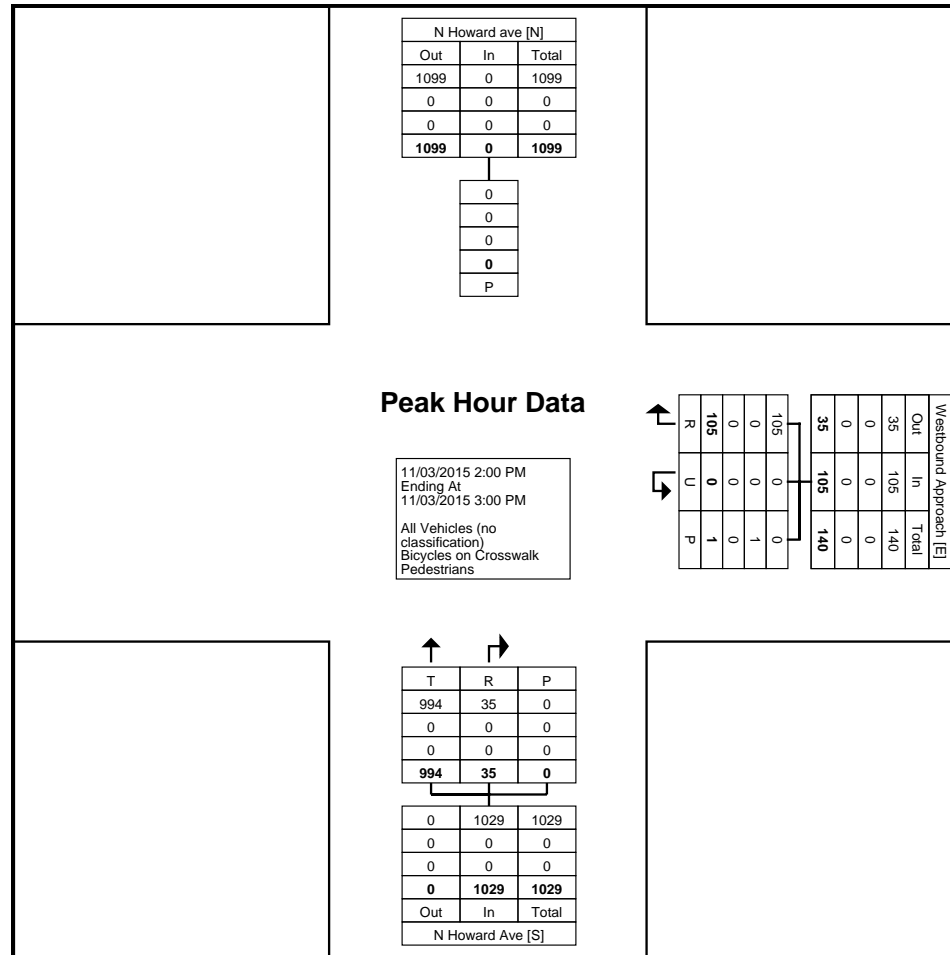
Turning Movement Peak Hour Data Plot (12:00 PM)

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

Count Name: howard/cass  
 Site Code:  
 Start Date: 11/03/2015  
 Page No: 10

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

Start Time	N Howard ave Southbound		Westbound Approach Westbound				N Howard Ave Northbound				Int. Total
	Peds	App. Total	Right	U-Turn	Peds	App. Total	Right	Thru	Peds	App. Total	
2:00 PM	0	0	23	0	0	23	12	217	0	229	252
2:15 PM	0	0	23	0	0	23	9	277	0	286	309
2:30 PM	0	0	23	0	1	23	6	261	0	267	290
2:45 PM	0	0	36	0	0	36	8	239	0	247	283
Total	0	0	105	0	1	105	35	994	0	1029	1134
Approach %	-	-	100.0	0.0	-	-	3.4	96.6	-	-	-
Total %	-	0.0	9.3	0.0	-	9.3	3.1	87.7	-	90.7	-
PHF	-	0.000	0.729	0.000	-	0.729	0.729	0.897	-	0.899	0.917
All Vehicles (no classification)	-	0	105	0	-	105	35	994	-	1029	1134
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	0	-	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-
Pedestrians	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-



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

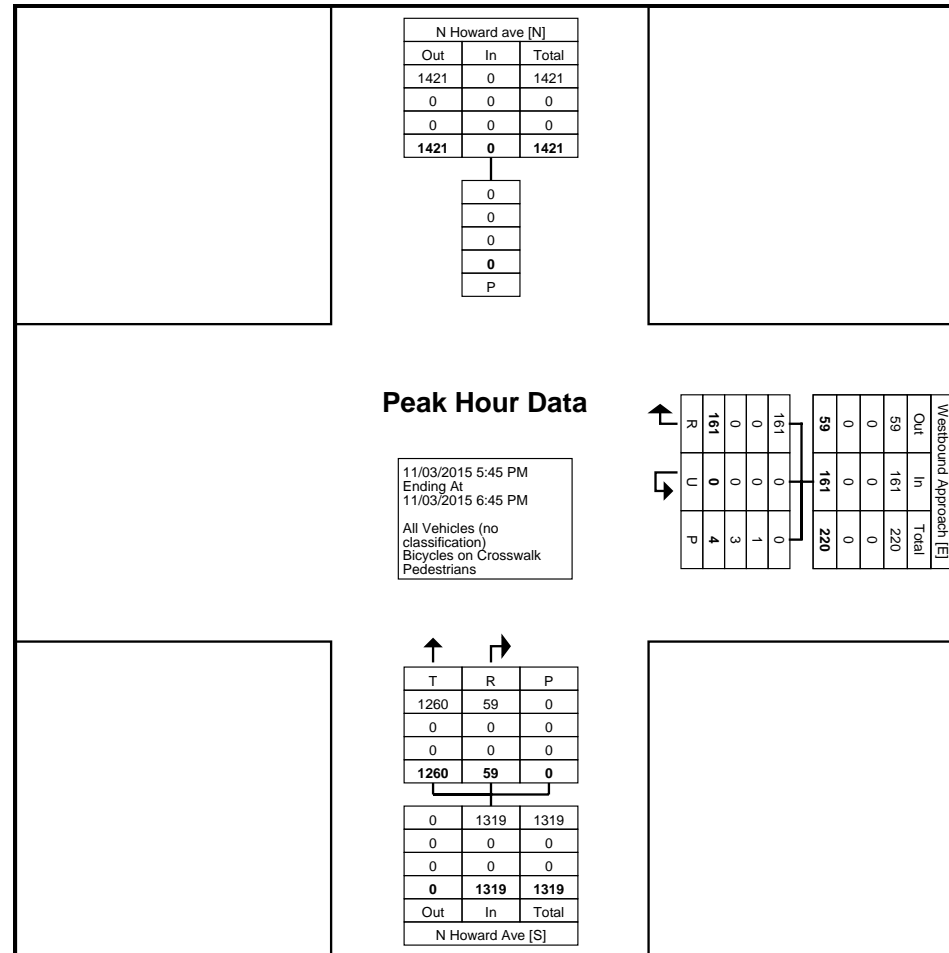
City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: howard/cass  
 Site Code:  
 Start Date: 11/03/2015  
 Page No: 12

### Turning Movement Peak Hour Data (5:45 PM)

Start Time	N Howard ave Southbound		Westbound Approach Westbound				N Howard Ave Northbound				Int. Total
	Peds	App. Total	Right	U-Turn	Peds	App. Total	Right	Thru	Peds	App. Total	
5:45 PM	0	0	37	0	0	37	6	274	0	280	317
6:00 PM	0	0	34	0	1	34	10	342	0	352	386
6:15 PM	0	0	41	0	1	41	23	324	0	347	388
6:30 PM	0	0	49	0	2	49	20	320	0	340	389
Total	0	0	161	0	4	161	59	1260	0	1319	1480
Approach %	-	-	100.0	0.0	-	-	4.5	95.5	-	-	-
Total %	-	0.0	10.9	0.0	-	10.9	4.0	85.1	-	89.1	-
PHF	-	0.000	0.821	0.000	-	0.821	0.641	0.921	-	0.937	0.951
All Vehicles (no classification)	-	0	161	0	-	161	59	1260	-	1319	1480
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Crosswalk	0	-	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	-
Pedestrians	0	-	-	-	3	-	-	-	0	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	-



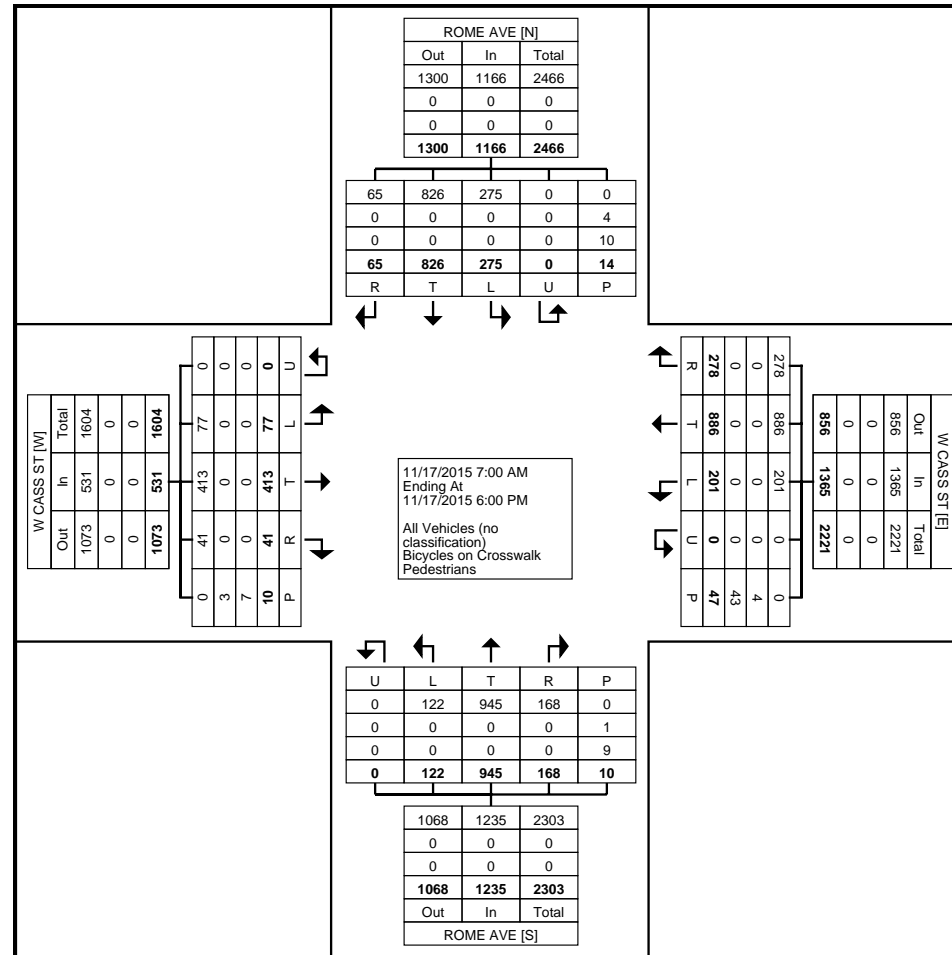


Turning Movement Peak Hour Data Plot (5:45 PM)

### Turning Movement Data

Start Time	ROME AVE Southbound						W CASS ST Westbound						ROME AVE Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	18	11	0	0	31	12	20	7	0	1	39	2	31	1	0	0	34	1	10	3	0	0	14	118
7:15 AM	1	20	10	0	1	31	13	35	4	0	1	52	4	28	8	0	0	40	0	4	2	0	1	6	129
7:30 AM	2	29	10	0	0	41	15	31	7	0	1	53	3	26	5	0	0	34	3	13	2	0	1	18	146
7:45 AM	1	24	11	0	0	36	8	25	7	0	4	40	7	33	3	0	0	43	0	32	1	0	0	33	152
Hourly Total	6	91	42	0	1	139	48	111	25	0	7	184	16	118	17	0	0	151	4	59	8	0	2	71	545
8:00 AM	1	37	11	0	0	49	10	31	6	0	1	47	10	38	6	0	3	54	0	14	0	0	0	14	164
8:15 AM	4	31	17	0	0	52	12	40	7	0	2	59	6	31	6	0	0	43	2	17	1	0	0	20	174
8:30 AM	5	34	10	0	0	49	13	51	14	0	2	78	10	29	6	0	0	45	0	24	3	0	0	27	199
8:45 AM	0	27	14	0	0	41	5	31	13	0	0	49	8	24	5	0	0	37	1	15	1	0	0	17	144
Hourly Total	10	129	52	0	0	191	40	153	40	0	5	233	34	122	23	0	3	179	3	70	5	0	0	78	681
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	2	31	5	0	0	38	3	21	2	0	2	26	1	14	4	0	0	19	2	7	2	0	0	11	94
10:15 AM	2	20	6	0	1	28	9	21	4	0	2	34	4	19	6	0	0	29	1	8	0	0	0	9	100
10:30 AM	1	23	7	0	0	31	16	19	5	0	3	40	4	17	7	0	1	28	4	5	1	0	0	10	109
10:45 AM	6	19	9	0	0	34	7	17	6	0	0	30	7	26	2	0	1	35	1	10	1	0	0	12	111
Hourly Total	11	93	27	0	1	131	35	78	17	0	7	130	16	76	19	0	2	111	8	30	4	0	0	42	414
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	3	27	6	0	3	36	10	22	11	0	0	43	3	40	4	0	0	47	2	10	4	0	1	16	142
12:15 PM	3	29	5	0	0	37	6	24	5	0	0	35	7	30	2	0	0	39	2	13	2	0	0	17	128
12:30 PM	2	41	7	0	3	50	12	21	5	0	0	38	7	31	3	0	1	41	4	17	3	0	0	24	153
12:45 PM	2	31	10	0	1	43	7	25	4	0	0	36	4	28	3	0	0	35	1	10	2	0	0	13	127
Hourly Total	10	128	28	0	7	166	35	92	25	0	0	152	21	129	12	0	1	162	9	50	11	0	1	70	550
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	5	24	9	0	1	38	11	25	4	0	2	40	3	29	4	0	0	36	0	14	4	0	2	18	132
2:15 PM	4	20	2	0	0	26	6	30	6	0	1	42	6	40	7	0	0	53	3	9	3	0	1	15	136
2:30 PM	2	25	6	0	0	33	6	31	6	0	4	43	4	32	6	0	0	42	3	8	3	0	1	14	132
2:45 PM	1	27	9	0	1	37	6	31	6	0	0	43	6	32	1	0	0	39	0	5	5	0	0	10	129
Hourly Total	12	96	26	0	2	134	29	117	22	0	7	168	19	133	18	0	0	170	6	36	15	0	4	57	529
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	37	11	0	2	49	9	25	9	0	2	43	8	48	3	0	1	59	1	13	3	0	0	17	168
4:15 PM	0	36	10	0	0	46	8	56	7	0	2	71	9	44	4	0	0	57	1	11	5	0	2	17	191
4:30 PM	2	36	12	0	0	50	17	49	9	0	0	75	8	36	7	0	2	51	1	29	5	0	0	35	211
4:45 PM	5	28	13	0	0	46	13	29	12	0	2	54	3	52	3	0	0	58	0	20	5	0	0	25	183
Hourly Total	8	137	46	0	2	191	47	159	37	0	6	243	28	180	17	0	3	225	3	73	18	0	2	94	753
5:00 PM	1	41	17	0	0	59	11	46	5	0	3	62	12	56	3	0	1	71	2	24	3	0	1	29	221
5:15 PM	1	31	10	0	0	42	15	45	9	0	3	69	6	55	5	0	0	66	4	21	9	0	0	34	211
5:30 PM	3	45	19	0	1	67	12	51	14	0	2	77	11	39	3	0	0	53	0	23	1	0	0	24	221
5:45 PM	3	35	8	0	0	46	6	34	7	0	7	47	5	37	5	0	0	47	2	27	3	0	0	32	172
Hourly Total	8	152	54	0	1	214	44	176	35	0	15	255	34	187	16	0	1	237	8	95	16	0	1	119	825
Grand Total	65	826	275	0	14	1166	278	886	201	0	47	1365	168	945	122	0	10	1235	41	413	77	0	10	531	4297

Approach %	5.6	70.8	23.6	0.0	-	-	20.4	64.9	14.7	0.0	-	-	13.6	76.5	9.9	0.0	-	-	7.7	77.8	14.5	0.0	-	-	-
Total %	1.5	19.2	6.4	0.0	-	27.1	6.5	20.6	4.7	0.0	-	31.8	3.9	22.0	2.8	0.0	-	28.7	1.0	9.6	1.8	0.0	-	12.4	-
All Vehicles (no classification)	65	826	275	0	-	1166	278	886	201	0	-	1365	168	945	122	0	-	1235	41	413	77	0	-	531	4297
% 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	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	28.6	-	-	-	-	-	8.5	-	-	-	-	-	10.0	-	-	-	-	-	30.0	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	43	-	-	-	-	-	9	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	71.4	-	-	-	-	-	91.5	-	-	-	-	-	90.0	-	-	-	-	-	70.0	-	-



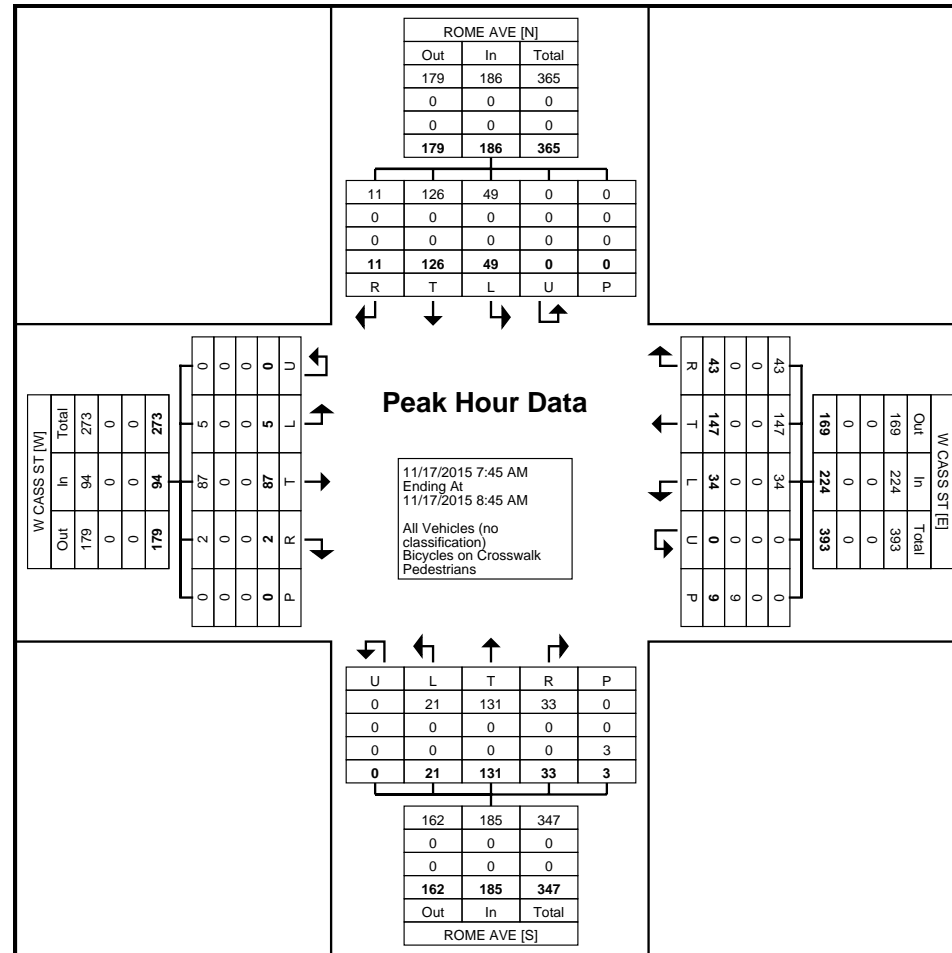
Turning Movement Data Plot

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

Count Name: cass/rome  
 Site Code:  
 Start Date: 11/17/2015  
 Page No: 4

### Turning Movement Peak Hour Data (7:45 AM)

Start Time	ROME AVE Southbound						W CASS ST Westbound						ROME AVE Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	1	24	11	0	0	36	8	25	7	0	4	40	7	33	3	0	0	43	0	32	1	0	0	33	152
8:00 AM	1	37	11	0	0	49	10	31	6	0	1	47	10	38	6	0	3	54	0	14	0	0	0	14	164
8:15 AM	4	31	17	0	0	52	12	40	7	0	2	59	6	31	6	0	0	43	2	17	1	0	0	20	174
8:30 AM	5	34	10	0	0	49	13	51	14	0	2	78	10	29	6	0	0	45	0	24	3	0	0	27	199
Total	11	126	49	0	0	186	43	147	34	0	9	224	33	131	21	0	3	185	2	87	5	0	0	94	689
Approach %	5.9	67.7	26.3	0.0	-	-	19.2	65.6	15.2	0.0	-	-	17.8	70.8	11.4	0.0	-	-	2.1	92.6	5.3	0.0	-	-	-
Total %	1.6	18.3	7.1	0.0	-	27.0	6.2	21.3	4.9	0.0	-	32.5	4.8	19.0	3.0	0.0	-	26.9	0.3	12.6	0.7	0.0	-	13.6	-
PHF	0.550	0.851	0.721	0.000	-	0.894	0.827	0.721	0.607	0.000	-	0.718	0.825	0.862	0.875	0.000	-	0.856	0.250	0.680	0.417	0.000	-	0.712	0.866
All Vehicles (no classification)	11	126	49	0	-	186	43	147	34	0	-	224	33	131	21	0	-	185	2	87	5	0	-	94	689
% 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	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (10:00 AM)

Start Time	ROME AVE Southbound						W CASS ST Westbound						ROME AVE Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	2	31	5	0	0	38	3	21	2	0	2	26	1	14	4	0	0	19	2	7	2	0	0	11	94
10:15 AM	2	20	6	0	1	28	9	21	4	0	2	34	4	19	6	0	0	29	1	8	0	0	0	9	100
10:30 AM	1	23	7	0	0	31	16	19	5	0	3	40	4	17	7	0	1	28	4	5	1	0	0	10	109
10:45 AM	6	19	9	0	0	34	7	17	6	0	0	30	7	26	2	0	1	35	1	10	1	0	0	12	111
Total	11	93	27	0	1	131	35	78	17	0	7	130	16	76	19	0	2	111	8	30	4	0	0	42	414
Approach %	8.4	71.0	20.6	0.0	-	-	26.9	60.0	13.1	0.0	-	-	14.4	68.5	17.1	0.0	-	-	19.0	71.4	9.5	0.0	-	-	-
Total %	2.7	22.5	6.5	0.0	-	31.6	8.5	18.8	4.1	0.0	-	31.4	3.9	18.4	4.6	0.0	-	26.8	1.9	7.2	1.0	0.0	-	10.1	-
PHF	0.458	0.750	0.750	0.000	-	0.862	0.547	0.929	0.708	0.000	-	0.813	0.571	0.731	0.679	0.000	-	0.793	0.500	0.750	0.500	0.000	-	0.875	0.932
All Vehicles (no classification)	11	93	27	0	-	131	35	78	17	0	-	130	16	76	19	0	-	111	8	30	4	0	-	42	414
% 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	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-



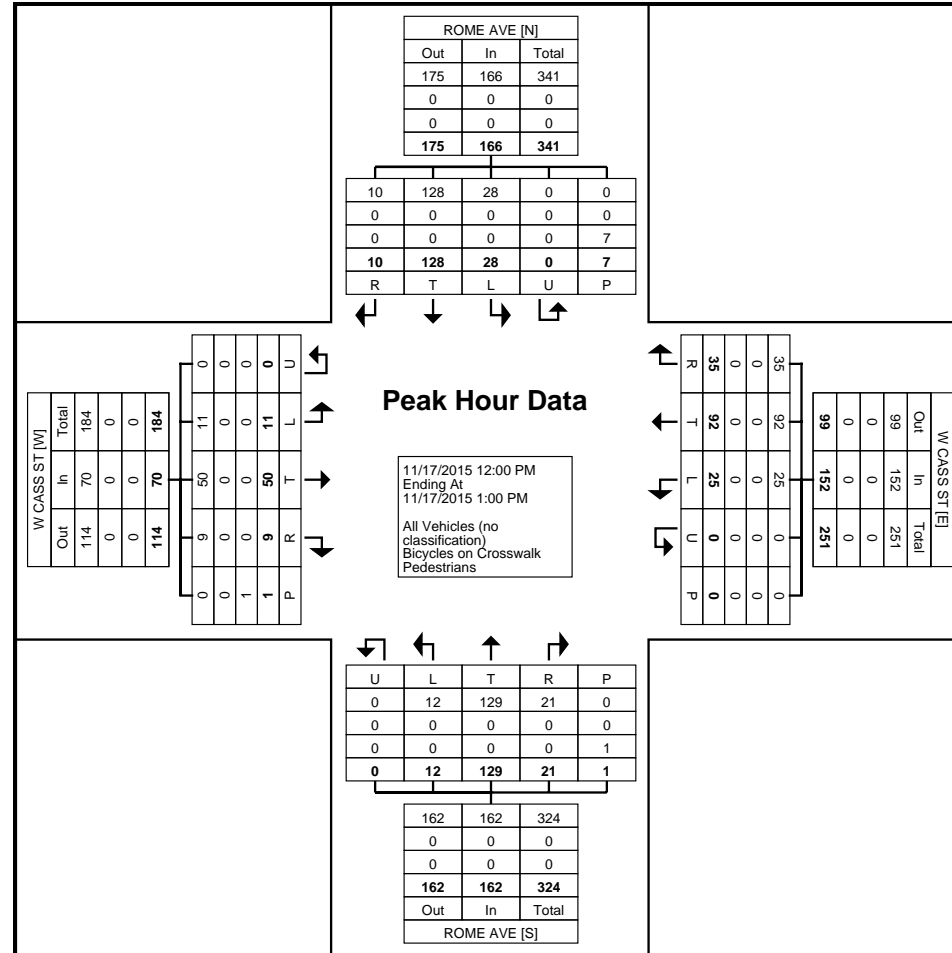


City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: cass/rome  
 Site Code:  
 Start Date: 11/17/2015  
 Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	ROME AVE Southbound						W CASS ST Westbound						ROME AVE Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	3	27	6	0	3	36	10	22	11	0	0	43	3	40	4	0	0	47	2	10	4	0	1	16	142
12:15 PM	3	29	5	0	0	37	6	24	5	0	0	35	7	30	2	0	0	39	2	13	2	0	0	17	128
12:30 PM	2	41	7	0	3	50	12	21	5	0	0	38	7	31	3	0	1	41	4	17	3	0	0	24	153
12:45 PM	2	31	10	0	1	43	7	25	4	0	0	36	4	28	3	0	0	35	1	10	2	0	0	13	127
Total	10	128	28	0	7	166	35	92	25	0	0	152	21	129	12	0	1	162	9	50	11	0	1	70	550
Approach %	6.0	77.1	16.9	0.0	-	-	23.0	60.5	16.4	0.0	-	-	13.0	79.6	7.4	0.0	-	-	12.9	71.4	15.7	0.0	-	-	-
Total %	1.8	23.3	5.1	0.0	-	30.2	6.4	16.7	4.5	0.0	-	27.6	3.8	23.5	2.2	0.0	-	29.5	1.6	9.1	2.0	0.0	-	12.7	-
PHF	0.833	0.780	0.700	0.000	-	0.830	0.729	0.920	0.568	0.000	-	0.884	0.750	0.806	0.750	0.000	-	0.862	0.563	0.735	0.688	0.000	-	0.729	0.899
All Vehicles (no classification)	10	128	28	0	-	166	35	92	25	0	-	152	21	129	12	0	-	162	9	50	11	0	-	70	550
% 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	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:00 PM)

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

Count Name: cass/rome  
 Site Code:  
 Start Date: 11/17/2015  
 Page No: 10

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

Start Time	ROME AVE Southbound						W CASS ST Westbound						ROME AVE Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	5	24	9	0	1	38	11	25	4	0	2	40	3	29	4	0	0	36	0	14	4	0	2	18	132
2:15 PM	4	20	2	0	0	26	6	30	6	0	1	42	6	40	7	0	0	53	3	9	3	0	1	15	136
2:30 PM	2	25	6	0	0	33	6	31	6	0	4	43	4	32	6	0	0	42	3	8	3	0	1	14	132
2:45 PM	1	27	9	0	1	37	6	31	6	0	0	43	6	32	1	0	0	39	0	5	5	0	0	10	129
Total	12	96	26	0	2	134	29	117	22	0	7	168	19	133	18	0	0	170	6	36	15	0	4	57	529
Approach %	9.0	71.6	19.4	0.0	-	-	17.3	69.6	13.1	0.0	-	-	11.2	78.2	10.6	0.0	-	-	10.5	63.2	26.3	0.0	-	-	-
Total %	2.3	18.1	4.9	0.0	-	25.3	5.5	22.1	4.2	0.0	-	31.8	3.6	25.1	3.4	0.0	-	32.1	1.1	6.8	2.8	0.0	-	10.8	-
PHF	0.600	0.889	0.722	0.000	-	0.882	0.659	0.944	0.917	0.000	-	0.977	0.792	0.831	0.643	0.000	-	0.802	0.500	0.643	0.750	0.000	-	0.792	0.972
All Vehicles (no classification)	12	96	26	0	-	134	29	117	22	0	-	168	19	133	18	0	-	170	6	36	15	0	-	57	529
% 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	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	75.0	-	-



Turning Movement Peak Hour Data (4:45 PM)

Start Time	ROME AVE Southbound						W CASS ST Westbound						ROME AVE Northbound						W CASS ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	5	28	13	0	0	46	13	29	12	0	2	54	3	52	3	0	0	58	0	20	5	0	0	25	183
5:00 PM	1	41	17	0	0	59	11	46	5	0	3	62	12	56	3	0	1	71	2	24	3	0	1	29	221
5:15 PM	1	31	10	0	0	42	15	45	9	0	3	69	6	55	5	0	0	66	4	21	9	0	0	34	211
5:30 PM	3	45	19	0	1	67	12	51	14	0	2	77	11	39	3	0	0	53	0	23	1	0	0	24	221
Total	10	145	59	0	1	214	51	171	40	0	10	262	32	202	14	0	1	248	6	88	18	0	1	112	836
Approach %	4.7	67.8	27.6	0.0	-	-	19.5	65.3	15.3	0.0	-	-	12.9	81.5	5.6	0.0	-	-	5.4	78.6	16.1	0.0	-	-	-
Total %	1.2	17.3	7.1	0.0	-	25.6	6.1	20.5	4.8	0.0	-	31.3	3.8	24.2	1.7	0.0	-	29.7	0.7	10.5	2.2	0.0	-	13.4	-
PHF	0.500	0.806	0.776	0.000	-	0.799	0.850	0.838	0.714	0.000	-	0.851	0.667	0.902	0.700	0.000	-	0.873	0.375	0.917	0.500	0.000	-	0.824	0.946
All Vehicles (no classification)	10	145	59	0	-	214	51	171	40	0	-	262	32	202	14	0	-	248	6	88	18	0	-	112	836
% 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	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

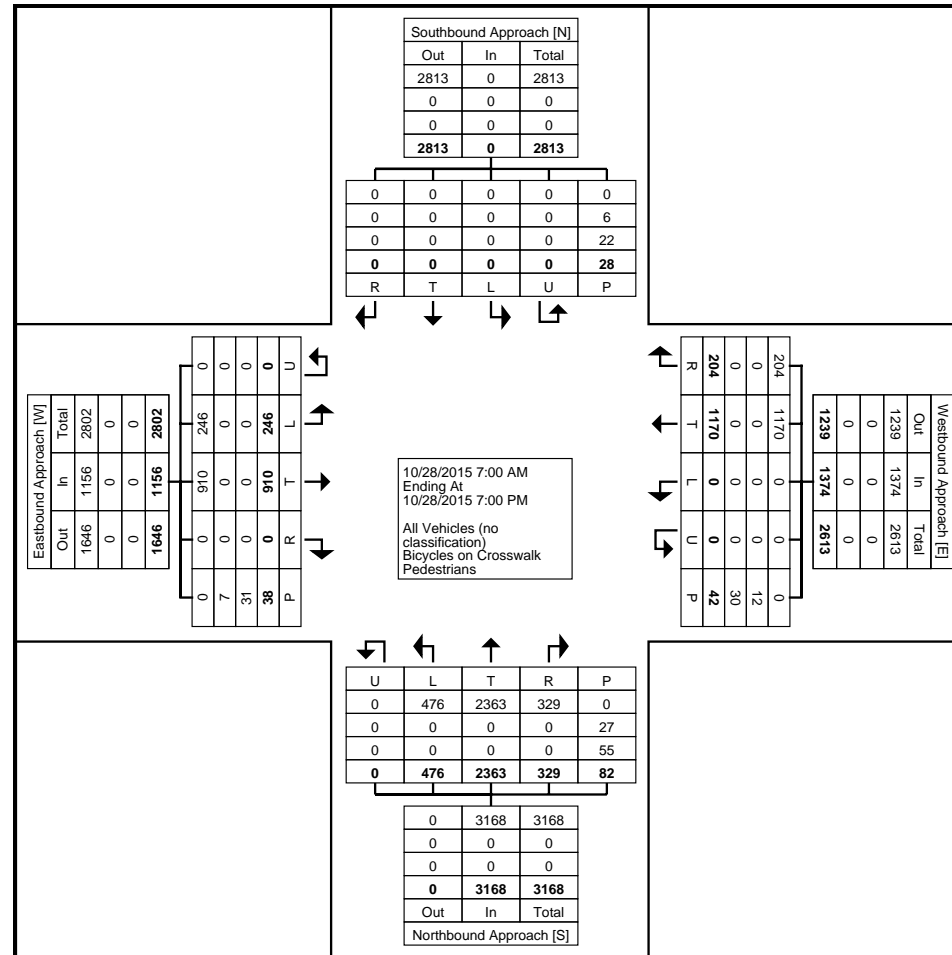


### Turning Movement Data

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	1	0	3	46	0	0	0	49	2	65	17	0	2	84	0	17	3	0	1	20	153
7:15 AM	0	0	0	0	0	0	2	70	0	0	0	72	5	63	14	0	1	82	0	13	3	0	0	16	170
7:30 AM	0	0	0	0	1	0	3	64	0	0	2	67	5	53	20	0	1	78	0	16	3	0	1	19	164
7:45 AM	0	0	0	0	1	0	3	58	0	0	0	61	8	51	21	0	0	80	0	22	5	0	3	27	168
Hourly Total	0	0	0	0	3	0	11	238	0	0	2	249	20	232	72	0	4	324	0	68	14	0	5	82	655
8:00 AM	0	0	0	0	0	0	4	44	0	0	4	48	9	44	13	0	2	66	0	26	10	0	0	36	150
8:15 AM	0	0	0	0	0	0	2	35	0	0	0	37	10	45	13	0	0	68	0	27	7	0	0	34	139
8:30 AM	0	0	0	0	0	0	4	40	0	0	0	44	11	36	7	0	0	54	0	17	5	0	0	22	120
8:45 AM	0	0	0	0	1	0	2	33	0	0	0	35	15	49	12	0	0	76	0	10	7	0	0	17	128
Hourly Total	0	0	0	0	1	0	12	152	0	0	4	164	45	174	45	0	2	264	0	80	29	0	0	109	537
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	0	0	0	3	0	3	24	0	0	1	27	7	34	4	0	0	45	0	21	3	0	1	24	96
10:15 AM	0	0	0	0	2	0	5	15	0	0	4	20	6	42	6	0	1	54	0	20	7	0	0	27	101
10:30 AM	0	0	0	0	1	0	6	21	0	0	1	27	8	43	12	0	0	63	0	21	4	0	0	25	115
10:45 AM	0	0	0	0	2	0	7	21	0	0	3	28	8	36	5	0	3	49	0	11	2	0	0	13	90
Hourly Total	0	0	0	0	8	0	21	81	0	0	9	102	29	155	27	0	4	211	0	73	16	0	1	89	402
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	0	0	0	0	0	3	23	0	0	0	26	11	54	11	0	2	76	0	18	3	0	1	21	123
12:15 PM	0	0	0	0	0	0	5	20	0	0	0	25	9	57	4	0	0	70	0	26	10	0	0	36	131
12:30 PM	0	0	0	0	2	0	6	26	0	0	0	32	11	49	8	0	3	68	0	19	6	0	0	25	125
12:45 PM	0	0	0	0	0	0	2	24	0	0	0	26	5	41	7	0	2	53	0	31	6	0	0	37	116
Hourly Total	0	0	0	0	2	0	16	93	0	0	0	109	36	201	30	0	7	267	0	94	25	0	1	119	495
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	3	35	0	0	2	38	7	62	13	0	3	82	0	23	7	0	3	30	150
2:15 PM	0	0	0	0	0	0	9	29	0	0	1	38	13	61	10	0	2	84	0	22	13	0	1	35	157
2:30 PM	0	0	0	0	1	0	7	31	0	0	0	38	6	46	13	0	2	65	0	26	8	0	0	34	137
2:45 PM	0	0	0	0	0	0	5	38	0	0	1	43	16	84	9	0	0	109	0	32	13	0	1	45	197
Hourly Total	0	0	0	0	1	0	24	133	0	0	4	157	42	253	45	0	7	340	0	103	41	0	5	144	641
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	3	0	4	41	0	0	3	45	12	96	38	0	5	146	0	36	7	0	3	43	234
4:15 PM	0	0	0	0	1	0	11	35	0	0	2	46	15	110	16	0	3	141	0	40	7	0	3	47	234
4:30 PM	0	0	0	0	0	0	11	40	0	0	3	51	14	105	26	0	4	145	0	34	13	0	2	47	243
4:45 PM	0	0	0	0	1	0	10	40	0	0	1	50	11	131	25	0	4	167	0	45	11	0	1	56	273
Hourly Total	0	0	0	0	5	0	36	156	0	0	9	192	52	442	105	0	16	599	0	155	38	0	9	193	984
5:00 PM	0	0	0	0	2	0	15	50	0	0	1	65	14	181	24	0	3	219	0	57	13	0	0	70	354
5:15 PM	0	0	0	0	1	0	6	40	0	0	0	46	14	177	15	0	2	206	0	37	19	0	2	56	308
5:30 PM	0	0	0	0	2	0	9	54	0	0	0	63	15	133	20	0	3	168	0	37	11	0	2	48	279
5:45 PM	0	0	0	0	1	0	11	40	0	0	1	51	17	107	21	0	6	145	0	45	4	0	1	49	245
Hourly Total	0	0	0	0	6	0	41	184	0	0	2	225	60	598	80	0	14	738	0	176	47	0	5	223	1186
6:00 PM	0	0	0	0	0	0	10	32	0	0	5	42	10	93	23	0	6	126	0	39	7	0	4	46	214

6:15 PM	0	0	0	0	1	0	9	46	0	0	2	55	13	96	18	0	8	127	0	40	9	0	1	49	231
6:30 PM	0	0	0	0	1	0	11	24	0	0	3	35	13	65	20	0	4	98	0	38	10	0	2	48	181
6:45 PM	0	0	0	0	0	0	13	31	0	0	2	44	9	54	11	0	10	74	0	44	10	0	5	54	172
Hourly Total	0	0	0	0	2	0	43	133	0	0	12	176	45	308	72	0	28	425	0	161	36	0	12	197	798
Grand Total	0	0	0	0	28	0	204	1170	0	0	42	1374	329	2363	476	0	82	3168	0	910	246	0	38	1156	5698
Approach %	NaN	NaN	NaN	NaN	-	-	14.8	85.2	0.0	0.0	-	-	10.4	74.6	15.0	0.0	-	-	0.0	78.7	21.3	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	3.6	20.5	0.0	0.0	-	24.1	5.8	41.5	8.4	0.0	-	55.6	0.0	16.0	4.3	0.0	-	20.3	-
All Vehicles (no classification)	0	0	0	0	-	0	204	1170	0	0	-	1374	329	2363	476	0	-	3168	0	910	246	0	-	1156	5698
% 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
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	27	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	21.4	-	-	-	-	-	28.6	-	-	-	-	-	32.9	-	-	-	-	-	18.4	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	30	-	-	-	-	-	55	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	78.6	-	-	-	-	-	71.4	-	-	-	-	-	67.1	-	-	-	-	-	81.6	-	-





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: N15THST/E21S AVE  
 Site Code:  
 Start Date: 10/28/2015  
 Page No: 4

### Turning Movement Peak Hour Data (7:00 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	1	0	3	46	0	0	0	49	2	65	17	0	2	84	0	17	3	0	1	20	153
7:15 AM	0	0	0	0	0	0	2	70	0	0	0	72	5	63	14	0	1	82	0	13	3	0	0	16	170
7:30 AM	0	0	0	0	1	0	3	64	0	0	2	67	5	53	20	0	1	78	0	16	3	0	1	19	164
7:45 AM	0	0	0	0	1	0	3	58	0	0	0	61	8	51	21	0	0	80	0	22	5	0	3	27	168
Total	0	0	0	0	3	0	11	238	0	0	2	249	20	232	72	0	4	324	0	68	14	0	5	82	655
Approach %	NaN	NaN	NaN	NaN	-	-	4.4	95.6	0.0	0.0	-	-	6.2	71.6	22.2	0.0	-	-	0.0	82.9	17.1	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	1.7	36.3	0.0	0.0	-	38.0	3.1	35.4	11.0	0.0	-	49.5	0.0	10.4	2.1	0.0	-	12.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.917	0.850	0.000	0.000	-	0.865	0.625	0.892	0.857	0.000	-	0.964	0.000	0.773	0.700	0.000	-	0.759	0.963
All Vehicles (no classification)	0	0	0	0	-	0	11	238	0	0	-	249	20	232	72	0	-	324	0	68	14	0	-	82	655
% 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
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	60.0	-	-



City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
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 (813) 274-8105

Count Name: N15THST/E21S AVE  
 Site Code:  
 Start Date: 10/28/2015  
 Page No: 6

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	0	0	0	0	3	0	3	24	0	0	1	27	7	34	4	0	0	45	0	21	3	0	1	24	96
10:15 AM	0	0	0	0	2	0	5	15	0	0	4	20	6	42	6	0	1	54	0	20	7	0	0	27	101
10:30 AM	0	0	0	0	1	0	6	21	0	0	1	27	8	43	12	0	0	63	0	21	4	0	0	25	115
10:45 AM	0	0	0	0	2	0	7	21	0	0	3	28	8	36	5	0	3	49	0	11	2	0	0	13	90
Total	0	0	0	0	8	0	21	81	0	0	9	102	29	155	27	0	4	211	0	73	16	0	1	89	402
Approach %	NaN	NaN	NaN	NaN	-	-	20.6	79.4	0.0	0.0	-	-	13.7	73.5	12.8	0.0	-	-	0.0	82.0	18.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	5.2	20.1	0.0	0.0	-	25.4	7.2	38.6	6.7	0.0	-	52.5	0.0	18.2	4.0	0.0	-	22.1	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.750	0.844	0.000	0.000	-	0.911	0.906	0.901	0.563	0.000	-	0.837	0.000	0.869	0.571	0.000	-	0.824	0.874
All Vehicles (no classification)	0	0	0	0	-	0	21	81	0	0	-	102	29	155	27	0	-	211	0	73	16	0	-	89	402
% 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
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	11.1	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	88.9	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

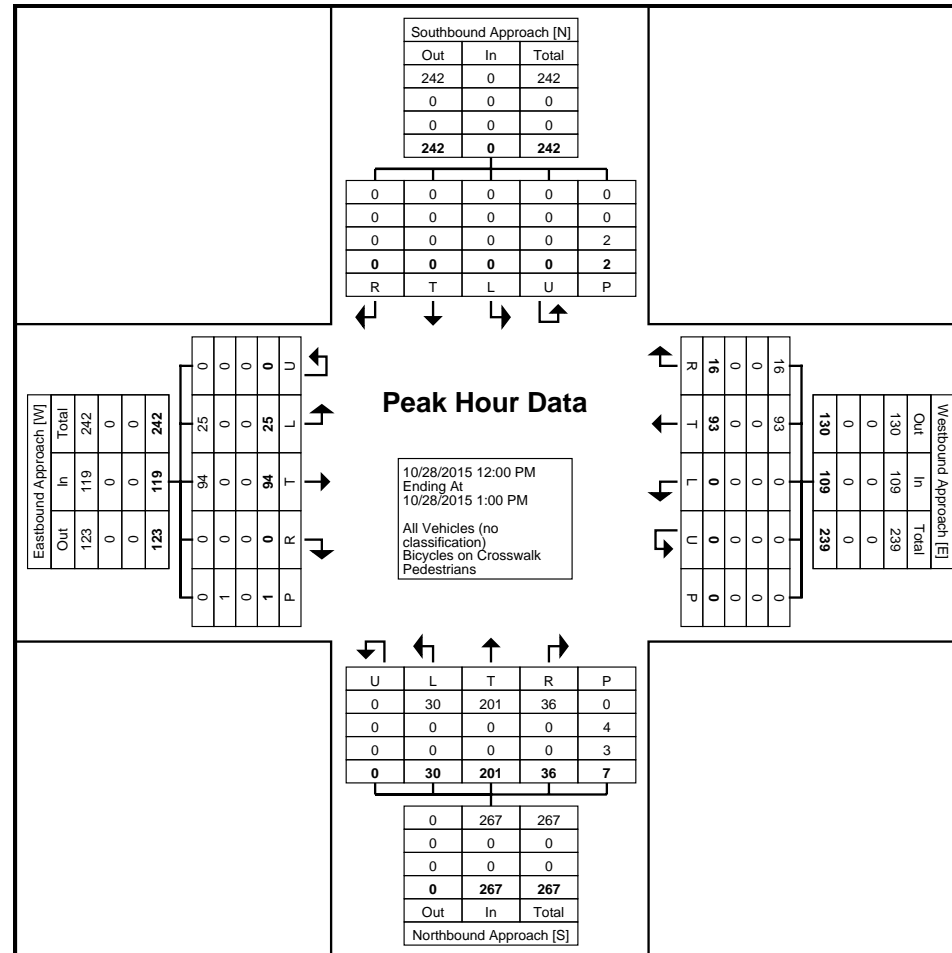


City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: N15THST/E21S AVE  
 Site Code:  
 Start Date: 10/28/2015  
 Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	0	0	0	0	0	0	3	23	0	0	0	26	11	54	11	0	2	76	0	18	3	0	1	21	123
12:15 PM	0	0	0	0	0	0	5	20	0	0	0	25	9	57	4	0	0	70	0	26	10	0	0	36	131
12:30 PM	0	0	0	0	2	0	6	26	0	0	0	32	11	49	8	0	3	68	0	19	6	0	0	25	125
12:45 PM	0	0	0	0	0	0	2	24	0	0	0	26	5	41	7	0	2	53	0	31	6	0	0	37	116
Total	0	0	0	0	2	0	16	93	0	0	0	109	36	201	30	0	7	267	0	94	25	0	1	119	495
Approach %	NaN	NaN	NaN	NaN	-	-	14.7	85.3	0.0	0.0	-	-	13.5	75.3	11.2	0.0	-	-	0.0	79.0	21.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	3.2	18.8	0.0	0.0	-	22.0	7.3	40.6	6.1	0.0	-	53.9	0.0	19.0	5.1	0.0	-	24.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.667	0.894	0.000	0.000	-	0.852	0.818	0.882	0.682	0.000	-	0.878	0.000	0.758	0.625	0.000	-	0.804	0.945
All Vehicles (no classification)	0	0	0	0	-	0	16	93	0	0	-	109	36	201	30	0	-	267	0	94	25	0	-	119	495
% 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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	57.1	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	42.9	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (12:00 PM)

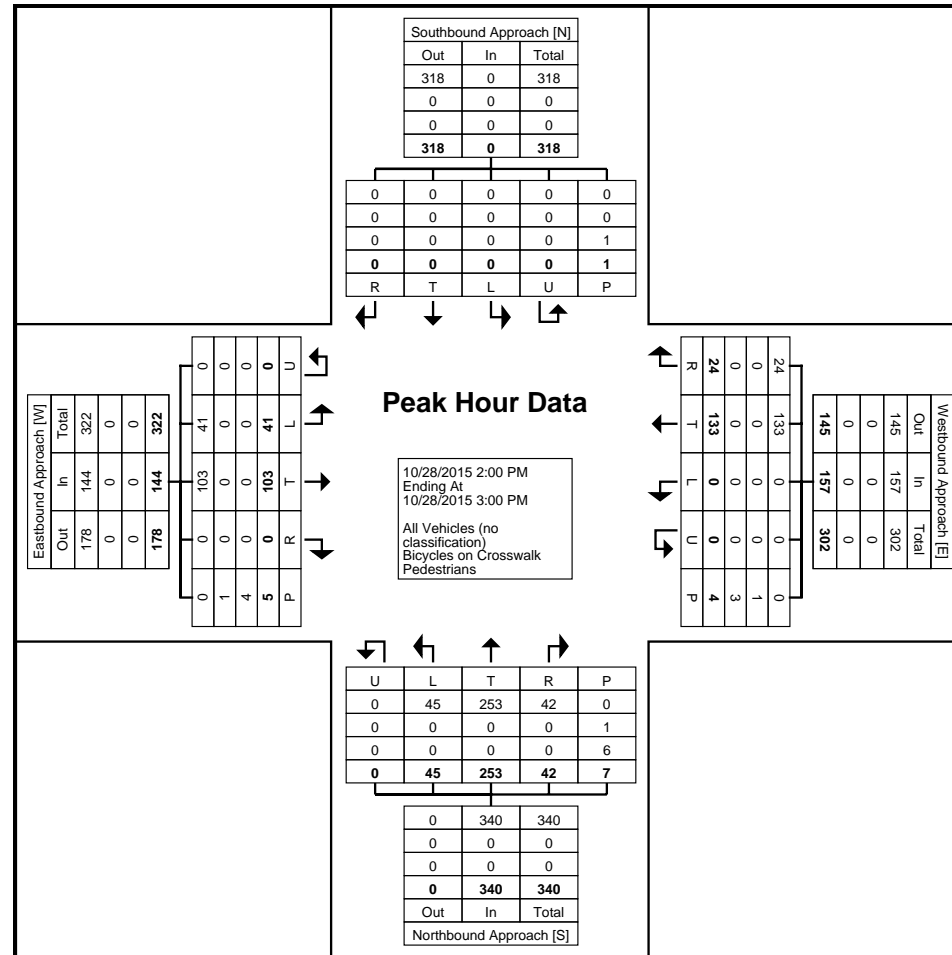
City of Tampa (FL)  
 306 East Jackson Street  
 PO Box 2000  
 Tampa, Florida, United States 33602  
 (813) 274-8105

Count Name: N15THST/E21S AVE  
 Site Code:  
 Start Date: 10/28/2015  
 Page No: 10

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	0	0	0	0	0	0	3	35	0	0	2	38	7	62	13	0	3	82	0	23	7	0	3	30	150
2:15 PM	0	0	0	0	0	0	9	29	0	0	1	38	13	61	10	0	2	84	0	22	13	0	1	35	157
2:30 PM	0	0	0	0	1	0	7	31	0	0	0	38	6	46	13	0	2	65	0	26	8	0	0	34	137
2:45 PM	0	0	0	0	0	0	5	38	0	0	1	43	16	84	9	0	0	109	0	32	13	0	1	45	197
Total	0	0	0	0	1	0	24	133	0	0	4	157	42	253	45	0	7	340	0	103	41	0	5	144	641
Approach %	NaN	NaN	NaN	NaN	-	-	15.3	84.7	0.0	0.0	-	-	12.4	74.4	13.2	0.0	-	-	0.0	71.5	28.5	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	3.7	20.7	0.0	0.0	-	24.5	6.6	39.5	7.0	0.0	-	53.0	0.0	16.1	6.4	0.0	-	22.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.667	0.875	0.000	0.000	-	0.913	0.656	0.753	0.865	0.000	-	0.780	0.000	0.805	0.788	0.000	-	0.800	0.813
All Vehicles (no classification)	0	0	0	0	-	0	24	133	0	0	-	157	42	253	45	0	-	340	0	103	41	0	-	144	641
% 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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-	-	-	-	14.3	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-	-	-	-	85.7	-	-	-	-	-	80.0	-	-





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: N15THST/E21S AVE  
 Site Code:  
 Start Date: 10/28/2015  
 Page No: 12

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	0	0	0	0	1	0	10	40	0	0	1	50	11	131	25	0	4	167	0	45	11	0	1	56	273
5:00 PM	0	0	0	0	2	0	15	50	0	0	1	65	14	181	24	0	3	219	0	57	13	0	0	70	354
5:15 PM	0	0	0	0	1	0	6	40	0	0	0	46	14	177	15	0	2	206	0	37	19	0	2	56	308
5:30 PM	0	0	0	0	2	0	9	54	0	0	0	63	15	133	20	0	3	168	0	37	11	0	2	48	279
Total	0	0	0	0	6	0	40	184	0	0	2	224	54	622	84	0	12	760	0	176	54	0	5	230	1214
Approach %	NaN	NaN	NaN	NaN	-	-	17.9	82.1	0.0	0.0	-	-	7.1	81.8	11.1	0.0	-	-	0.0	76.5	23.5	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	3.3	15.2	0.0	0.0	-	18.5	4.4	51.2	6.9	0.0	-	62.6	0.0	14.5	4.4	0.0	-	18.9	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.667	0.852	0.000	0.000	-	0.862	0.900	0.859	0.840	0.000	-	0.868	0.000	0.772	0.711	0.000	-	0.821	0.857
All Vehicles (no classification)	0	0	0	0	-	0	40	184	0	0	-	224	54	622	84	0	-	760	0	176	54	0	-	230	1214
% 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
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	41.7	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	58.3	-	-	-	-	-	100.0	-	-



### Turning Movement Data

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	24	56	3	0	0	83	6	21	5	0	2	32	2	69	30	0	0	101	22	21	10	0	1	53	269
7:15 AM	27	73	2	0	0	102	6	25	13	0	2	44	6	87	49	0	3	142	22	24	15	0	0	61	349
7:30 AM	49	100	5	0	0	154	3	34	17	0	1	54	7	78	41	2	1	128	12	36	24	0	1	72	408
7:45 AM	56	87	5	0	1	148	3	45	18	0	3	66	7	90	36	1	4	134	13	33	35	0	3	81	429
Hourly Total	156	316	15	0	1	487	18	125	53	0	8	196	22	324	156	3	8	505	69	114	84	0	5	267	1455
8:00 AM	21	66	9	0	3	96	4	33	13	0	2	50	6	92	40	0	1	138	8	29	24	0	0	61	345
8:15 AM	18	66	13	0	5	97	13	29	5	0	1	47	5	67	41	0	2	113	15	23	15	0	3	53	310
8:30 AM	17	60	12	0	1	89	6	33	6	0	2	45	3	82	49	1	2	135	10	19	9	0	1	38	307
8:45 AM	11	37	9	0	2	57	6	23	11	0	1	40	8	74	34	1	3	117	11	28	10	0	0	49	263
Hourly Total	67	229	43	0	11	339	29	118	35	0	6	182	22	315	164	2	8	503	44	99	58	0	4	201	1225
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	9	24	8	0	2	41	5	16	2	0	1	23	8	31	16	0	0	55	6	25	12	0	0	43	162
10:15 AM	10	27	8	0	1	45	6	29	7	0	0	42	10	34	19	1	4	64	7	16	10	0	0	33	184
10:30 AM	3	22	6	0	0	31	2	18	9	0	0	29	6	41	23	2	2	72	6	28	14	0	0	48	180
10:45 AM	17	32	3	0	4	52	9	26	4	0	1	39	15	47	27	2	1	91	9	23	11	0	2	43	225
Hourly Total	39	105	25	0	7	169	22	89	22	0	2	133	39	153	85	5	7	282	28	92	47	0	2	167	751
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	11	33	15	0	1	59	6	23	14	1	1	44	13	65	25	2	2	105	9	26	13	0	2	48	256
12:15 PM	15	50	15	0	2	80	13	18	12	0	2	43	15	43	20	1	5	79	8	33	12	0	0	53	255
12:30 PM	7	43	11	0	2	61	10	35	16	0	0	61	13	50	27	1	3	91	9	24	10	0	0	43	256
12:45 PM	11	36	8	0	0	55	7	32	13	0	0	52	10	31	21	2	0	64	4	30	9	0	1	43	214
Hourly Total	44	162	49	0	5	255	36	108	55	1	3	200	51	189	93	6	10	339	30	113	44	0	3	187	981
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	17	22	13	0	0	52	8	27	13	0	0	48	11	29	25	0	4	65	7	26	13	0	1	46	211
2:15 PM	8	24	10	0	4	42	7	30	3	0	3	40	13	45	24	2	6	84	9	42	20	0	2	71	237
2:30 PM	19	36	9	0	1	64	12	25	7	0	1	44	11	49	42	1	1	103	10	34	17	0	1	61	272
2:45 PM	15	39	5	0	0	59	5	27	7	0	2	39	7	52	39	1	2	99	12	33	14	0	0	59	256
Hourly Total	59	121	37	0	5	217	32	109	30	0	6	171	42	175	130	4	13	351	38	135	64	0	4	237	976
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	15	54	14	0	2	83	7	45	6	0	2	58	12	106	60	1	2	179	24	40	14	0	0	78	398
4:15 PM	17	45	7	0	1	69	13	38	9	0	0	60	8	96	46	4	5	154	8	37	26	0	2	71	354
4:30 PM	17	52	7	0	3	76	6	32	13	0	1	51	12	109	56	1	7	178	11	24	20	0	5	55	360
4:45 PM	18	71	8	0	6	97	6	40	9	0	1	55	21	117	40	1	0	179	12	32	23	0	2	67	398
Hourly Total	67	222	36	0	12	325	32	155	37	0	4	224	53	428	202	7	14	690	55	133	83	0	9	271	1510
5:00 PM	13	86	8	0	4	107	7	39	13	0	2	59	9	152	50	2	4	213	20	54	39	0	1	113	492
5:15 PM	23	57	6	0	3	86	15	34	4	0	2	53	17	112	52	3	3	184	18	46	43	0	0	107	430
5:30 PM	17	60	10	0	1	87	7	57	9	0	3	73	18	109	44	4	5	175	21	60	31	0	0	112	447
5:45 PM	14	60	15	0	0	89	5	38	6	0	3	49	13	75	34	5	2	127	12	40	25	0	0	77	342
Hourly Total	67	263	39	0	8	369	34	168	32	0	10	234	57	448	180	14	14	699	71	200	138	0	1	409	1711
Grand Total	499	1418	244	0	49	2161	203	872	264	1	39	1340	286	2032	1010	41	74	3369	335	886	518	0	28	1739	8609

Approach %	23.1	65.6	11.3	0.0	-	-	15.1	65.1	19.7	0.1	-	-	8.5	60.3	30.0	1.2	-	-	19.3	50.9	29.8	0.0	-	-	-
Total %	5.8	16.5	2.8	0.0	-	25.1	2.4	10.1	3.1	0.0	-	15.6	3.3	23.6	11.7	0.5	-	39.1	3.9	10.3	6.0	0.0	-	20.2	-
All Vehicles (no classification)	497	1415	241	0	-	2153	203	869	262	1	-	1335	285	2029	1008	40	-	3362	334	880	518	0	-	1732	8582
% All Vehicles (no classification)	99.6	99.8	98.8	-	-	99.6	100.0	99.7	99.2	100.0	-	99.6	99.7	99.9	99.8	97.6	-	99.8	99.7	99.3	100.0	-	-	99.6	99.7
Bicycles on Road	2	3	3	0	-	8	0	3	2	0	-	5	1	3	2	1	-	7	1	6	0	0	-	7	27
% Bicycles on Road	0.4	0.2	1.2	-	-	0.4	0.0	0.3	0.8	0.0	-	0.4	0.3	0.1	0.2	2.4	-	0.2	0.3	0.7	0.0	-	-	0.4	0.3
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	21	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	14.3	-	-	-	-	-	7.7	-	-	-	-	-	28.4	-	-	-	-	-	21.4	-	-
Pedestrians	-	-	-	-	42	-	-	-	-	-	36	-	-	-	-	-	53	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	85.7	-	-	-	-	-	92.3	-	-	-	-	-	71.6	-	-	-	-	-	78.6	-	-



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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	27	73	2	0	0	102	6	25	13	0	2	44	6	87	49	0	3	142	22	24	15	0	0	61	349
7:30 AM	49	100	5	0	0	154	3	34	17	0	1	54	7	78	41	2	1	128	12	36	24	0	1	72	408
7:45 AM	56	87	5	0	1	148	3	45	18	0	3	66	7	90	36	1	4	134	13	33	35	0	3	81	429
8:00 AM	21	66	9	0	3	96	4	33	13	0	2	50	6	92	40	0	1	138	8	29	24	0	0	61	345
Total	153	326	21	0	4	500	16	137	61	0	8	214	26	347	166	3	9	542	55	122	98	0	4	275	1531
Approach %	30.6	65.2	4.2	0.0	-	-	7.5	64.0	28.5	0.0	-	-	4.8	64.0	30.6	0.6	-	-	20.0	44.4	35.6	0.0	-	-	-
Total %	10.0	21.3	1.4	0.0	-	32.7	1.0	8.9	4.0	0.0	-	14.0	1.7	22.7	10.8	0.2	-	35.4	3.6	8.0	6.4	0.0	-	18.0	-
PHF	0.683	0.815	0.583	0.000	-	0.812	0.667	0.761	0.847	0.000	-	0.811	0.929	0.943	0.847	0.375	-	0.954	0.625	0.847	0.700	0.000	-	0.849	0.892
All Vehicles (no classification)	153	325	21	0	-	499	16	137	61	0	-	214	26	347	166	3	-	542	55	122	98	0	-	275	1530
% All Vehicles (no classification)	100.0	99.7	100.0	-	-	99.8	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	99.9
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	12.5	-	-	-	-	-	33.3	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	87.5	-	-	-	-	-	66.7	-	-	-	-	-	75.0	-	-





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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	9	24	8	0	2	41	5	16	2	0	1	23	8	31	16	0	0	55	6	25	12	0	0	43	162
10:15 AM	10	27	8	0	1	45	6	29	7	0	0	42	10	34	19	1	4	64	7	16	10	0	0	33	184
10:30 AM	3	22	6	0	0	31	2	18	9	0	0	29	6	41	23	2	2	72	6	28	14	0	0	48	180
10:45 AM	17	32	3	0	4	52	9	26	4	0	1	39	15	47	27	2	1	91	9	23	11	0	2	43	225
Total	39	105	25	0	7	169	22	89	22	0	2	133	39	153	85	5	7	282	28	92	47	0	2	167	751
Approach %	23.1	62.1	14.8	0.0	-	-	16.5	66.9	16.5	0.0	-	-	13.8	54.3	30.1	1.8	-	-	16.8	55.1	28.1	0.0	-	-	-
Total %	5.2	14.0	3.3	0.0	-	22.5	2.9	11.9	2.9	0.0	-	17.7	5.2	20.4	11.3	0.7	-	37.5	3.7	12.3	6.3	0.0	-	22.2	-
PHF	0.574	0.820	0.781	0.000	-	0.813	0.611	0.767	0.611	0.000	-	0.792	0.650	0.814	0.787	0.625	-	0.775	0.778	0.821	0.839	0.000	-	0.870	0.834
All Vehicles (no classification)	39	105	25	0	-	169	22	88	22	0	-	132	39	153	85	5	-	282	28	92	47	0	-	167	750
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	98.9	100.0	-	-	99.2	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	99.9
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	28.6	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	71.4	-	-	-	-	-	100.0	-	-



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

Count Name: 7TH & NUCCIO  
 Site Code:  
 Start Date: 10/22/2015  
 Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	11	33	15	0	1	59	6	23	14	1	1	44	13	65	25	2	2	105	9	26	13	0	2	48	256
12:15 PM	15	50	15	0	2	80	13	18	12	0	2	43	15	43	20	1	5	79	8	33	12	0	0	53	255
12:30 PM	7	43	11	0	2	61	10	35	16	0	0	61	13	50	27	1	3	91	9	24	10	0	0	43	256
12:45 PM	11	36	8	0	0	55	7	32	13	0	0	52	10	31	21	2	0	64	4	30	9	0	1	43	214
Total	44	162	49	0	5	255	36	108	55	1	3	200	51	189	93	6	10	339	30	113	44	0	3	187	981
Approach %	17.3	63.5	19.2	0.0	-	-	18.0	54.0	27.5	0.5	-	-	15.0	55.8	27.4	1.8	-	-	16.0	60.4	23.5	0.0	-	-	-
Total %	4.5	16.5	5.0	0.0	-	26.0	3.7	11.0	5.6	0.1	-	20.4	5.2	19.3	9.5	0.6	-	34.6	3.1	11.5	4.5	0.0	-	19.1	-
PHF	0.733	0.810	0.817	0.000	-	0.797	0.692	0.771	0.859	0.250	-	0.820	0.850	0.727	0.861	0.750	-	0.807	0.833	0.856	0.846	0.000	-	0.882	0.958
All Vehicles (no classification)	42	162	49	0	-	253	36	108	55	1	-	200	51	188	92	6	-	337	30	110	44	0	-	184	974
% All Vehicles (no classification)	95.5	100.0	100.0	-	-	99.2	100.0	100.0	100.0	100.0	-	100.0	100.0	99.5	98.9	100.0	-	99.4	100.0	97.3	100.0	-	-	98.4	99.3
Bicycles on Road	2	0	0	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	0	3	0	0	-	3	7
% Bicycles on Road	4.5	0.0	0.0	-	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.0	0.5	1.1	0.0	-	0.6	0.0	2.7	0.0	-	-	1.6	0.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	30.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	70.0	-	-	-	-	-	66.7	-	-



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 Page No: 10

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

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	17	22	13	0	0	52	8	27	13	0	0	48	11	29	25	0	4	65	7	26	13	0	1	46	211
2:15 PM	8	24	10	0	4	42	7	30	3	0	3	40	13	45	24	2	6	84	9	42	20	0	2	71	237
2:30 PM	19	36	9	0	1	64	12	25	7	0	1	44	11	49	42	1	1	103	10	34	17	0	1	61	272
2:45 PM	15	39	5	0	0	59	5	27	7	0	2	39	7	52	39	1	2	99	12	33	14	0	0	59	256
Total	59	121	37	0	5	217	32	109	30	0	6	171	42	175	130	4	13	351	38	135	64	0	4	237	976
Approach %	27.2	55.8	17.1	0.0	-	-	18.7	63.7	17.5	0.0	-	-	12.0	49.9	37.0	1.1	-	-	16.0	57.0	27.0	0.0	-	-	-
Total %	6.0	12.4	3.8	0.0	-	22.2	3.3	11.2	3.1	0.0	-	17.5	4.3	17.9	13.3	0.4	-	36.0	3.9	13.8	6.6	0.0	-	24.3	-
PHF	0.776	0.776	0.712	0.000	-	0.848	0.667	0.908	0.577	0.000	-	0.891	0.808	0.841	0.774	0.500	-	0.852	0.792	0.804	0.800	0.000	-	0.835	0.897
All Vehicles (no classification)	59	121	36	0	-	216	32	108	29	0	-	169	42	175	130	3	-	350	37	134	64	0	-	235	970
% All Vehicles (no classification)	100.0	100.0	97.3	-	-	99.5	100.0	99.1	96.7	-	-	98.8	100.0	100.0	100.0	75.0	-	99.7	97.4	99.3	100.0	-	-	99.2	99.4
Bicycles on Road	0	0	1	0	-	1	0	1	1	0	-	2	0	0	0	1	-	1	1	1	0	0	-	2	6
% Bicycles on Road	0.0	0.0	2.7	-	-	0.5	0.0	0.9	3.3	-	-	1.2	0.0	0.0	0.0	25.0	-	0.3	2.6	0.7	0.0	-	-	0.8	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	7.7	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	92.3	-	-	-	-	-	75.0	-	-



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Count Name: 7TH & NUCCIO  
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 Start Date: 10/22/2015  
 Page No: 12

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	18	71	8	0	6	97	6	40	9	0	1	55	21	117	40	1	0	179	12	32	23	0	2	67	398
5:00 PM	13	86	8	0	4	107	7	39	13	0	2	59	9	152	50	2	4	213	20	54	39	0	1	113	492
5:15 PM	23	57	6	0	3	86	15	34	4	0	2	53	17	112	52	3	3	184	18	46	43	0	0	107	430
5:30 PM	17	60	10	0	1	87	7	57	9	0	3	73	18	109	44	4	5	175	21	60	31	0	0	112	447
Total	71	274	32	0	14	377	35	170	35	0	8	240	65	490	186	10	12	751	71	192	136	0	3	399	1767
Approach %	18.8	72.7	8.5	0.0	-	-	14.6	70.8	14.6	0.0	-	-	8.7	65.2	24.8	1.3	-	-	17.8	48.1	34.1	0.0	-	-	-
Total %	4.0	15.5	1.8	0.0	-	21.3	2.0	9.6	2.0	0.0	-	13.6	3.7	27.7	10.5	0.6	-	42.5	4.0	10.9	7.7	0.0	-	22.6	-
PHF	0.772	0.797	0.800	0.000	-	0.881	0.583	0.746	0.673	0.000	-	0.822	0.774	0.806	0.894	0.625	-	0.881	0.845	0.800	0.791	0.000	-	0.883	0.898
All Vehicles (no classification)	71	273	32	0	-	376	35	169	35	0	-	239	65	490	186	10	-	751	71	192	136	0	-	399	1765
% All Vehicles (no classification)	100.0	99.6	100.0	-	-	99.7	100.0	99.4	100.0	-	-	99.6	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	99.9
Bicycles on Road	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.4	0.0	-	-	0.3	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	14.3	-	-	-	-	-	12.5	-	-	-	-	-	33.3	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	85.7	-	-	-	-	-	87.5	-	-	-	-	-	66.7	-	-	-	-	-	66.7	-	-





**APPENDIX C**  
**AGENCY STAFF MEETING MINUTES**

**Attendees:** Michelle Schofner, ICON  
David Meadows, ICON  
Milton Martinez, City of Tampa  
Vik Bhide, City of Tampa  
Corine Linebrink-Wain, City of Tampa  
Karla Price, City of Tampa  
Roberta Meade, City of Tampa  
LaChone Dock, City of Tampa  
Melanie Calloway, City of Tampa (via Conference Phone)

**CC:** Calvin Thornton, City of Tampa

**From:** Michelle Schofner, ICON

**Mtg Date:** September 4, 2015

**Project /** East West Green Spine Concept Plans

**Project No.:** CIP #1000567

**Purpose:** Concept Development Coordination Meeting

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A meeting was held at the City of Tampa to coordinate concept development.

Milton Martinez started the meeting by stating the City is in process of developing a concept plan for the East West Green Spine and is seeking stakeholder input. Michelle Schofner described the concept plan as follows:

Phase 2a - Cass Street from Howard Ave to Willow Avenue

Phase 2b - Cass Street from Willow Ave to Cass Street Bridge

Phase 3a - Nuccio Parkway from Nebraska Ave to 7th Avenue

Phase 3b - Nuccio Parkway and 12th Street from 7th Ave to 13th Avenue

Phase 3c - 15th Street and/or Avenida Republica De Cuba from 12th Avenue to 21st Avenue

Each Phase was discussed for input from the different stakeholders represented evaluating proposed alignments.

#### Phase 2a

- Two-way cycle track on south side. Milton requested that ICON analyze the on street parking needs on the south side compared to the north side of the roadway to establish potential impact to residential and small business community.
- It was noted that Willow Ave is historic brick and will need to be maintained
- Willow Ave signalization will not accommodate cycle signal detection at this time due to demand per Vik Bhide.
- Impacts need to be analyzed to permit improvements (ie: JCC and 301 N. Rome)
- Terminus at Howard Ave. shall be analyzed for a mid-block crossing to JCC

#### Phase 2b

- Milton mentioned adding a physical raised separator in this section
- Vik stated that cycle signal detection shall be provided at N. Blvd intersection and signal head adjustment
- Transition on bridge shall be provided
- Karla mentioned that the City of Tampa is advertising for bids on Sep 4 (today) for construction of multi-use trail on UT site. The Tampa Prep section is currently in design.
- City of Tampa will be providing a RRFB crossing at UT University Dr. and shall be incorporated into concept plans. FTE is design consultant.

#### Phase 3a, 3b, 3c

- Trail concept is preferred to not impact the existing roadway lanes. YCDC prefers if 4-lane section is maintained on Nuccio Parkway.
- Placement of track shall closely align with existing sidewalk to minimize impact to existing landscaping
- Impacts need to be analyzed to permit improvements (ie: GasWorx)
- Leroy Selmon Expressway trail extension connection shall be analyzed
- Consideration of FDOT and HART facilities and/or proposed improvements
- Consideration of sidewalk incorporation on the east side of Nuccio Pkwy from Nebraska Ave to 7<sup>th</sup> Ave

Action Items:

- City of Tampa to coordinate meetings with Dennis Fernandez (City of Tampa, Historic Preservation), Amy Neidringhaus (FDOT), Elaine Illes (Total Involvement), Jeanette Fenton (City of Tampa), and Dan Rodriguez (HART)
- Corine Linebrink-Wain requested that the project concept be presented at an upcoming YCDC Planning & Infrastructure Committee Meeting. Next meeting is scheduled for Oct 6, 2015.

Meeting adjourned.

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**Attendees:** Michelle Schofner, ICON  
Dan Rodriguez, HART  
Calvin Thornton, City of Tampa

**CC:** Milton Martinez, City of Tampa

**From:** Michelle Schofner, ICON

**Mtg Date:** September 18, 2015

**Project /** East West Green Spine Concept Plans  
**Project No.:** CIP #1000567

**Purpose:** Concept Development Coordination Meeting- HART

---

A meeting was held at the HART office to coordinate concept development.

Michelle Schofner started the meeting by stating the City is in process of developing a concept plan for the East West Green Spine and is seeking stakeholder input. Michelle Schofner described the concept plan as follows:

Phase 2a - Cass Street from Howard Ave to Willow Avenue

Phase 2b - Cass Street from Willow Ave to Cass Street Bridge

Phase 3a - Nuccio Parkway from Nebraska Ave to 7th Avenue

Phase 3b - Nuccio Parkway and 12th Street from 7th Ave to 13th Avenue

Phase 3c - 15th Street and/or Avenida Republica De Cuba from 12th Avenue to 21st Avenue

Each Phase was discussed for input from HART evaluating proposed alignments.

The City of Tampa Impact Fee Five-Year Capital Improvements Program for 2014-2019 created by HART includes Nuccio Parkway Sidewalk Design Project. In a letter by Jean Duncan, 11/14, the City requested HART coordinate. Dan Rodriguez further elaborated that the HART is proposing a sidewalk on the east side of Nuccio Parkway. He requested that the cycle consider placement on the east side for connectivity.

Calvin Thorton mentioned a possible east side linear park design with HART proposed sidewalk, landscaping, and ridership for all ages. Calvin also referenced the NACTO urban bikeway design guide.

The existing bus stop west of 7<sup>th</sup> is at low point.

Bus stops exist on both side of the roadway east of Nebraska Ave.

**ACTIONS:**

- Dan Rodriguez to provide GIS existing bus stop locations.
- City of Tampa to provide R/W limits on Nuccio Parkway.

Meeting adjourned.

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**Attendees:** Michelle Schofner, ICON  
David Meadows, ICON  
Roger Roscoe, FDOT  
Stephen Benson, FDOT  
Chris Speese, FDOT  
Hank Schneider, FDOT  
Calvin Thornton, City of Tampa  
Elaine Illes, IPI

**CC:** Milton Martinez, City of Tampa, Amy Neidringhaus, FDOT

**From:** Michelle Schofner, ICON

**Mtg Date:** September 18, 2015

**Project /** East West Green Spine Concept Plans

**Project No.:** CIP #1000567

**Purpose:** Concept Development Coordination Meeting- FDOT

---

A meeting was held at the FDOT office to coordinate City of Tampa's concept development on the East West Green Spine Concept Plans.

Calvin Thornton started the meeting by stating the City is in process of developing a concept plan for the East West Green Spine and is seeking stakeholder input. Michelle Schofner described the concept plan as follows:

Phase 2a - Cass Street from Howard Ave to Willow Avenue

Phase 2b - Cass Street from Willow Ave to Cass Street Bridge

Phase 3a - Nuccio Parkway from Nebraska Ave to 7th Avenue

Phase 3b - Nuccio Parkway and 12th Street from 7th Ave to 13th Avenue

Phase 3c - 15th Street and/or Avenida Republica De Cuba from 12th Avenue to 21st Avenue

Each Phase was discussed for input from FDOT evaluating proposed alignments.

Green spine cycle track is a part of the Envision Plan and the bike infrastructure is included in the TBX concept. The reevaluation is currently under contract with American Engineering.

Hank Schneider suggested realigning the proposed concept 15<sup>th</sup> to tie in more efficiently with the proposed TBX concept.

Signal at Palm might need to be modified to incorporate proposed improvements.

Elaine Illes stated that the FDOT major concern is avoiding any back up on the interstate off ramps and any concept needs to take this into consideration.

Elaine Illes also stated that the YCDC is currently reviewing the proposed concept and thought that they would support an on-street cycle track along Nuccio Parkway on 15<sup>th</sup> Street from Palm Avenue north.

**ACTIONS:**

- Elaine Illes to provide TIS preferred alternative plans and the TBX Master Plan for reference.

Meeting adjourned.





*...the symbol in engineering & planning solutions...*

## Meeting Minutes

10006 N. Dale Mabry Hwy  
Suite 201  
Tampa, FL 33618  
813 962 8689 Tel  
813 963 1610 Fax

---

**Attendees:** Michelle Schofner, ICON  
Jeanette Fenton, City of Tampa  
Calvin Thornton, City of Tampa  
Dennis Fernandez, City of Tampa (via teleconference)

**CC:** Milton Martinez, City of Tampa

**From:** Michelle Schofner, ICON

**Mtg Date:** September 23, 2015

**Project /** East West Green Spine Concept Plans  
**Project No.:** CIP #1000567

**Purpose:** Concept Development Coordination Meeting- City of Tampa

---

A meeting was held at the City of Tampa office to coordinate City of Tampa's concept development on the East West Green Spine Concept Plans.

Calvin Thornton started the meeting by stating the City is in process of developing a concept plan for the East West Green Spine and is seeking stakeholder input. Michelle Schofner described the concept plan as follows:

Phase 2a - Cass Street from Howard Ave to Willow Avenue

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Phase 3c - 15th Street and/or Avenida Republica De Cuba from 12th Avenue to 21st Avenue

Each Phase was discussed for input from FDOT evaluating proposed alignments.

Calvin mentioned that the East West Green Spine cycle track is in the Envision Plan and the goal is to link Tampa neighborhoods and create an attractor for people to want to be.

Dennis mentioned that proposed cycle concept with impact historic communities from the roundabout to 21<sup>st</sup> Ave along Nuccio Parkway. He requested that historic features be considered in the historic areas such as inlay brick. If any bike signals or signs added in the historic area that consideration be made to provide historic esthetic features such as decorative poles. Coordination to be made with HART to provide bus stop shelters and seating as well.

Dennis mentioned to keep signage to a minimum and consider existing driveway access when developing the concept.

Jeannette inquired about funding and timetable for this project. Calvin stated that funding is not yet available at this time and schedule for design has not been established.

Calvin mentioned that funding might come available in stages and concept can be separated to develop in staged implementation.

Jeanette mentioned that driveway access and on street parking should be considered along Cass Street from Howard Ave to the Bridge when developing the concept plan.

Jeannette stressed community input once concept complete to gain support from the community beyond the original support by the community of the Envision Plan.

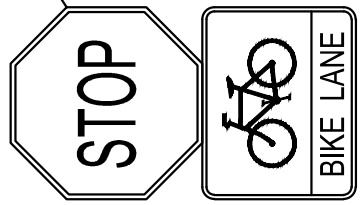
Meeting adjourned.

**APPENDIX D**  
**CONCEPT DESIGN**

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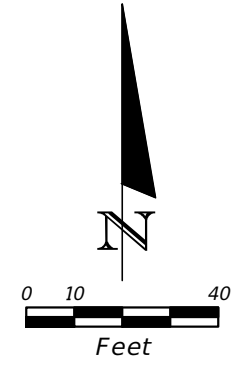


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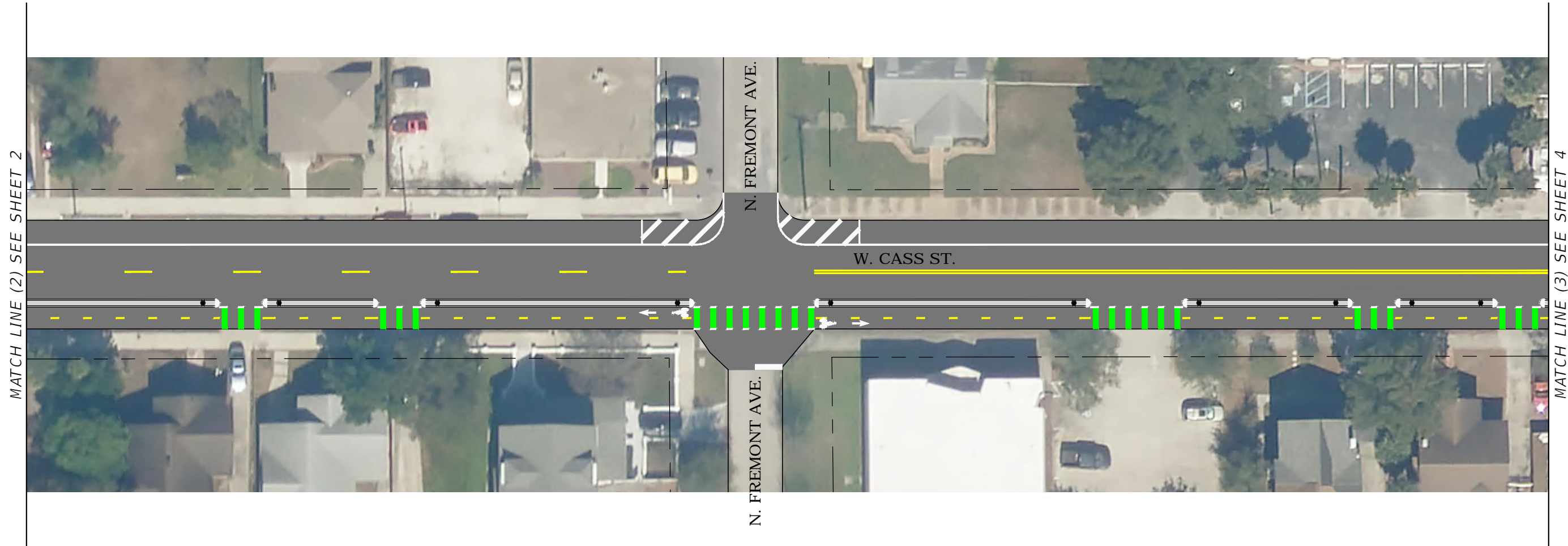
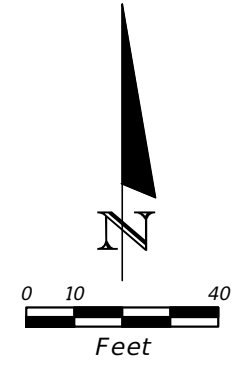
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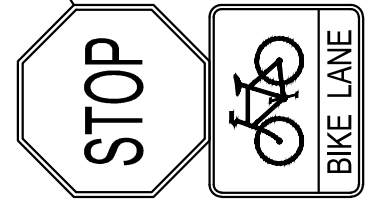
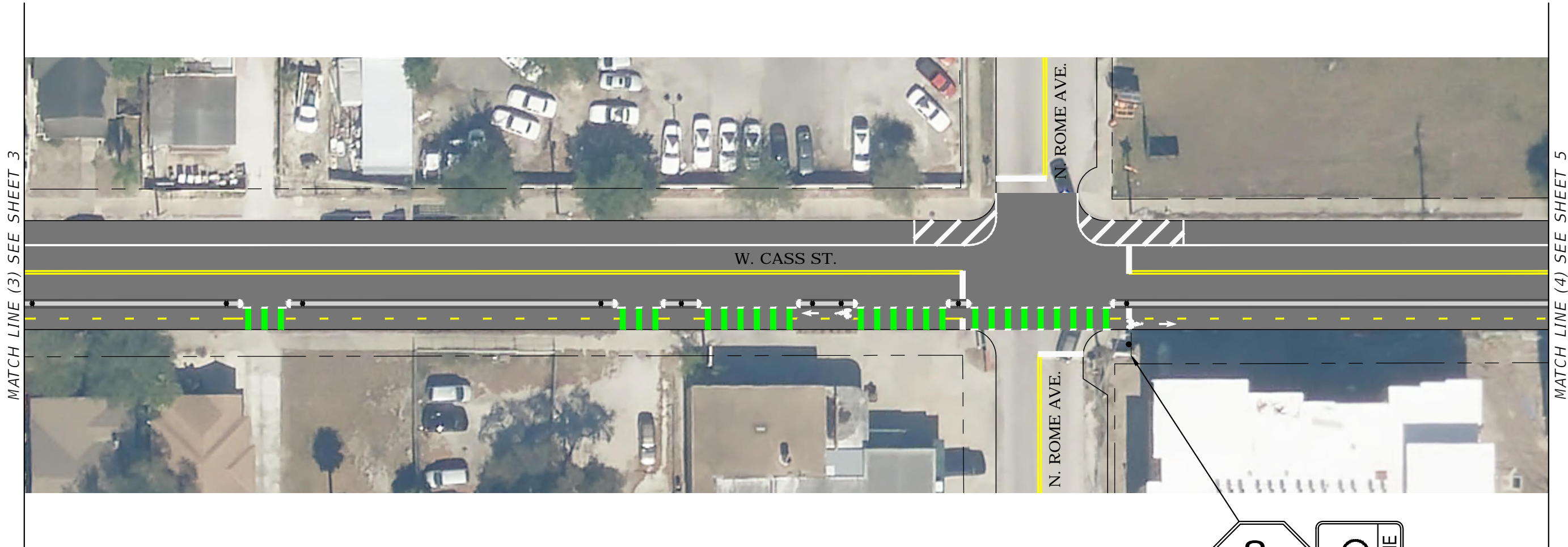
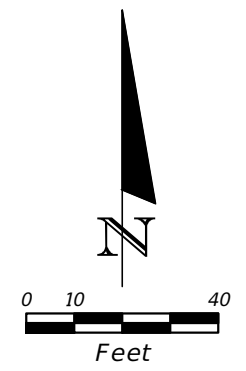
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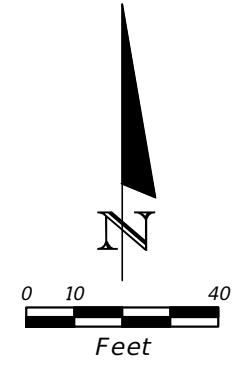
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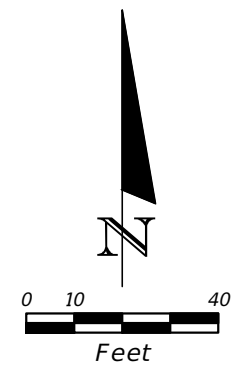
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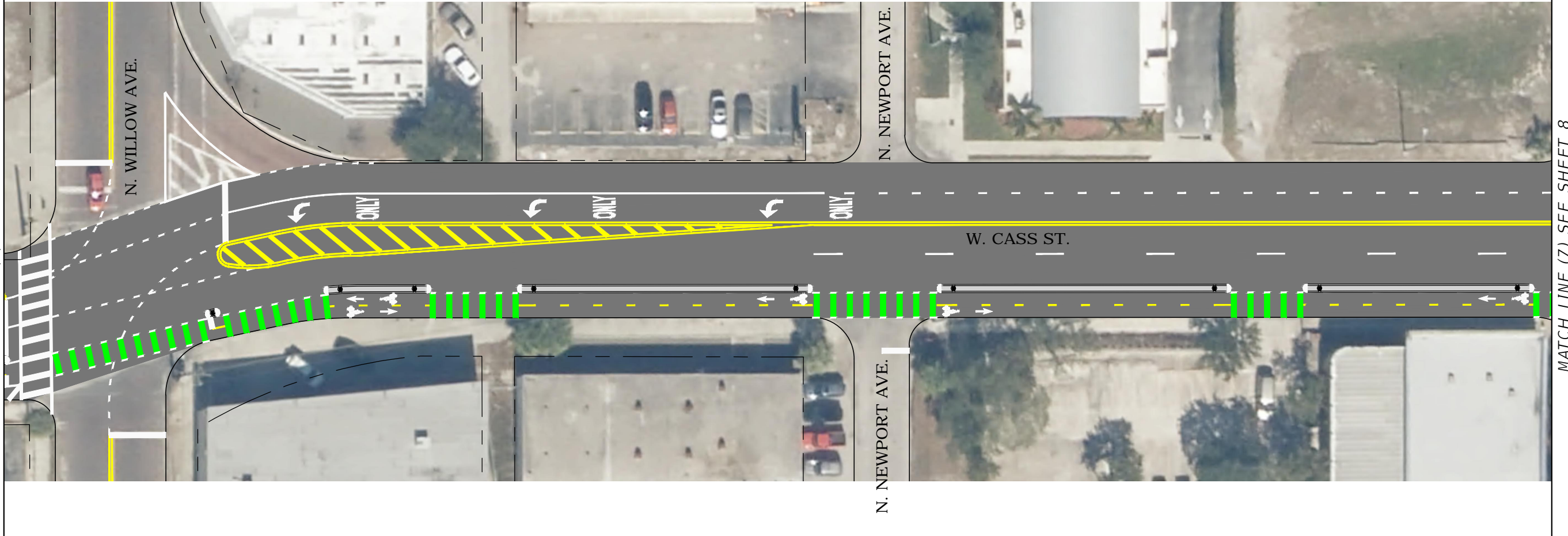
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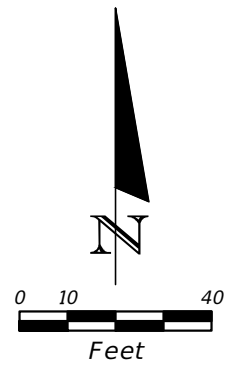
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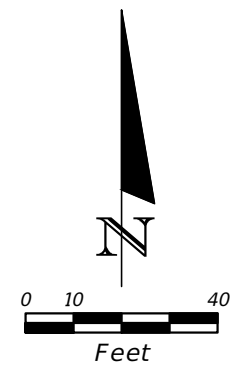
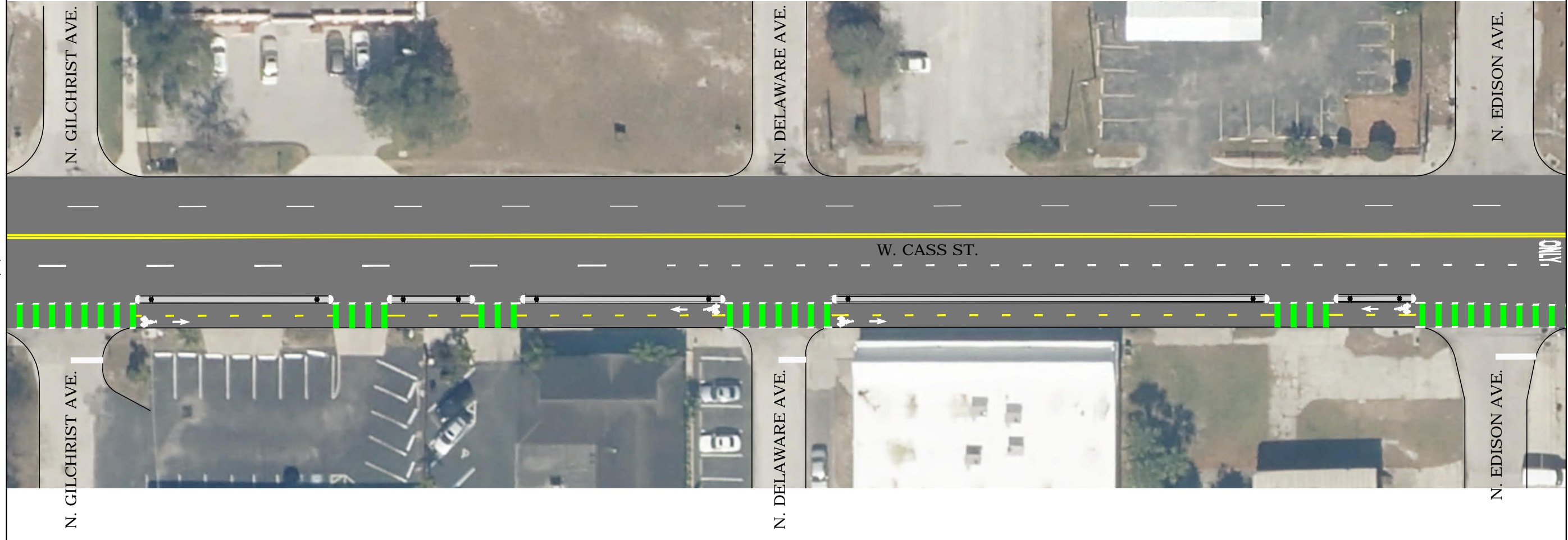


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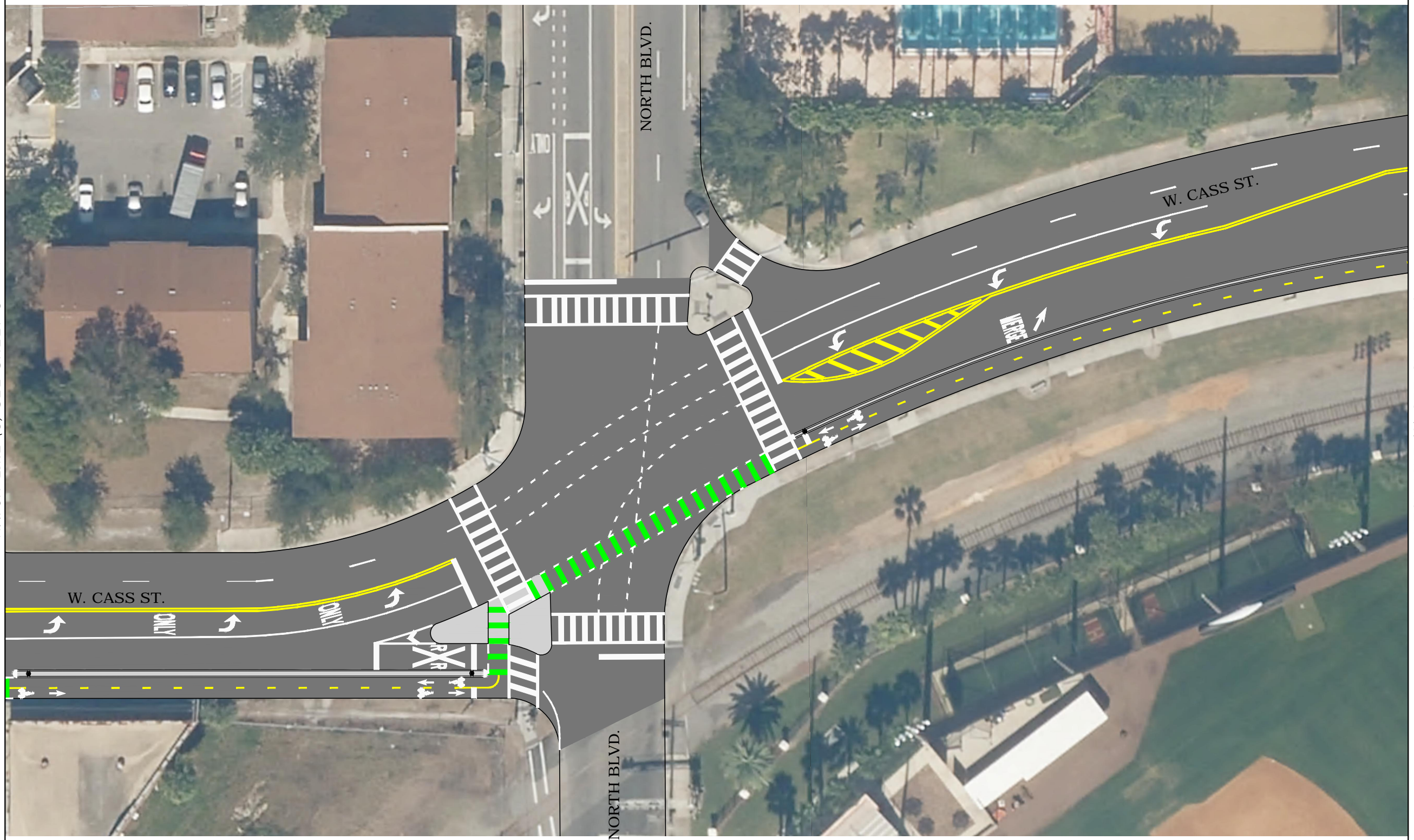


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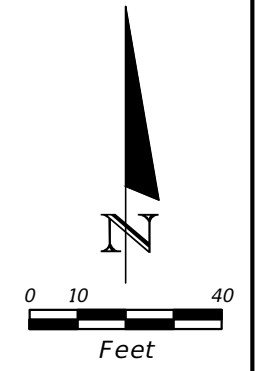
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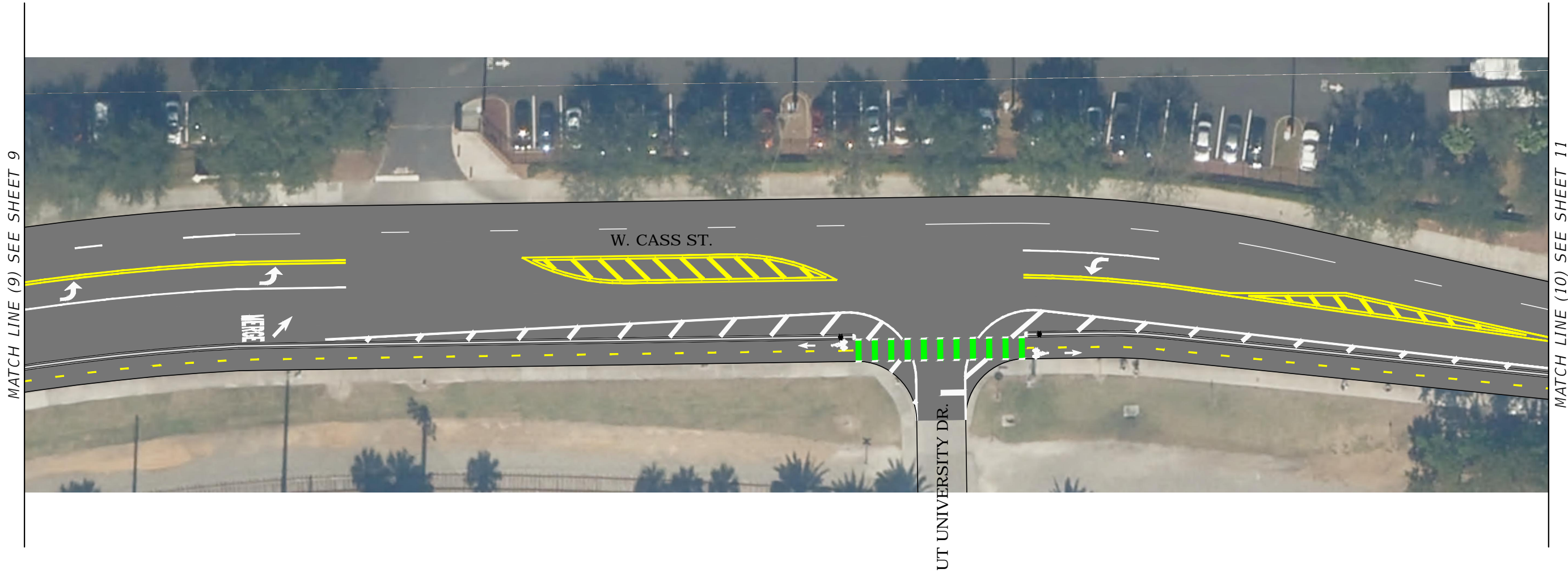
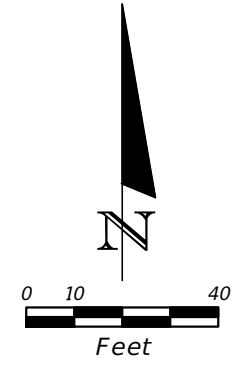


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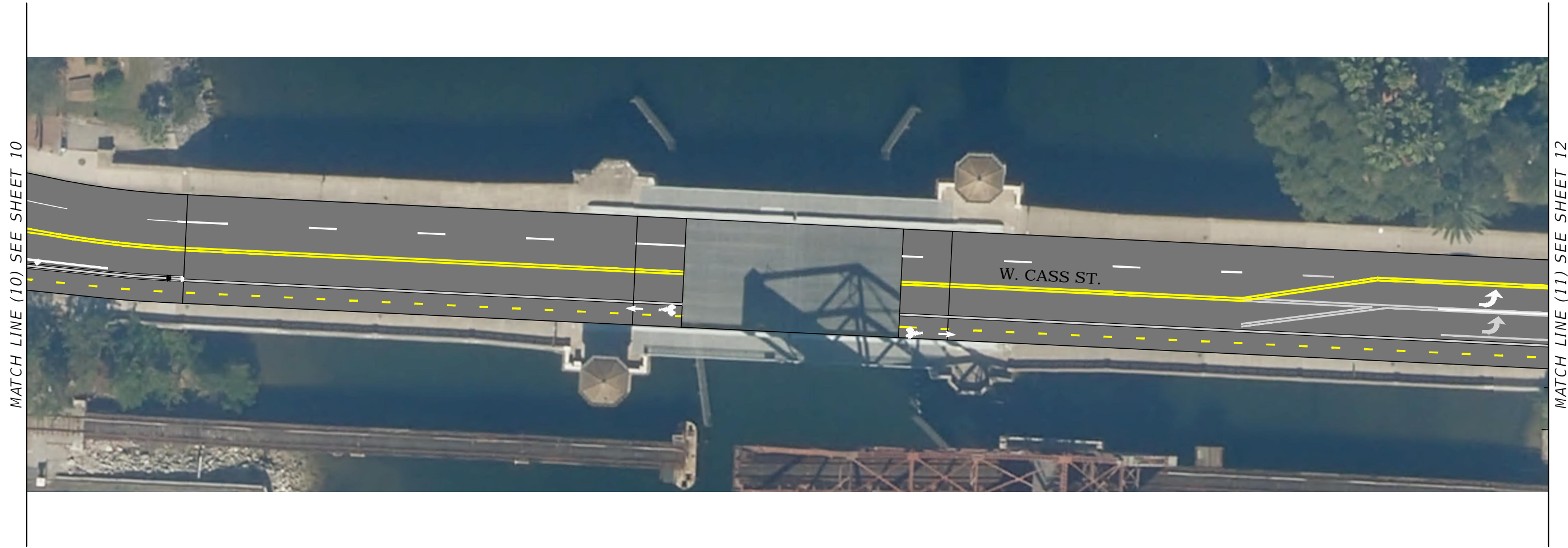
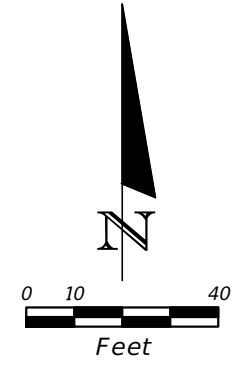
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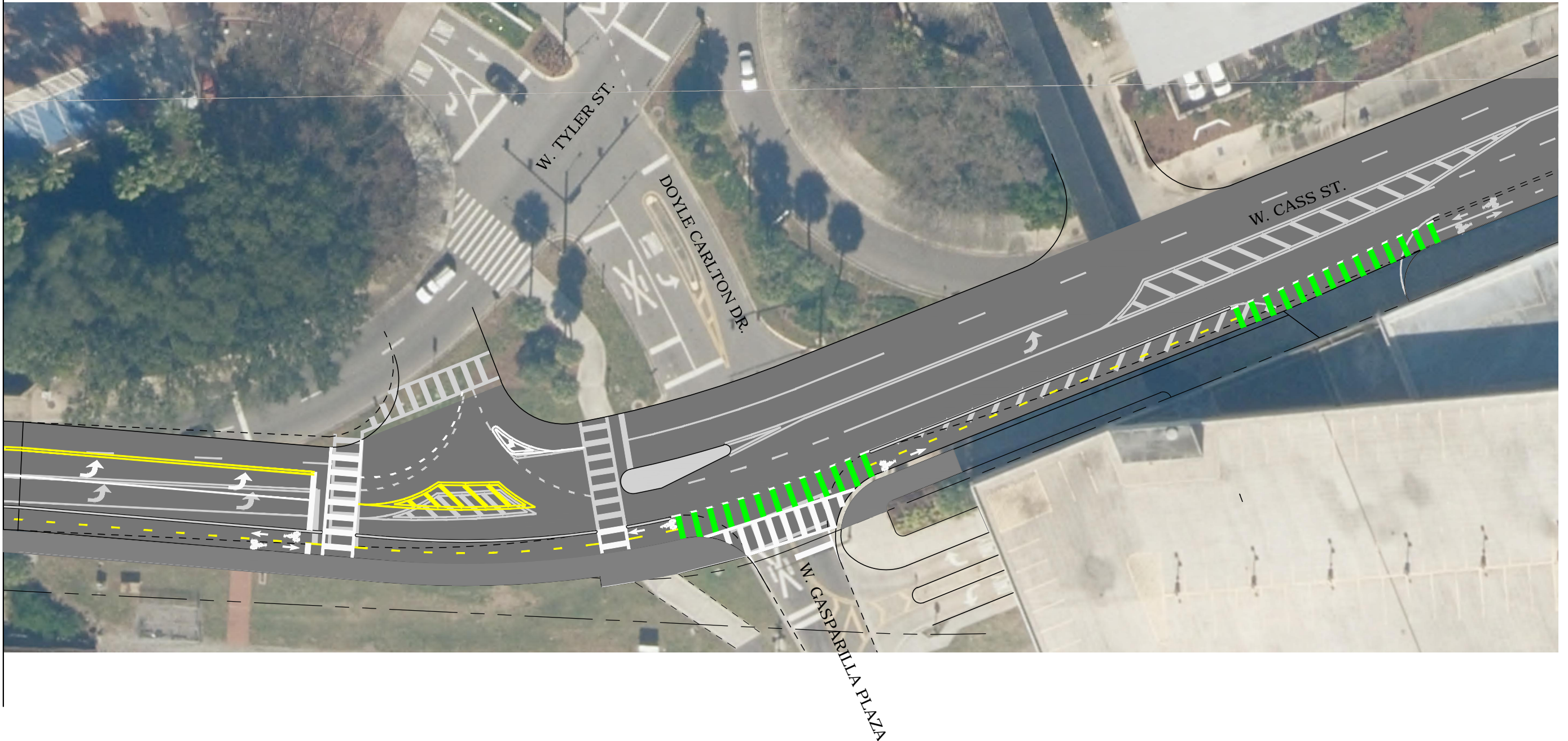
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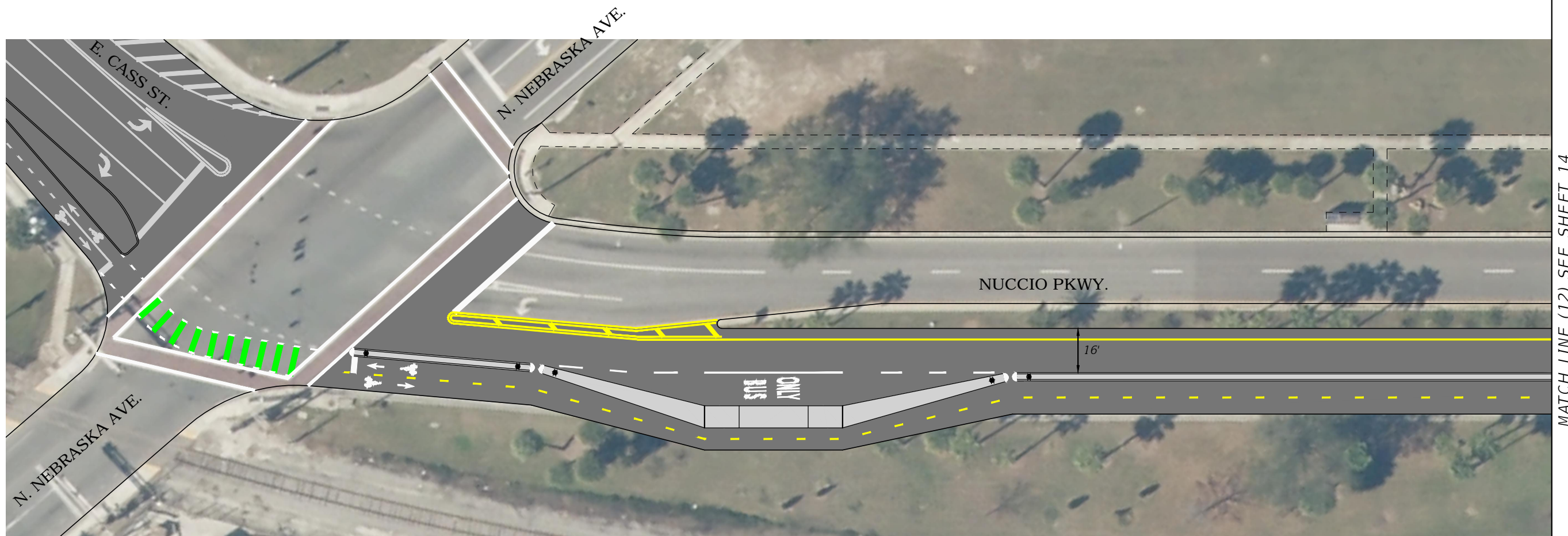
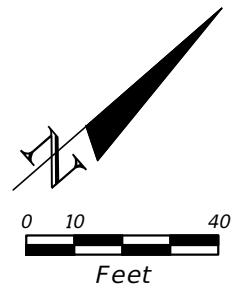
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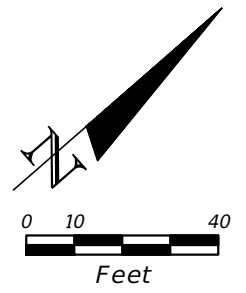
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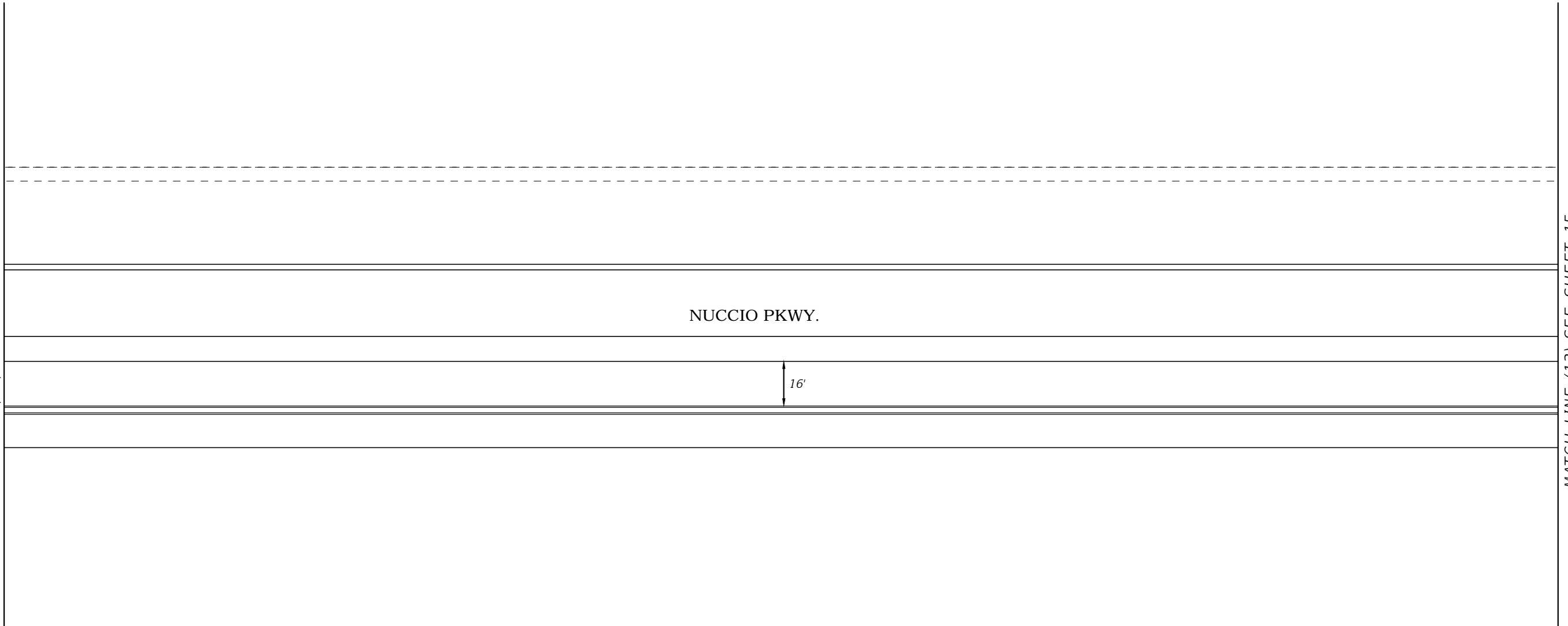


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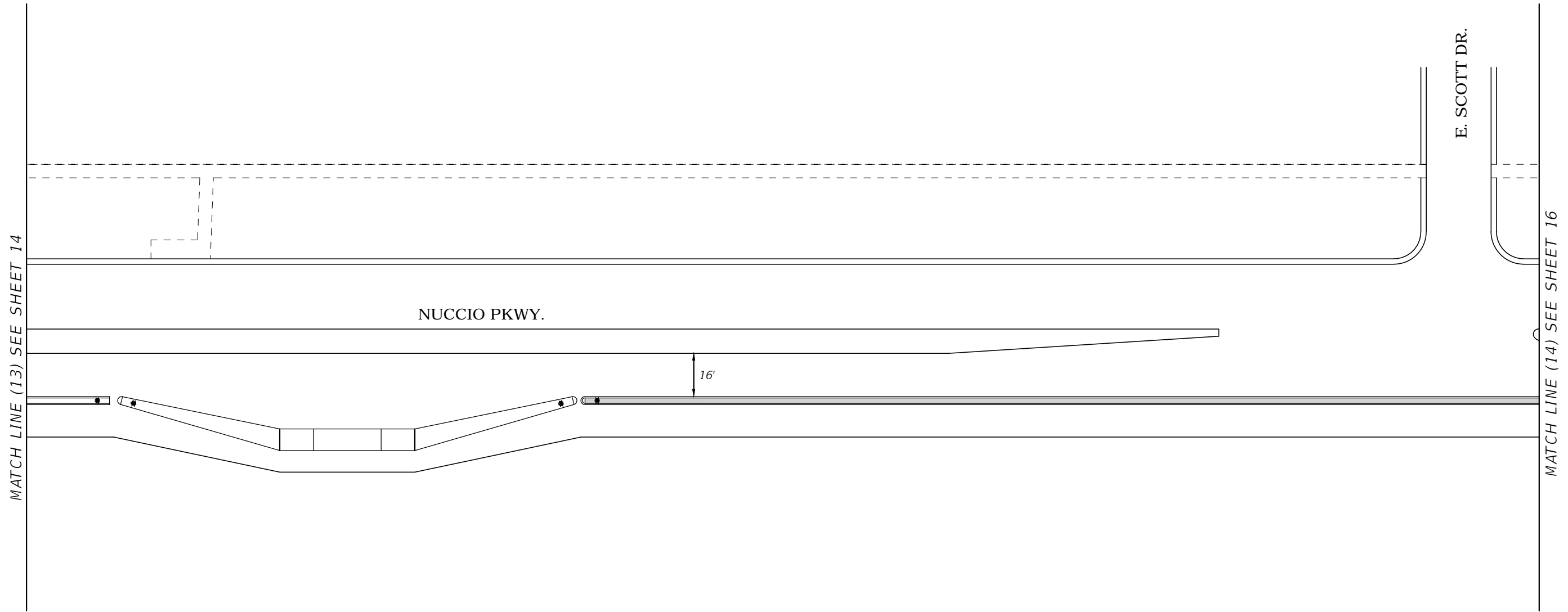
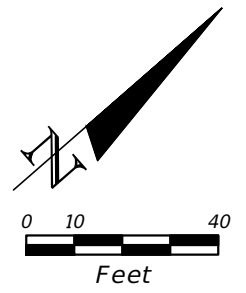


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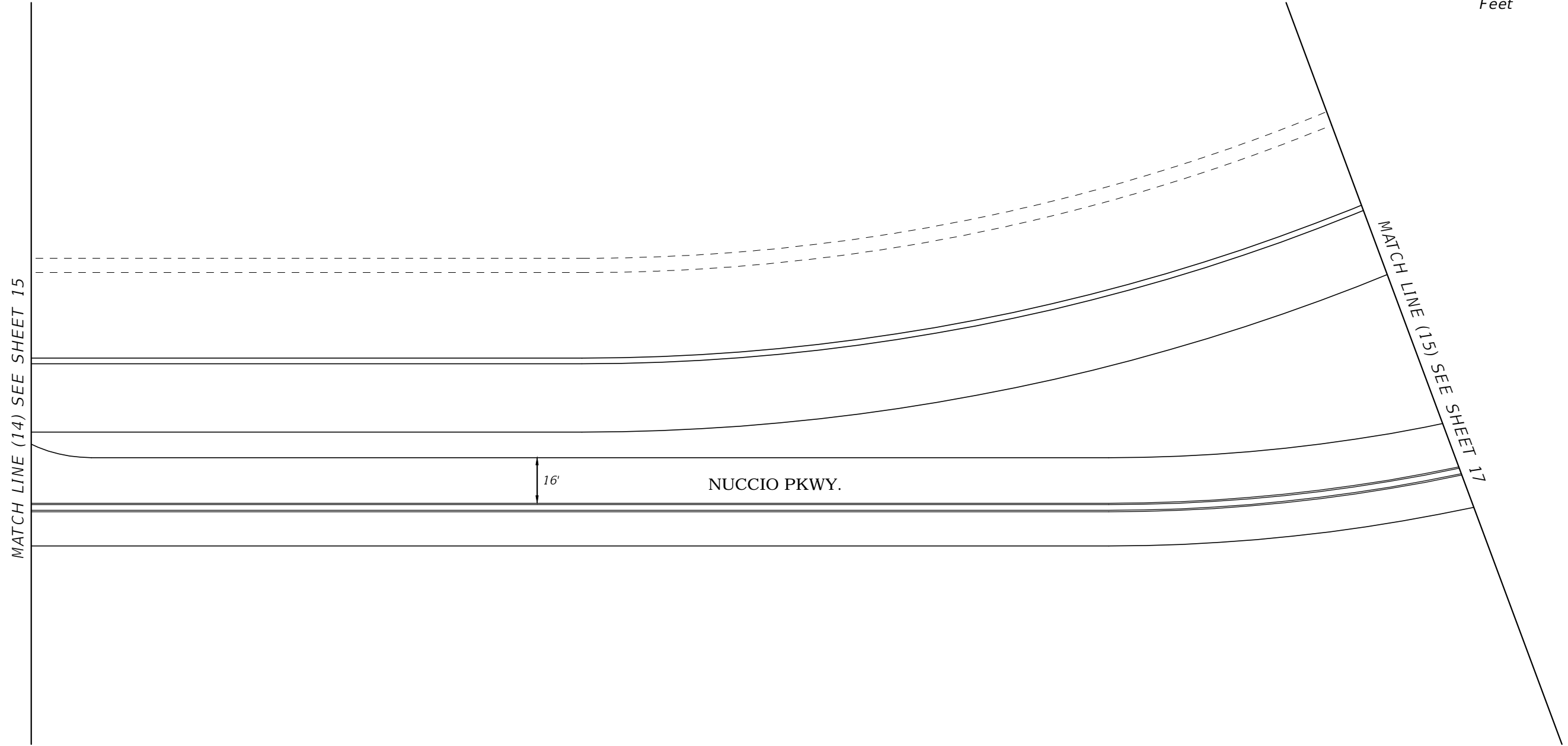
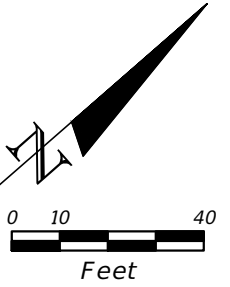
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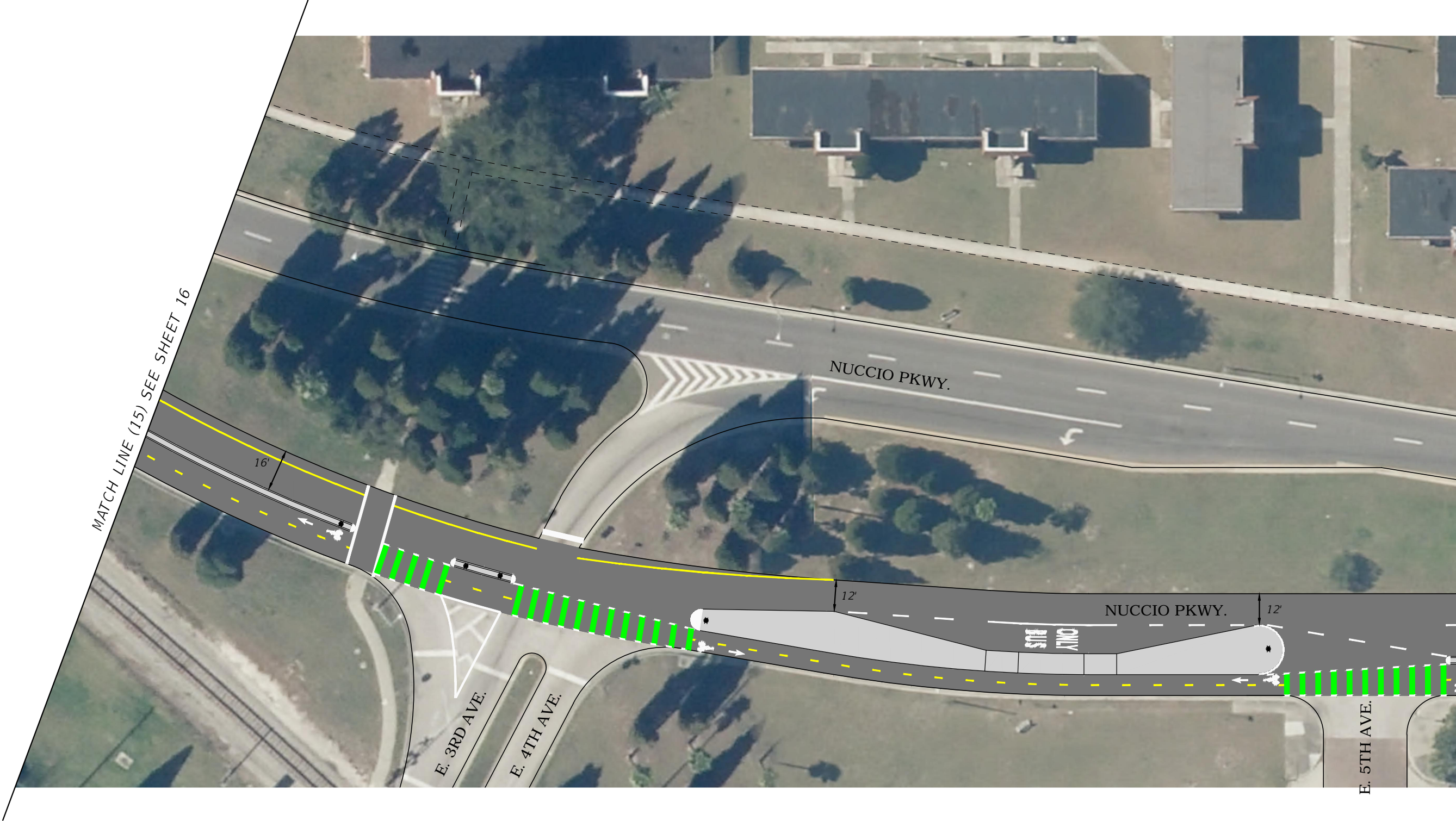
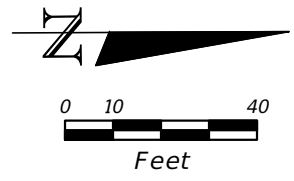
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			PROJECT NO. 1000254	<b>CONCEPT PLAN (15)</b>
			DESIGN DPM	
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	PREPARED FOR: ITY OF TAMPA
DATE	DESCRIPTION	BY		SHEET 15 OF 26 SHEETS
REVISIONS				

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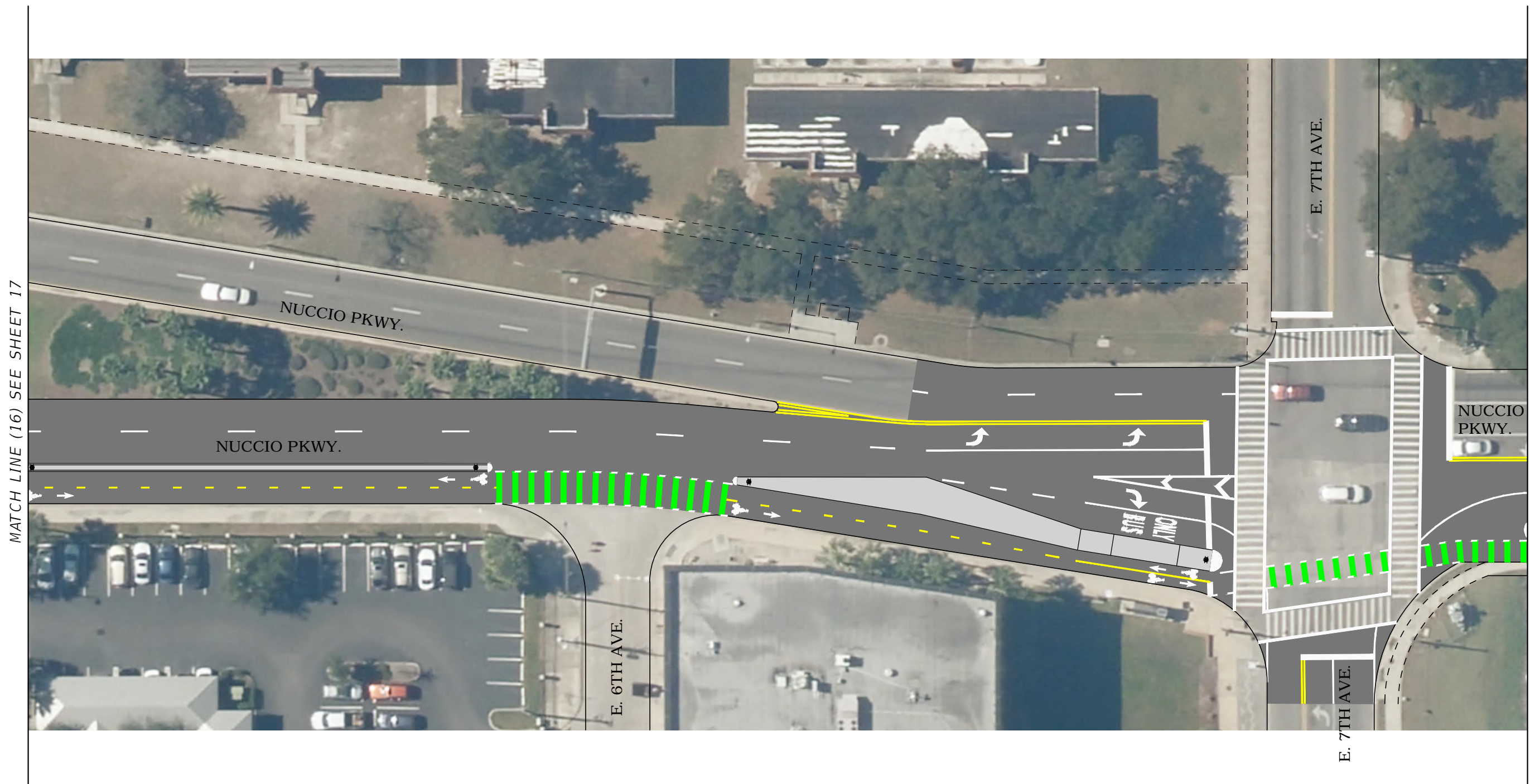
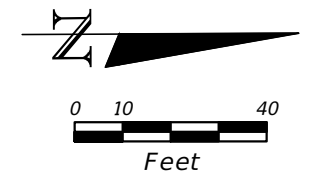
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			PROJECT NO. 1000254	<b>CONCEPT PLAN (16)</b>
			DESIGN DPM	
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	PREPARED FOR: ITY OF TAMPA
DATE	DESCRIPTION	BY	DRAWN DP	SHEET 16 OF 26 SHEETS
REVISIONS				

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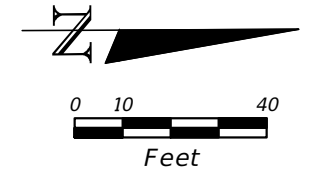
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			PROJECT NO. 1000254	<b>CONCEPT PLAN (17)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 17 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					

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			ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230	
			<b>ICON</b>	
			CONSULTANT GROUP INCORPORATED	
			10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689	
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	
DATE	DESCRIPTION	BY	PROJECT NO.	<b>CONCEPT PLAN (18)</b>
	REVISIONS		1000254	
			DESIGN DPM	
			DRAWN DPM	PREPARED FOR: CITY OF TAMPA
				SHEET 18 OF 26 SHEETS

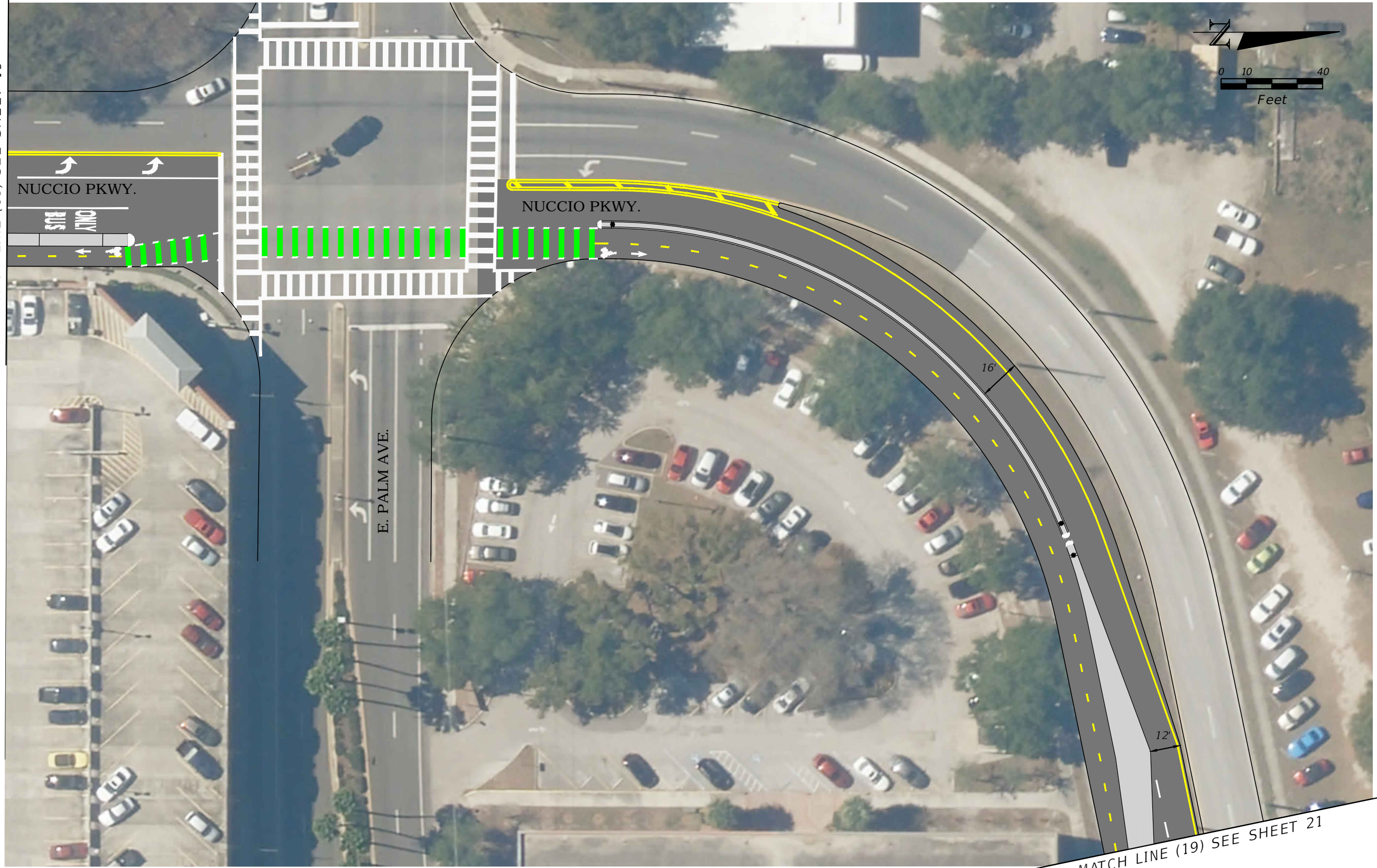
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<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (19)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 19 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					

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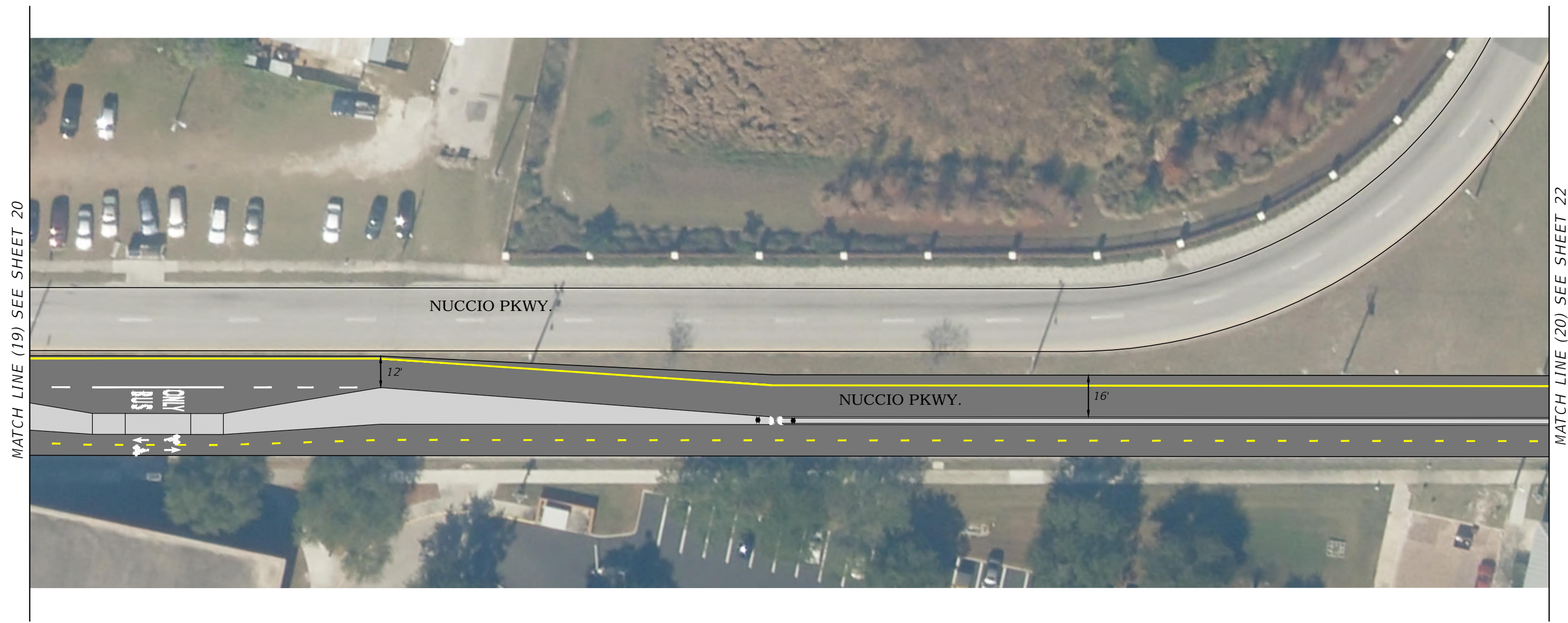
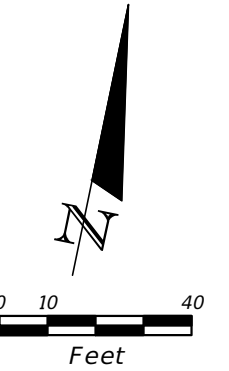
MATCH LINE (18) SEE SHEET 19



MATCH LINE (19) SEE SHEET 21

<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (20)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 20 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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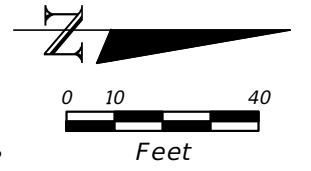
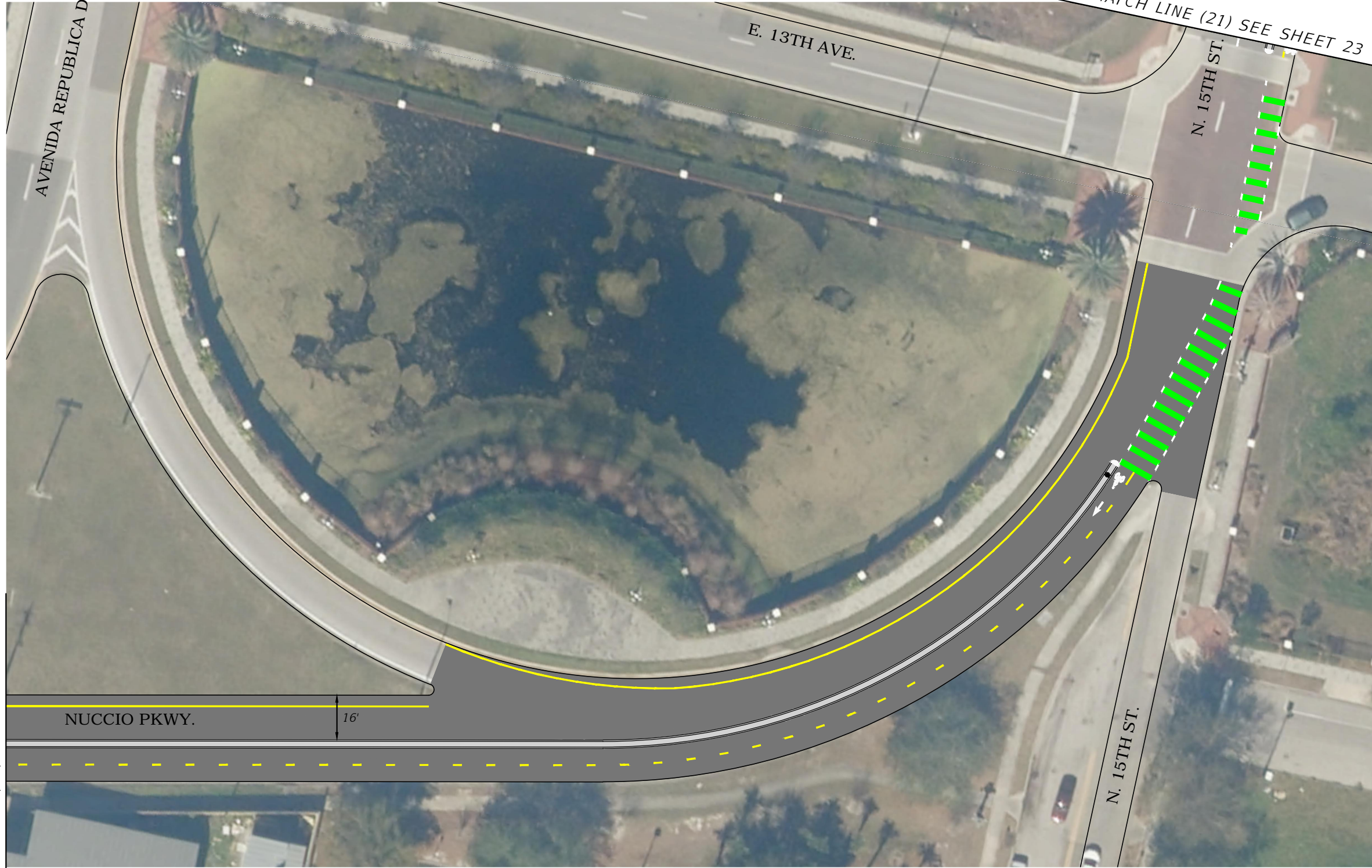


<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (21)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 21 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				



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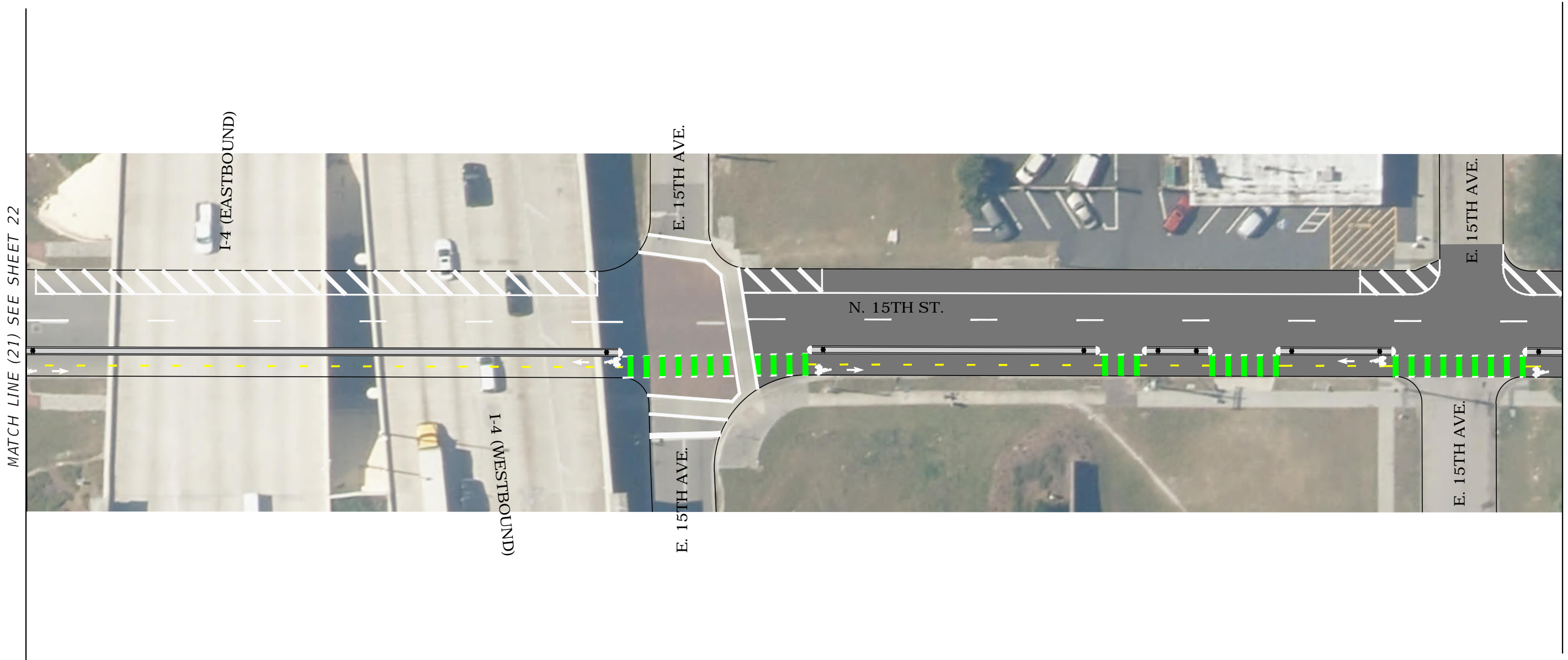
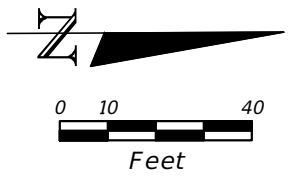
MATCH LINE (20) SEE SHEET 21



NUCCIO PKWY. 16'

<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (22)
DATE:			DESIGN	PREPARED FOR:
MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DPM	CITY OF TAMPA
DATE	DESCRIPTION	BY	DRAWN	SHEET 22 OF 26 SHEETS
	REVISIONS		DPM	

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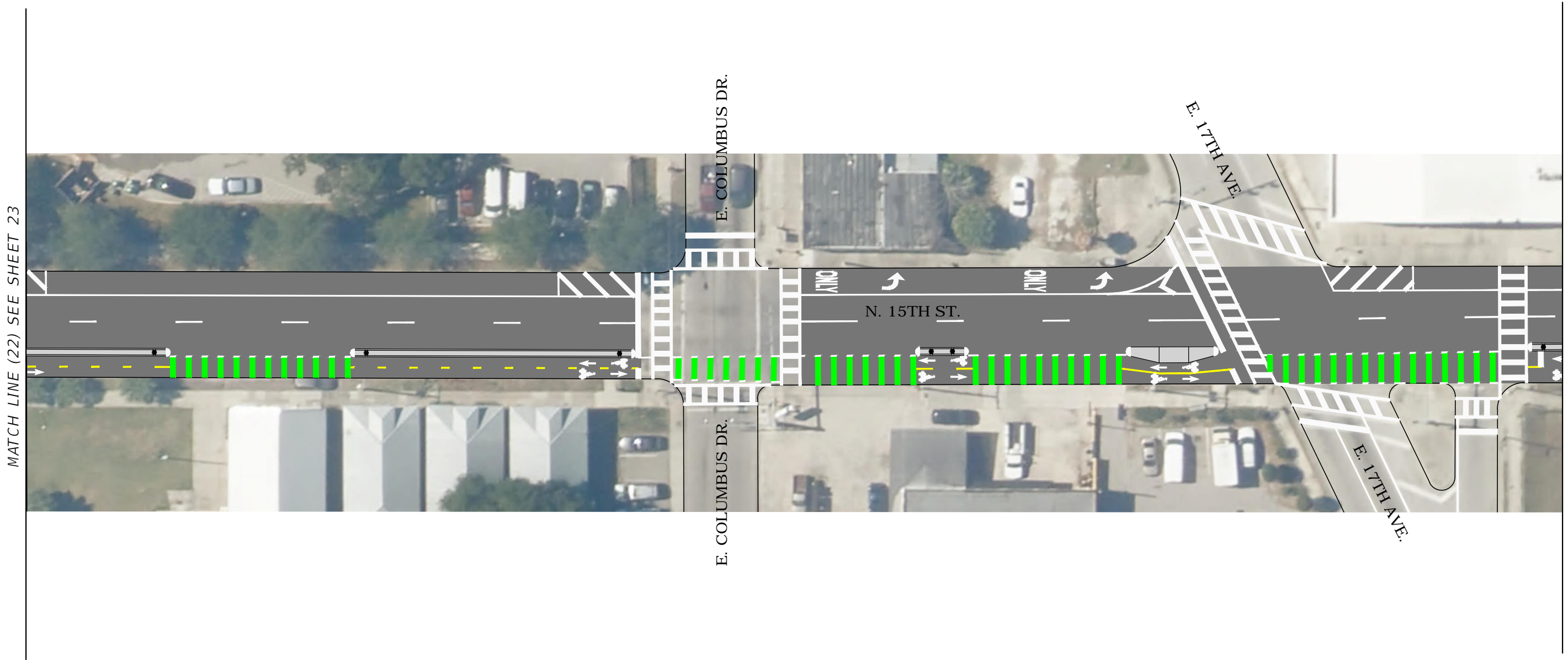
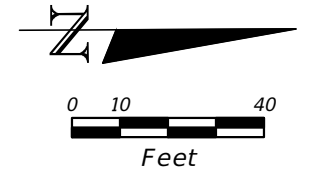


<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			<i>EAST-WEST GREEN SPINE CONCEPT</i>		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (23)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 23 OF 26 SHEETS	
DATE	DESCRIPTION	BY	REVISIONS		

MATCH LINE (21) SEE SHEET 22

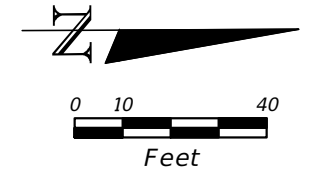
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			ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230	
			<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689	
			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	
			<b>CONCEPT PLAN (24)</b>	
			DESIGN DPM	
			PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	
			REVISIONS	

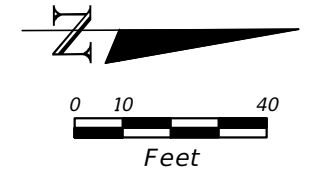
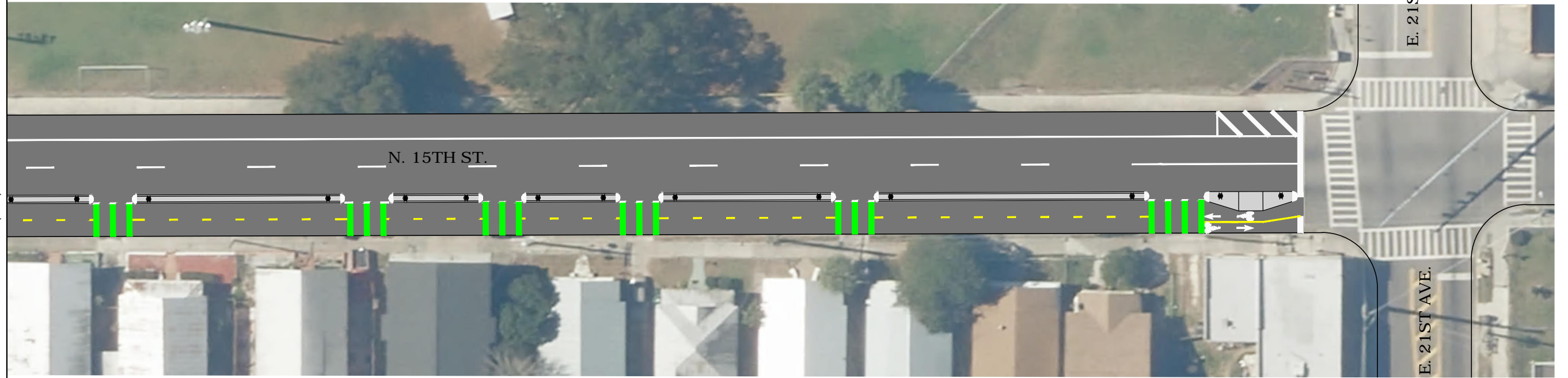
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 Layout - CONCEPT PLAN (25) Plotted - Jun. 20, 2016 06:13 PM



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			<i>EAST-WEST GREEN SPINE CONCEPT</i>		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (25)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 25 OF 26 SHEETS	
DATE	DESCRIPTION	BY	REVISIONS		

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 Layout - CONCEPT PLAN (26) Plotted - Jun. 20, 2016 06:13 PM

MATCH LINE (24) SEE SHEET 25



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (26)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 26 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

**APPENDIX E**  
**COST ESTIMATE**

**ENGINEER'S ESTIMATE**  
**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7**

<b>FINANCIAL PROJECT ID # :</b>	100056-7-00-00
<b>PROJECT DESCRIPTION:</b>	Project: East-West Green Spine Concept, CIP # 1000567 Phase 2a-Cass Street from Howard Ave to Willow Ave
<b>PAY ITEM SPEC YEAR:</b>	July 2015
<b>SUBMITTAL TYPE:</b>	Completed Plans to District Specs
<b>COUNTY:</b>	Pinellas
<b>DATE:</b>	March 8, 2016
<b>ENGINEERING CONSULTANT FIRM:</b>	ICON Consultant Group
<b>CONTACT NAME:</b>	Michelle Schofner
<b>PHONE NUMBER:</b>	(813) 555-1212
<b>FILE VERSION:</b>	EE_12-15_Rev24
<b>PAGE NUMBER:</b>	1 of 1

**COMPONENT GROUPS**

100 - STRUCTURES	<i>NOT USED</i>	
200 - ROADWAY		\$288,480.48
300 - SIGNING & PAVEMENT MARKINGS		\$19,832.48
400 - LIGHTING	<i>NOT USED</i>	
500 - SIGNALIZATION		\$17,637.66
550 - ITS	<i>NOT USED</i>	
600 - LANDSCAPE / PERIPHERALS	<i>NOT USED</i>	
700 - UTILITIES	<i>NOT USED</i>	
800 - ARCHITECTURAL	<i>NOT USED</i>	
900 - MASS TRANSIT	<i>NOT USED</i>	
1000 - INVALID & OTHER ITEMS	<i>NOT USED</i>	
<b>COMPONENT SUB-TOTAL</b>		\$325,950.62
(102-1) MOT (Maintenance of Traffic)	10%	\$32,595.06
<b>SUB-TOTAL</b>		\$358,545.68
(101-1) MOB (Mobilization)	10%	\$35,854.57
<b>SUB-TOTAL</b>		\$394,400.25
PU (Project Unknowns)	15%	\$59,160.04
<b>SUB-TOTAL</b>		\$453,560.29
(999-25) Initial Contingency (Do Not Bid)		\$5,000.00
<b>PROJECT GRAND TOTAL</b>		<b>\$458,560.29</b>

**NOTES:**

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**ENGINEER'S ESTIMATE**  
**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7**

<b>FINANCIAL PROJECT ID # :</b>	100056-7-00-00
<b>PROJECT DESCRIPTION:</b>	Project: East-West Green Spine Concept, CIP # 1000567 Phase 2b- Cass Street from Willow Ave to Cass Street Bridge
<b>PAY ITEM SPEC YEAR:</b>	July 2015
<b>SUBMITTAL TYPE:</b>	Completed Plans to District Specs
<b>COUNTY:</b>	Pinellas
<b>DATE:</b>	March 8, 2016
<b>ENGINEERING CONSULTANT FIRM:</b>	ICON Consultant Group
<b>CONTACT NAME:</b>	Michelle Schofner
<b>PHONE NUMBER:</b>	(813) 555-1212
<b>FILE VERSION:</b>	EE_12-15_Rev24
<b>PAGE NUMBER:</b>	1 of 1

**COMPONENT GROUPS**

100 - STRUCTURES	<i>NOT USED</i>	
200 - ROADWAY		\$279,682.05
300 - SIGNING & PAVEMENT MARKINGS		\$35,777.35
400 - LIGHTING	<i>NOT USED</i>	
500 - SIGNALIZATION		\$20,275.32
550 - ITS	<i>NOT USED</i>	
600 - LANDSCAPE / PERIPHERALS		\$39,759.02
700 - UTILITIES	<i>NOT USED</i>	
800 - ARCHITECTURAL	<i>NOT USED</i>	
900 - MASS TRANSIT	<i>NOT USED</i>	
1000 - INVALID & OTHER ITEMS	<i>NOT USED</i>	
<b>COMPONENT SUB-TOTAL</b>		\$375,493.74
(102-1) MOT (Maintenance of Traffic)	10%	\$37,549.37
<b>SUB-TOTAL</b>		\$413,043.11
(101-1) MOB (Mobilization)	10%	\$41,304.31
<b>SUB-TOTAL</b>		\$454,347.42
PU (Project Unknowns)	15%	\$68,152.11
<b>SUB-TOTAL</b>		\$522,499.53
(999-25) Initial Contingency (Do Not Bid)		\$5,000.00
<b>PROJECT GRAND TOTAL</b>		<b>\$527,499.53</b>

**NOTES:**

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**ENGINEER'S ESTIMATE**  
**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7**

<b>FINANCIAL PROJECT ID # :</b>	100056-7-00-00
<b>PROJECT DESCRIPTION:</b>	Project: East-West Green Spine Concept, CIP # 1000567 Phase 3a- Nuccio Parkway from Nebraska Ave to 7th Avenue
<b>PAY ITEM SPEC YEAR:</b>	July 2015
<b>SUBMITTAL TYPE:</b>	Completed Plans to District Specs
<b>COUNTY:</b>	Pinellas
<b>DATE:</b>	March 8, 2016
<b>ENGINEERING CONSULTANT FIRM:</b>	ICON Consultant Group
<b>CONTACT NAME:</b>	Michelle Schofner
<b>PHONE NUMBER:</b>	(813) 555-1212
<b>FILE VERSION:</b>	EE_12-15_Rev24
<b>PAGE NUMBER:</b>	1 of 1

**COMPONENT GROUPS**

100 - STRUCTURES	<i>NOT USED</i>	
200 - ROADWAY		\$404,488.94
300 - SIGNING & PAVEMENT MARKINGS		\$15,030.76
400 - LIGHTING	<i>NOT USED</i>	
500 - SIGNALIZATION		\$20,275.32
550 - ITS	<i>NOT USED</i>	
600 - LANDSCAPE / PERIPHERALS		\$132,530.07
700 - UTILITIES	<i>NOT USED</i>	
800 - ARCHITECTURAL	<i>NOT USED</i>	
900 - MASS TRANSIT	<i>NOT USED</i>	
1000 - INVALID & OTHER ITEMS	<i>NOT USED</i>	
<b>COMPONENT SUB-TOTAL</b>		\$572,325.09
(102-1) MOT (Maintenance of Traffic)	10%	\$57,232.51
<b>SUB-TOTAL</b>		\$629,557.60
(101-1) MOB (Mobilization)	10%	\$62,955.76
<b>SUB-TOTAL</b>		\$692,513.36
PU (Project Unknowns)	15%	\$103,877.00
<b>SUB-TOTAL</b>		\$796,390.36
(999-25) Initial Contingency (Do Not Bid)		\$5,000.00
<b>PROJECT GRAND TOTAL</b>		<b>\$801,390.36</b>

**NOTES:**

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**ENGINEER'S ESTIMATE**  
**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7**

<b>FINANCIAL PROJECT ID # :</b>	100056-7-00-00
<b>PROJECT DESCRIPTION:</b>	Project: East-West Green Spine Concept, CIP # 1000567 Phase 3b- Nuccio Parkway and 12th Street from 7th Ave to 13th Avenue
<b>PAY ITEM SPEC YEAR:</b>	July 2015
<b>SUBMITTAL TYPE:</b>	Completed Plans to District Specs
<b>COUNTY:</b>	Pinellas
<b>DATE:</b>	March 8, 2016
<b>ENGINEERING CONSULTANT FIRM:</b>	ICON Consultant Group
<b>CONTACT NAME:</b>	Michelle Schofner
<b>PHONE NUMBER:</b>	(813) 555-1212
<b>FILE VERSION:</b>	EE_12-15_Rev24
<b>PAGE NUMBER:</b>	1 of 1

**COMPONENT GROUPS**

100 - STRUCTURES	<i>NOT USED</i>	
200 - ROADWAY		\$270,608.08
300 - SIGNING & PAVEMENT MARKINGS		\$20,404.71
400 - LIGHTING	<i>NOT USED</i>	
500 - SIGNALIZATION		\$20,275.32
550 - ITS	<i>NOT USED</i>	
600 - LANDSCAPE / PERIPHERALS		\$106,024.06
700 - UTILITIES	<i>NOT USED</i>	
800 - ARCHITECTURAL	<i>NOT USED</i>	
900 - MASS TRANSIT	<i>NOT USED</i>	
1000 - INVALID & OTHER ITEMS	<i>NOT USED</i>	
<b>COMPONENT SUB-TOTAL</b>		\$417,312.17
(102-1) MOT (Maintenance of Traffic)	10%	\$41,731.22
<b>SUB-TOTAL</b>		\$459,043.38
(101-1) MOB (Mobilization)	10%	\$45,904.34
<b>SUB-TOTAL</b>		\$504,947.72
PU (Project Unknowns)	15%	\$75,742.16
<b>SUB-TOTAL</b>		\$580,689.88
(999-25) Initial Contingency (Do Not Bid)		\$5,000.00
<b>PROJECT GRAND TOTAL</b>		<b>\$585,689.88</b>

**NOTES:**












**ENGINEER'S ESTIMATE**  
**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7**

<b>FINANCIAL PROJECT ID # :</b>	100056-7-00-00
<b>PROJECT DESCRIPTION:</b>	Project: East-West Green Spine Concept, CIP # 1000567 Phase 3c- 15th Street and/or Avenida Republica De Cuba from 12th Avenue to 21st Avenue
<b>PAY ITEM SPEC YEAR:</b>	July 2015
<b>SUBMITTAL TYPE:</b>	Completed Plans to District Specs
<b>COUNTY:</b>	Pinellas
<b>DATE:</b>	March 8, 2016
<b>ENGINEERING CONSULTANT FIRM:</b>	ICON Consultant Group
<b>CONTACT NAME:</b>	Michelle Schofner
<b>PHONE NUMBER:</b>	(813) 555-1212
<b>FILE VERSION:</b>	EE_12-15_Rev24
<b>PAGE NUMBER:</b>	1 of 1

**COMPONENT GROUPS**

100 - STRUCTURES	<i>NOT USED</i>	
200 - ROADWAY		\$214,101.04
300 - SIGNING & PAVEMENT MARKINGS		\$24,659.49
400 - LIGHTING	<i>NOT USED</i>	
500 - SIGNALIZATION		\$22,912.98
550 - ITS	<i>NOT USED</i>	
600 - LANDSCAPE / PERIPHERALS	<i>NOT USED</i>	
700 - UTILITIES	<i>NOT USED</i>	
800 - ARCHITECTURAL	<i>NOT USED</i>	
900 - MASS TRANSIT	<i>NOT USED</i>	
1000 - INVALID & OTHER ITEMS	<i>NOT USED</i>	
<b>COMPONENT SUB-TOTAL</b>		\$261,673.51
(102-1) MOT (Maintenance of Traffic)	10%	\$26,167.35
<b>SUB-TOTAL</b>		\$287,840.86
(101-1) MOB (Mobilization)	10%	\$28,784.09
<b>SUB-TOTAL</b>		\$316,624.95
PU (Project Unknowns)	15%	\$47,493.74
<b>SUB-TOTAL</b>		\$364,118.69
(999-25) Initial Contingency (Do Not Bid)		\$5,000.00
<b>PROJECT GRAND TOTAL</b>		<b>\$369,118.69</b>

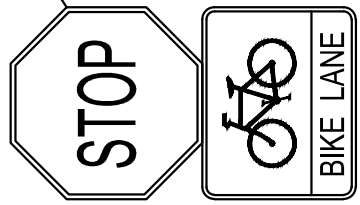
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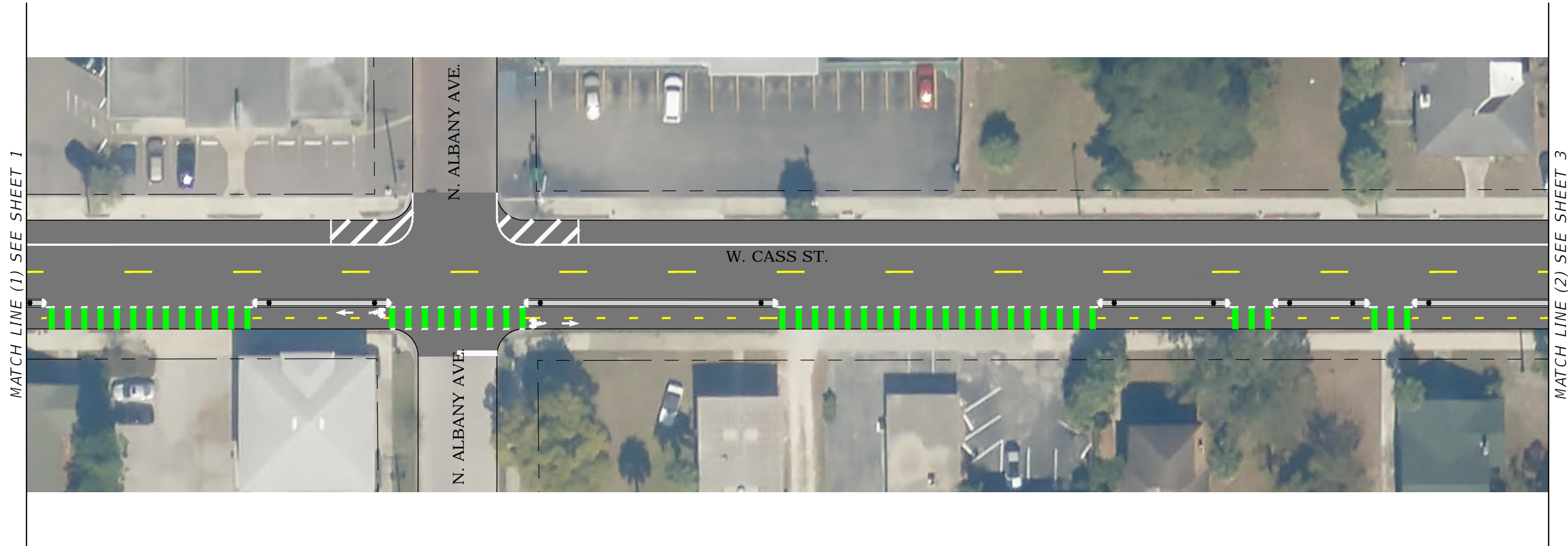
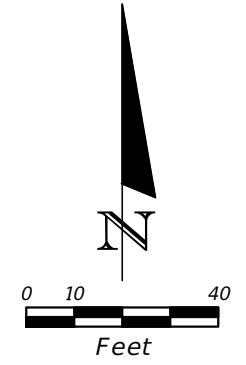

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MATCH LINE (1) SEE SHEET 2

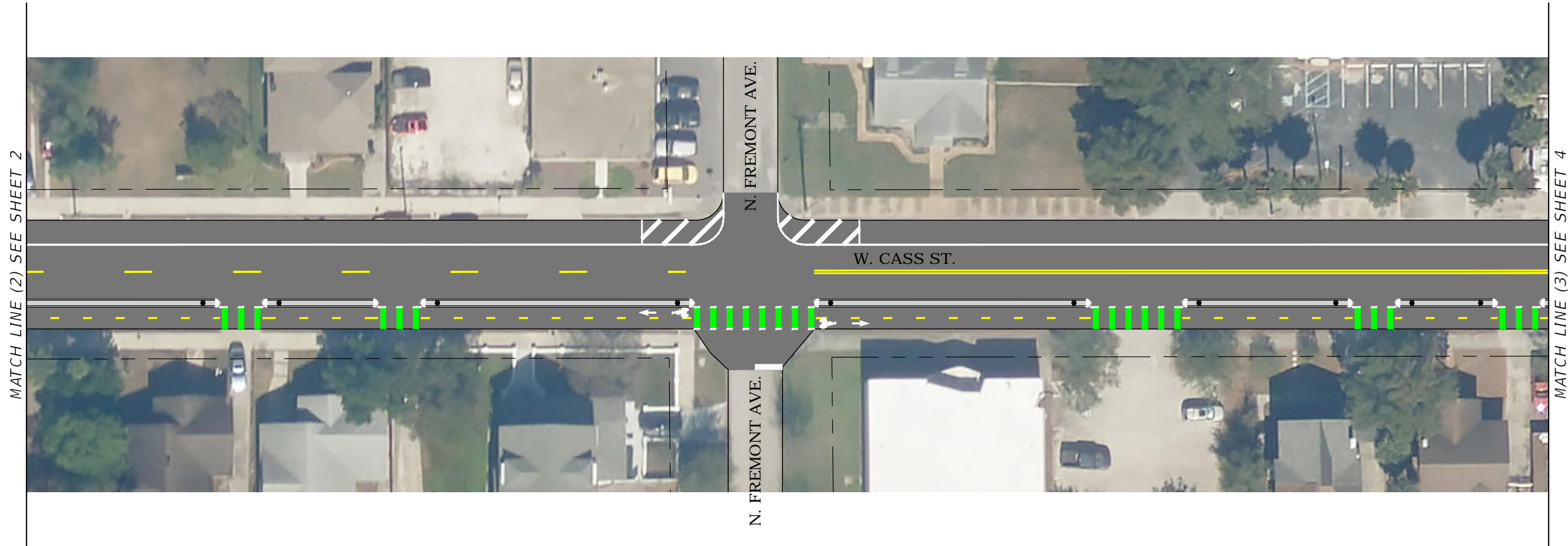
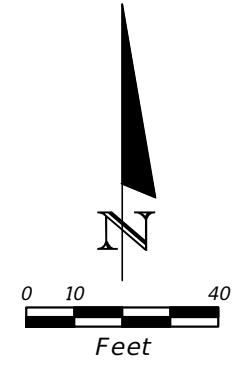
<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	<b>CONCEPT PLAN (1)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 10 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

david meadows :F:\Projects\TAMP0004\Work Order 3 - Green Spine\Design\PLANS\PO1.dwg  
 Layout - CONCEPT PLAN (2) Plotted - Jun. 20, 2016 06:11 PM



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (2)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 20 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

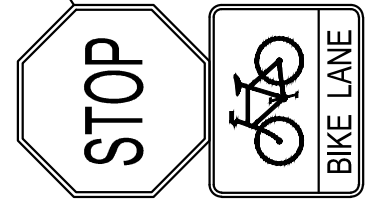
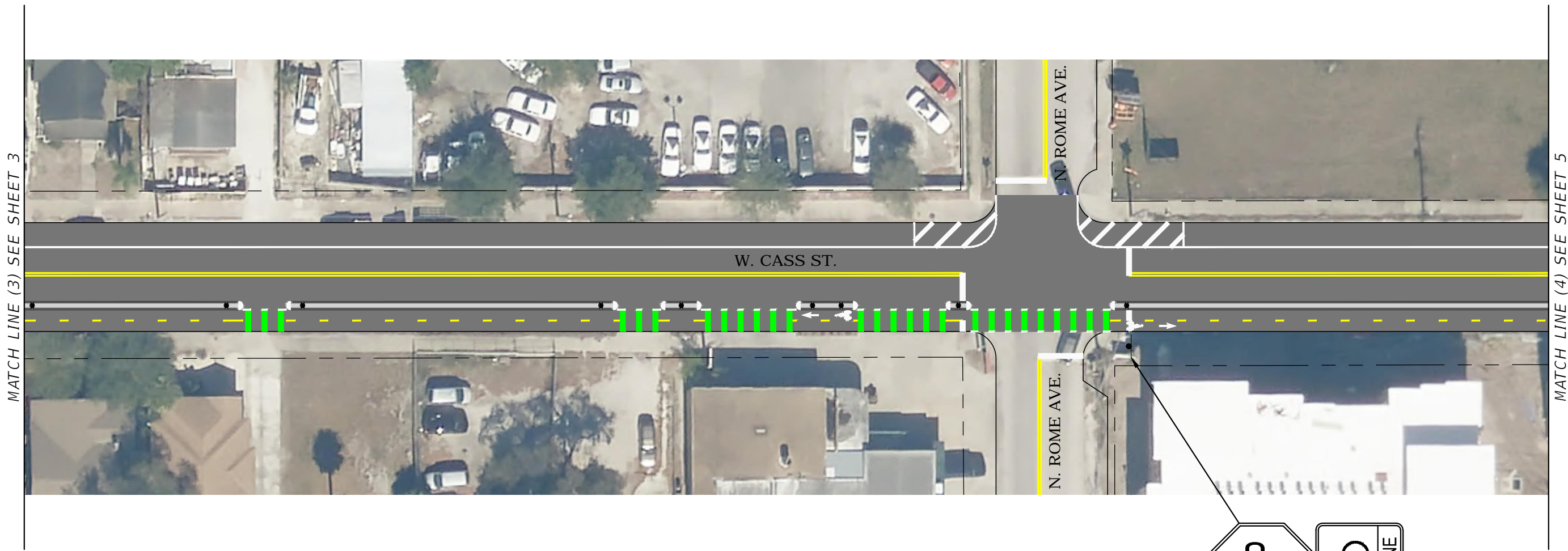
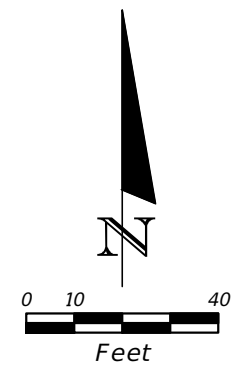
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 Layout - CONCEPT PLAN (3) Plotted - Jun. 20, 2016 06:11 PM



			ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230	
			<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689	
			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254 <b>CONCEPT PLAN (3)</b>	
			PREPARED FOR:	
			CITY OF TAMPA	
			SHEET 30 OF 26 SHEETS	
DATE	DESCRIPTION	BY		
REVISIONS				
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	
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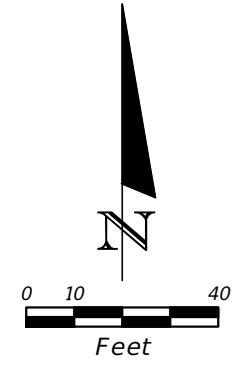


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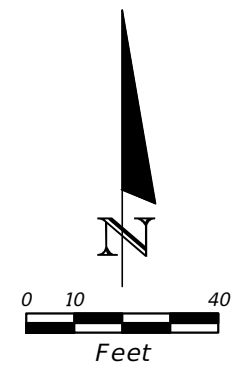
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			PROJECT NO. 1000254	<b>CONCEPT PLAN (4)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 40 OF 260 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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 Layout - CONCEPT PLAN (5) Plotted - Jun. 20, 2016 06:11 PM



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (5)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 50 OF 260 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

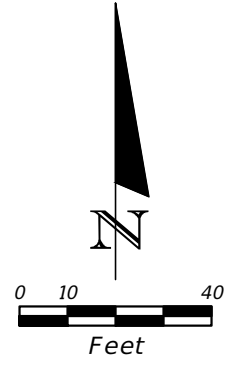
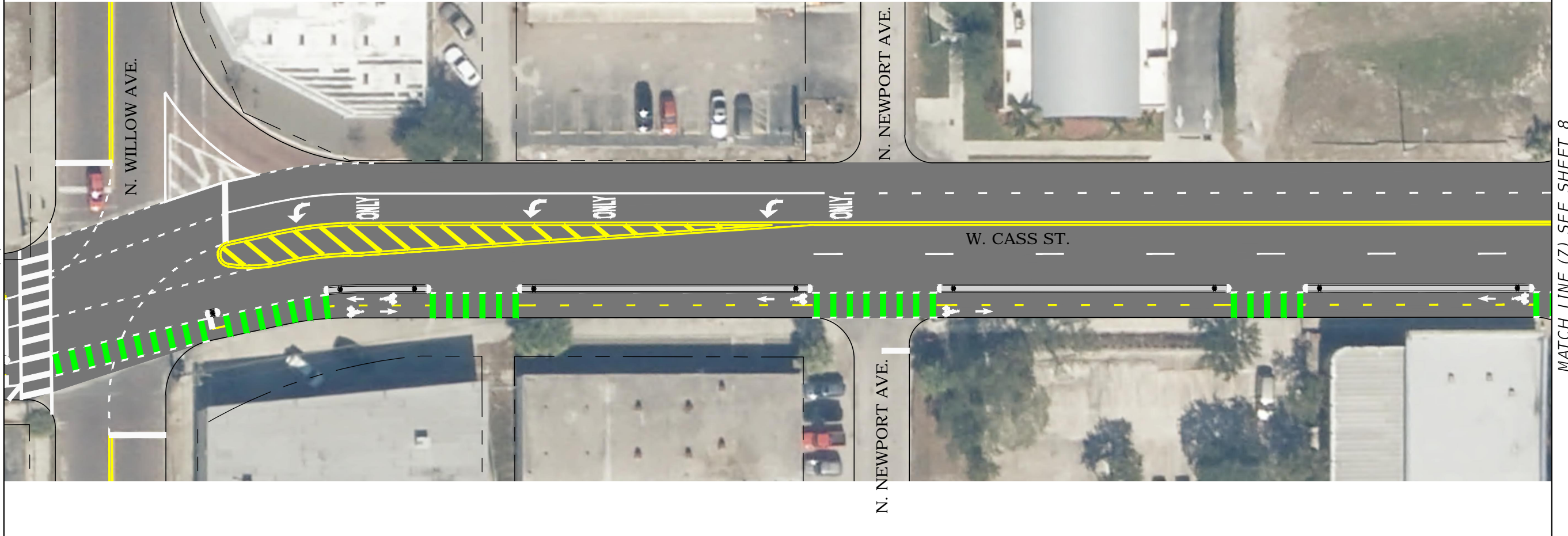
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 Layout - CONCEPT PLAN (6) Plotted - Jun. 20, 2016 06:12 PM



			ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230	
			<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689	
			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254 <b>CONCEPT PLAN (6)</b>	
			PREPARED FOR:	
			CITY OF TAMPA	
			SHEET 6 OF 26 SHEETS	
DATE	DESCRIPTION	BY		
REVISIONS				
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	
			DESIGN DPM DRAWN DPM	

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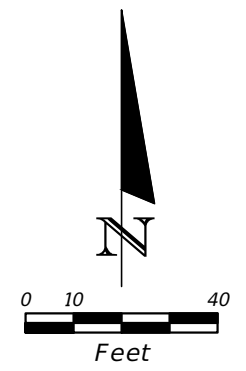
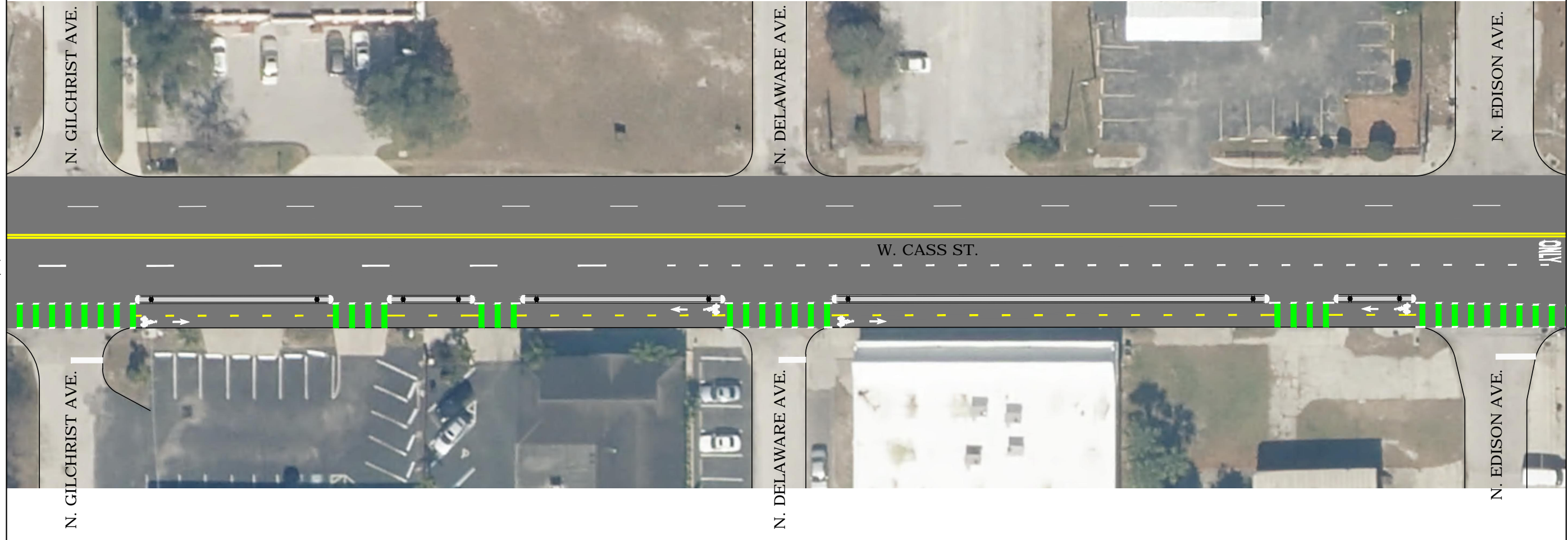
MATCH LINE (6) SEE SHEET 6



MATCH LINE (7) SEE SHEET 8

<p>ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230</p> <p><b>ICON</b>          CONSULTANT GROUP          INCORPORATED          10006 N. DALE MABRY HIGHWAY          SUITE 201          TAMPA, FLORIDA 33618          (813) 962-8689</p>			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	CONCEPT PLAN (7)	
<p>DATE:</p> <p>MICHELLE H. SCHOFNER NO. 51977          FLORIDA PROFESSIONAL ENGINEER</p>			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 7 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					

MATCH LINE (7) SEE SHEET 7

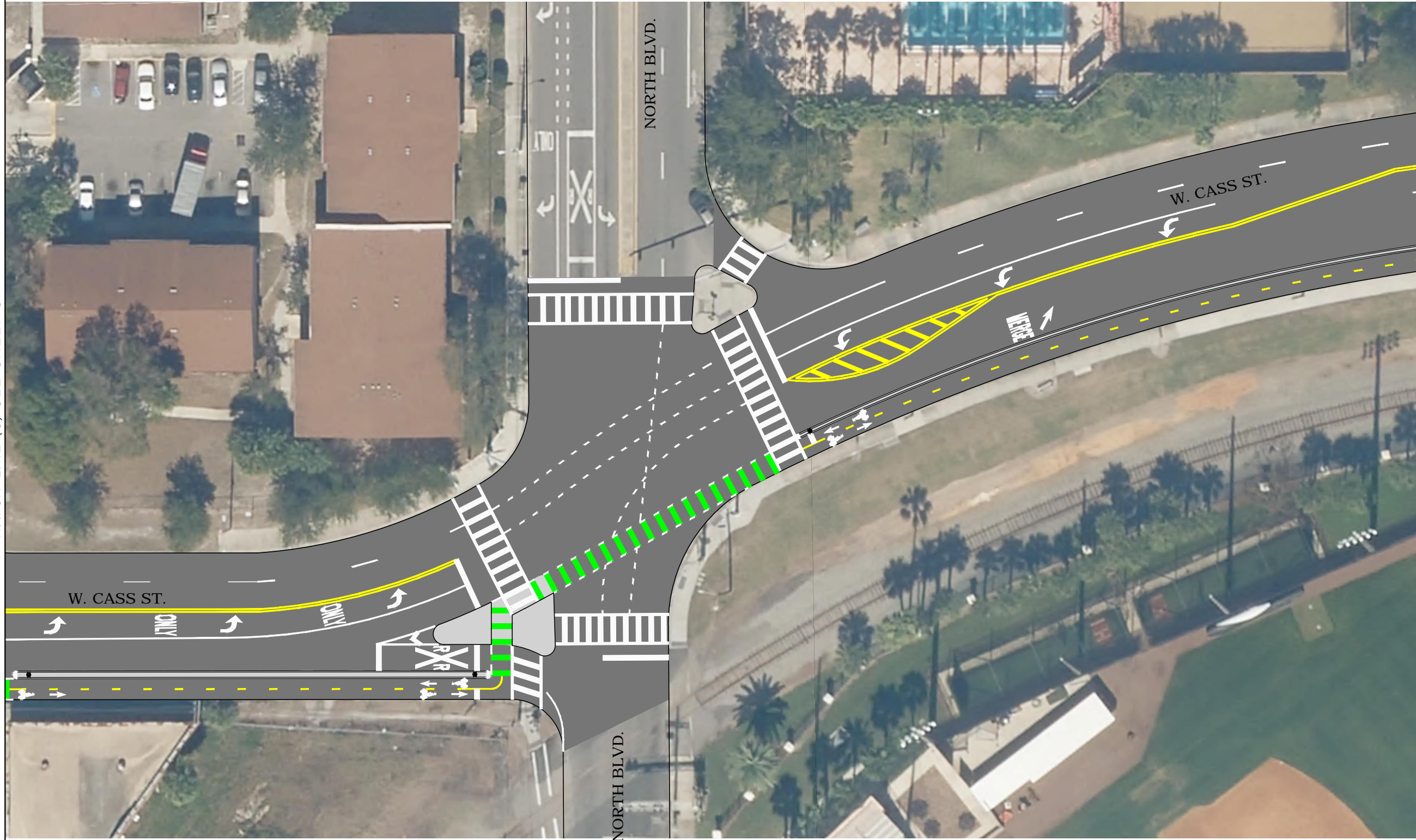


MATCH LINE (8) SEE SHEET 9

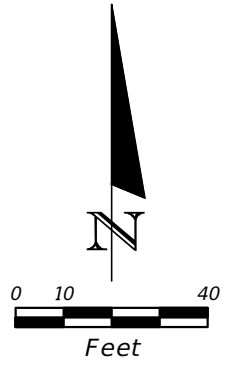
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			PROJECT NO. 1000254	CONCEPT PLAN (8)	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 8 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					

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 Layout - CONCEPT PLAN (9) Plotted - Jun. 20, 2016 06:12 PM

MATCH LINE (8) SEE SHEET 8

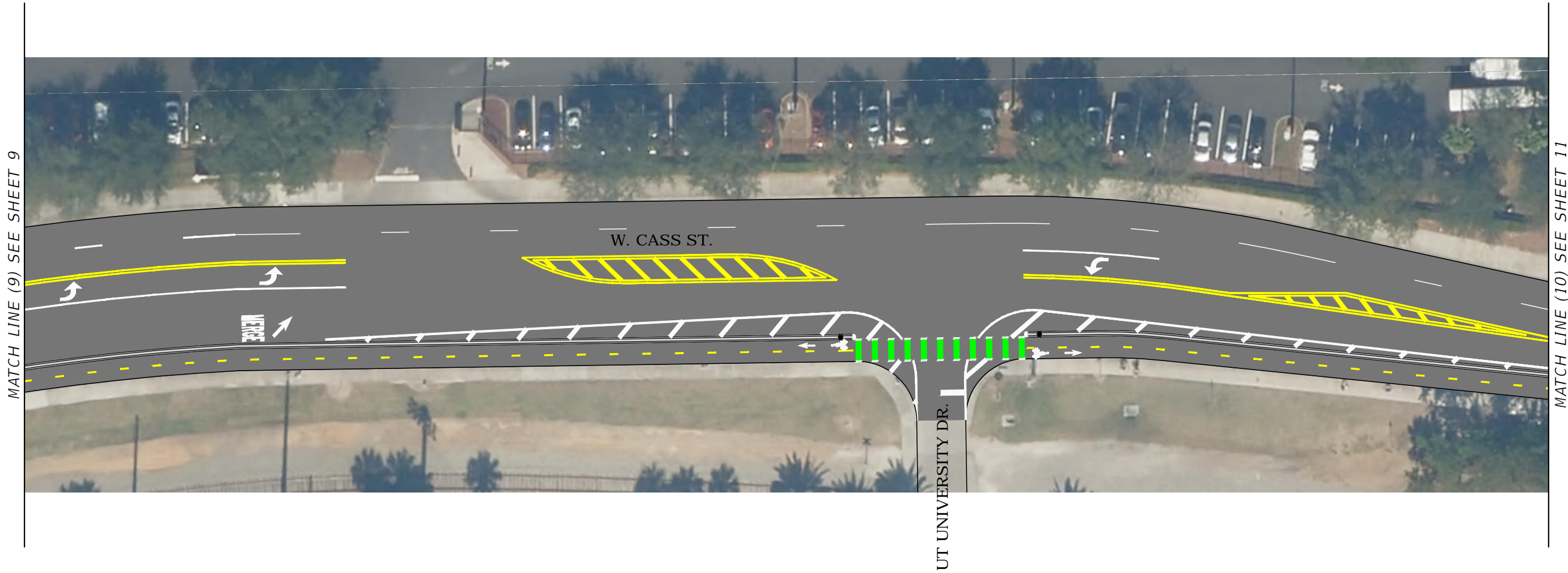
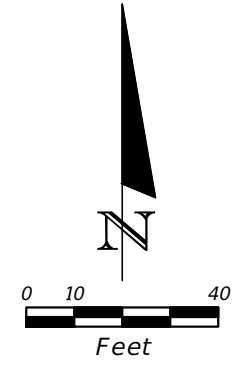


MATCH LINE (9) SEE SHEET 10



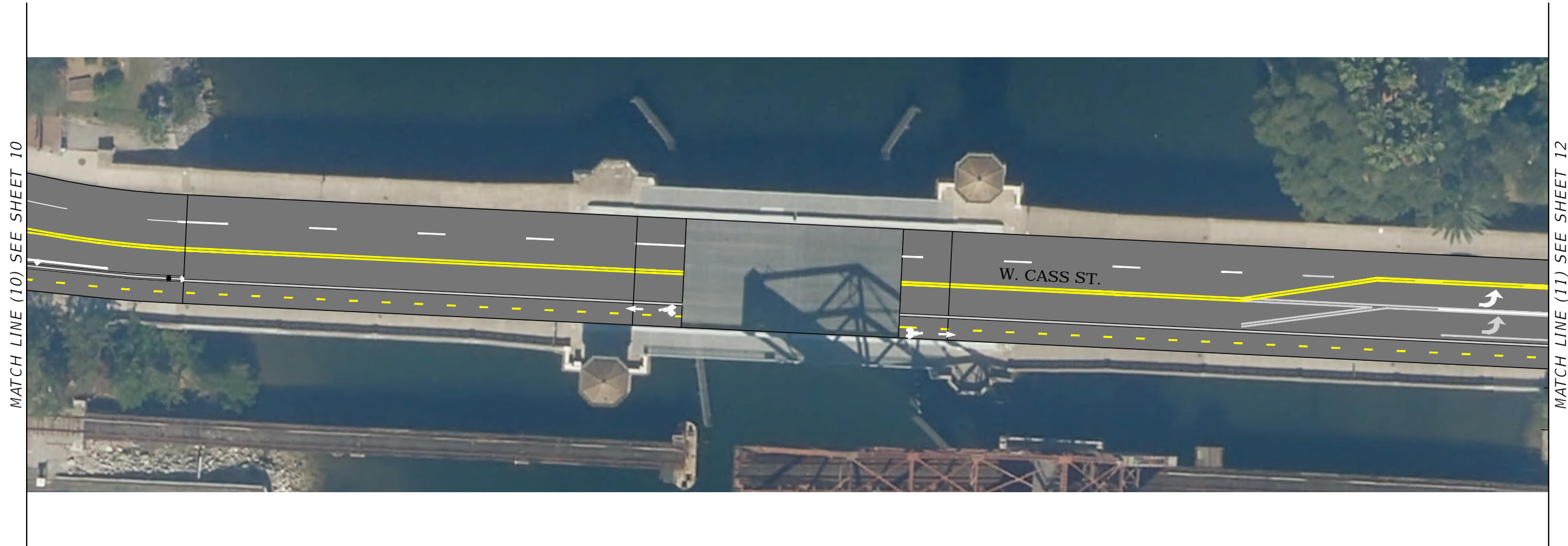
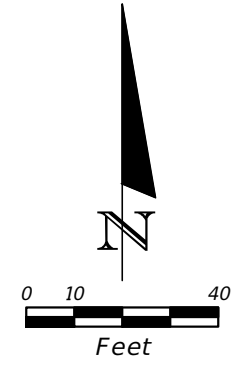
<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	<b>CONCEPT PLAN (9)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 9 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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 Layout - CONCEPT PLAN (10) Plotted - Jun. 20, 2016 06:12 PM



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (10)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 10 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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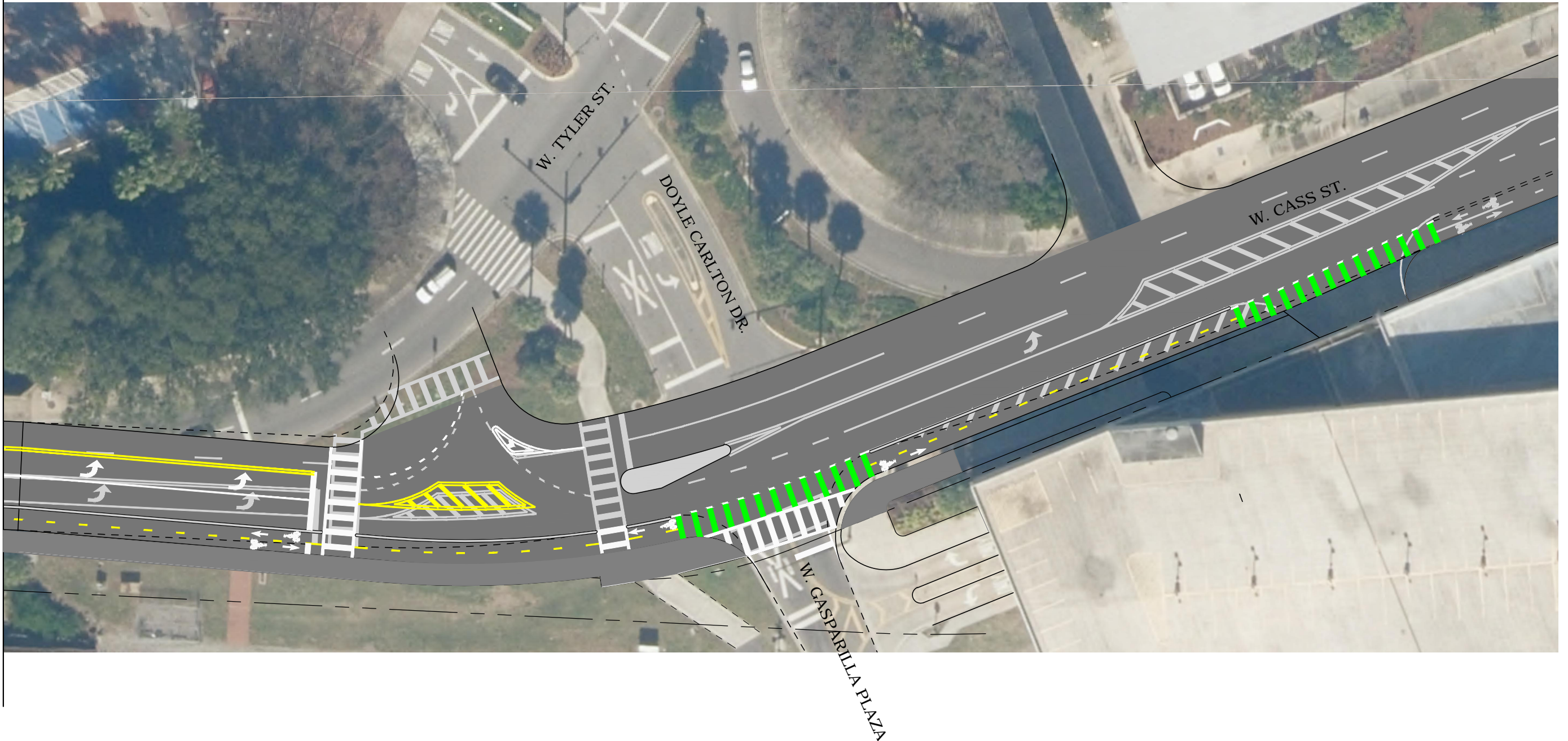


<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (11)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 11 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					



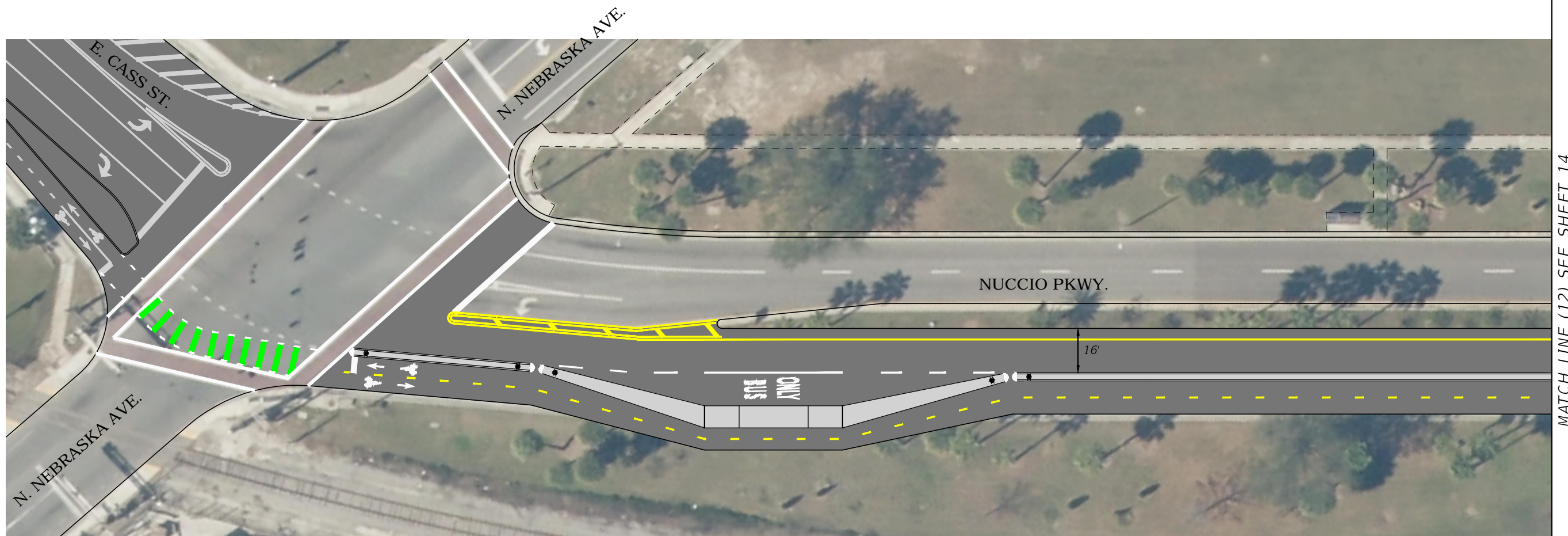
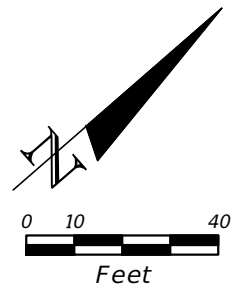
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MATCH LINE (11) SEE SHEET 11

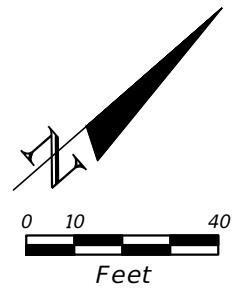


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			PROJECT NO. 1000254	<b>CONCEPT PLAN (12)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 12 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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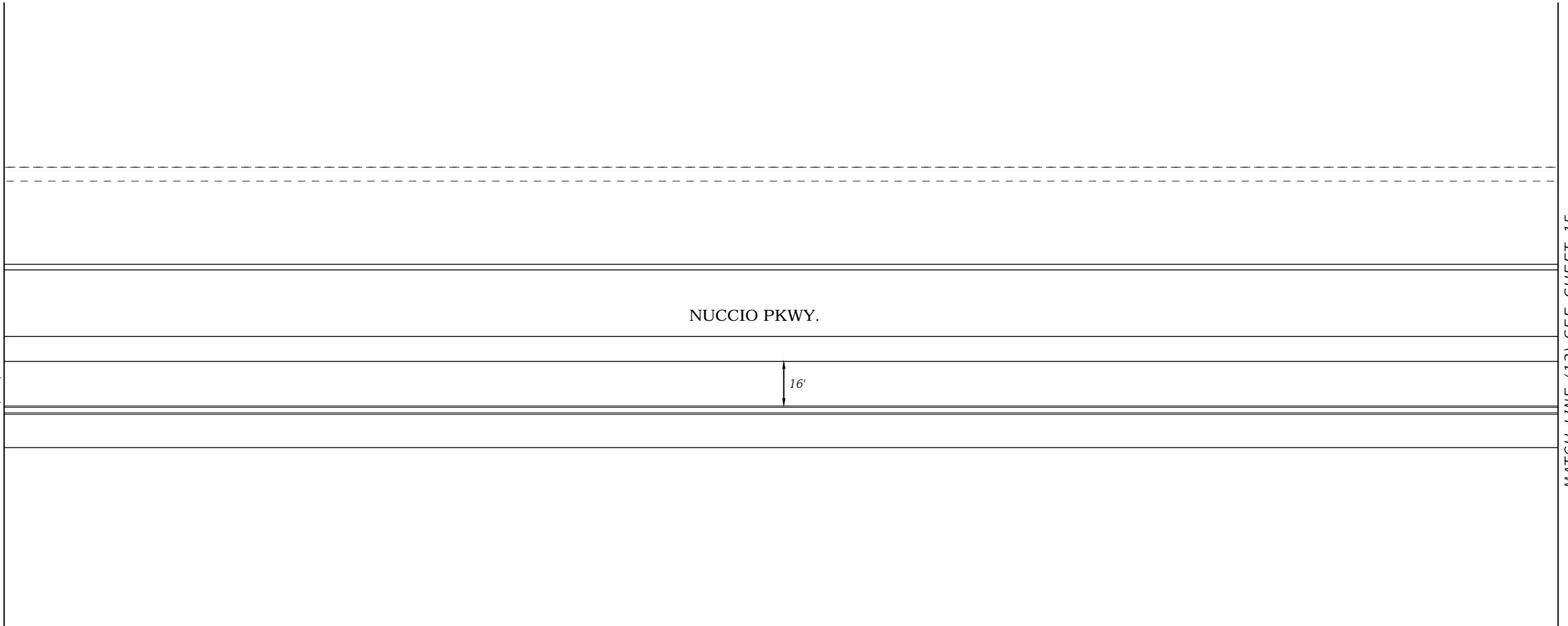


<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (13)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 13 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					



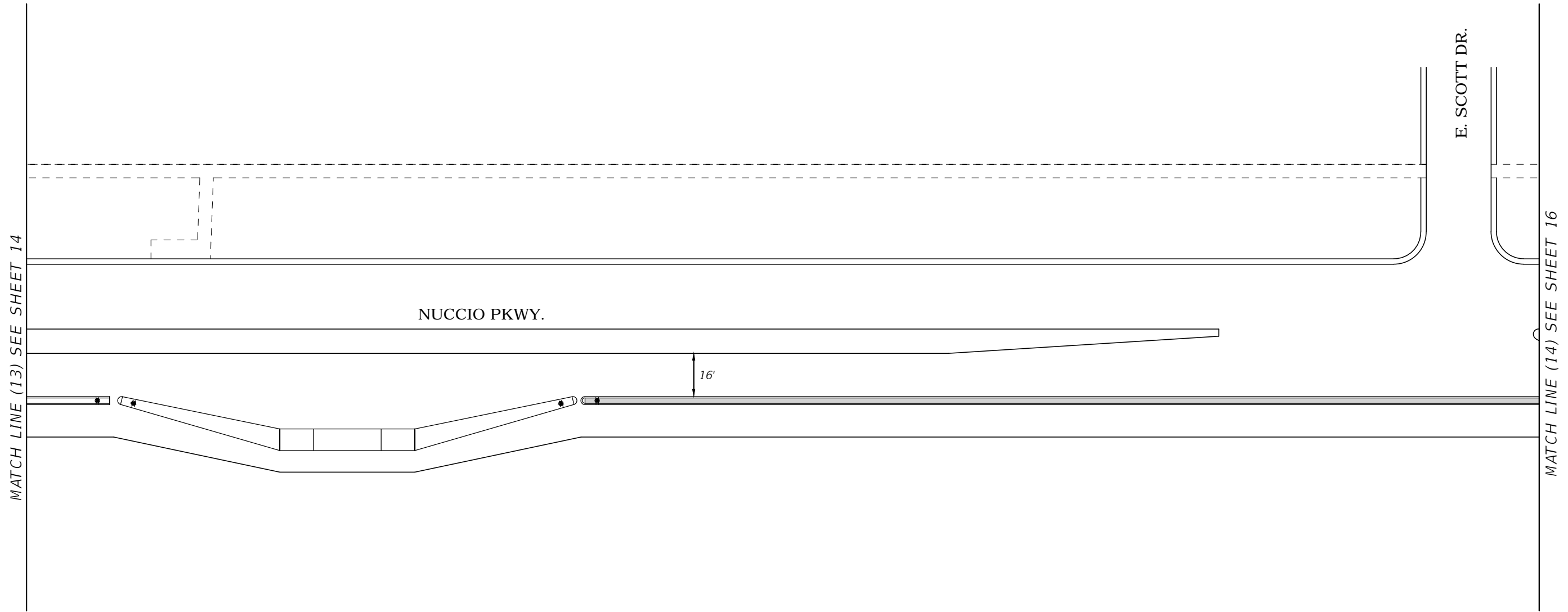
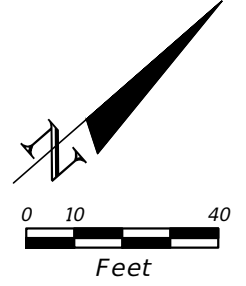
MATCH LINE (12) SEE SHEET 13

MATCH LINE (13) SEE SHEET 15



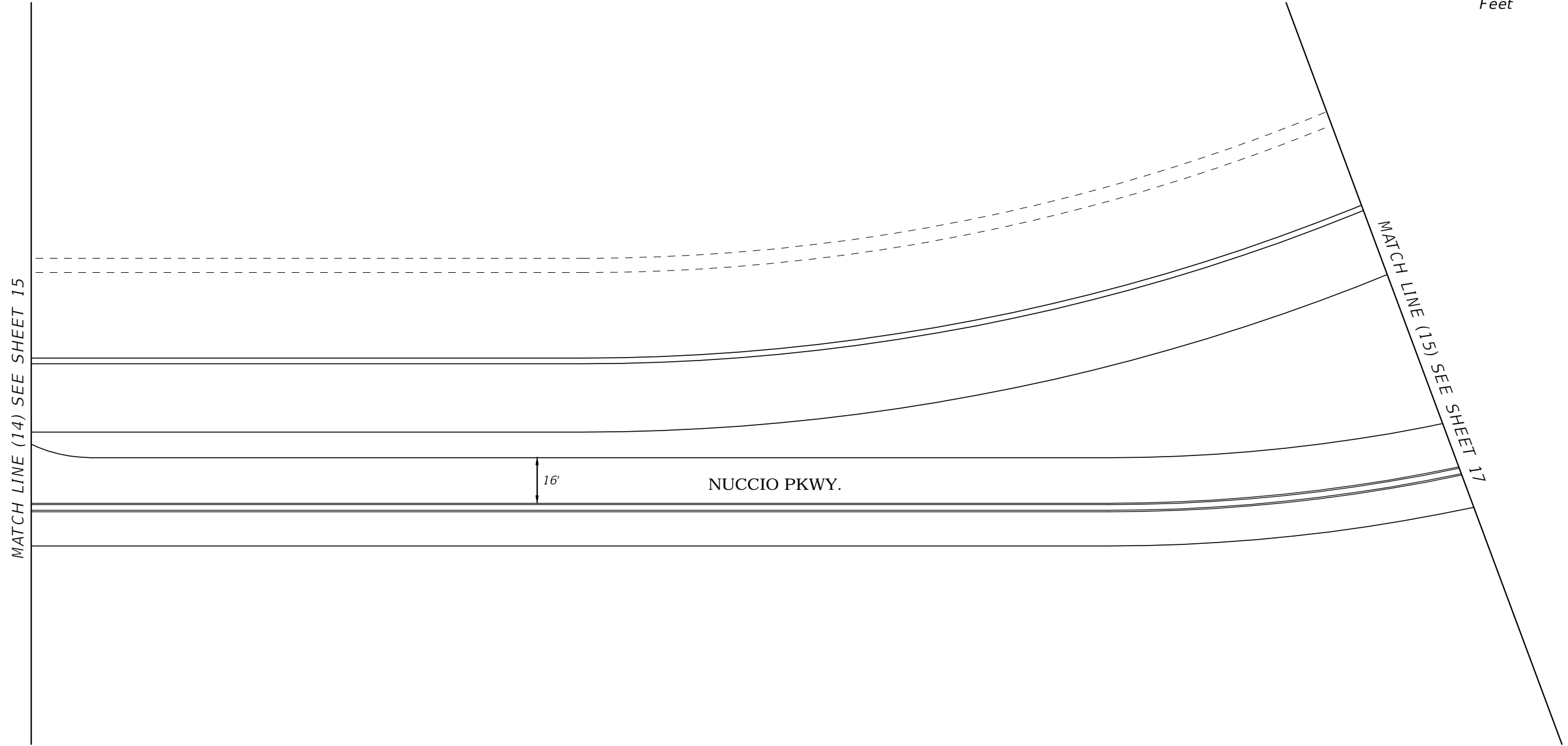
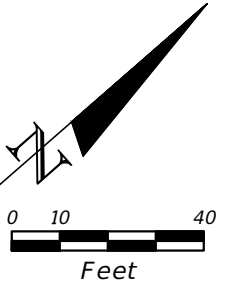
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			DESIGN DPM	PREPARED FOR: ITY OF TAMPA
			DRAWN DP	SHEET 14 OF 26 SHEETS
DATE	DESCRIPTION	BY	DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	
REVISIONS				

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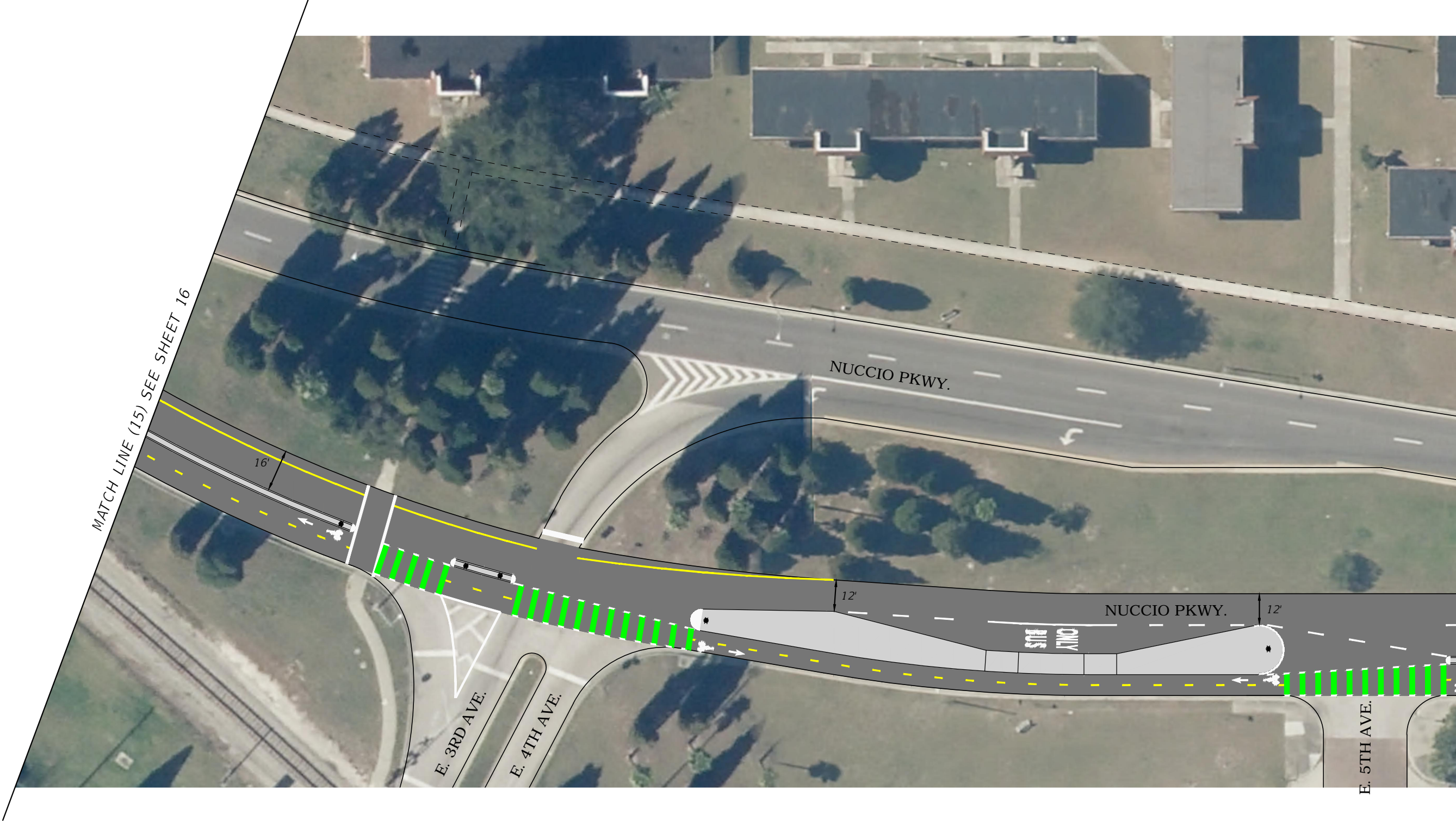
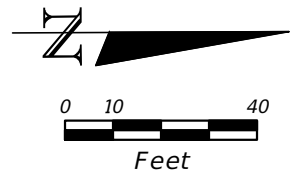
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			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	PREPARED FOR: ITY OF TAMPA
DATE	DESCRIPTION	BY		SHEET 15 OF 26 SHEETS
REVISIONS				

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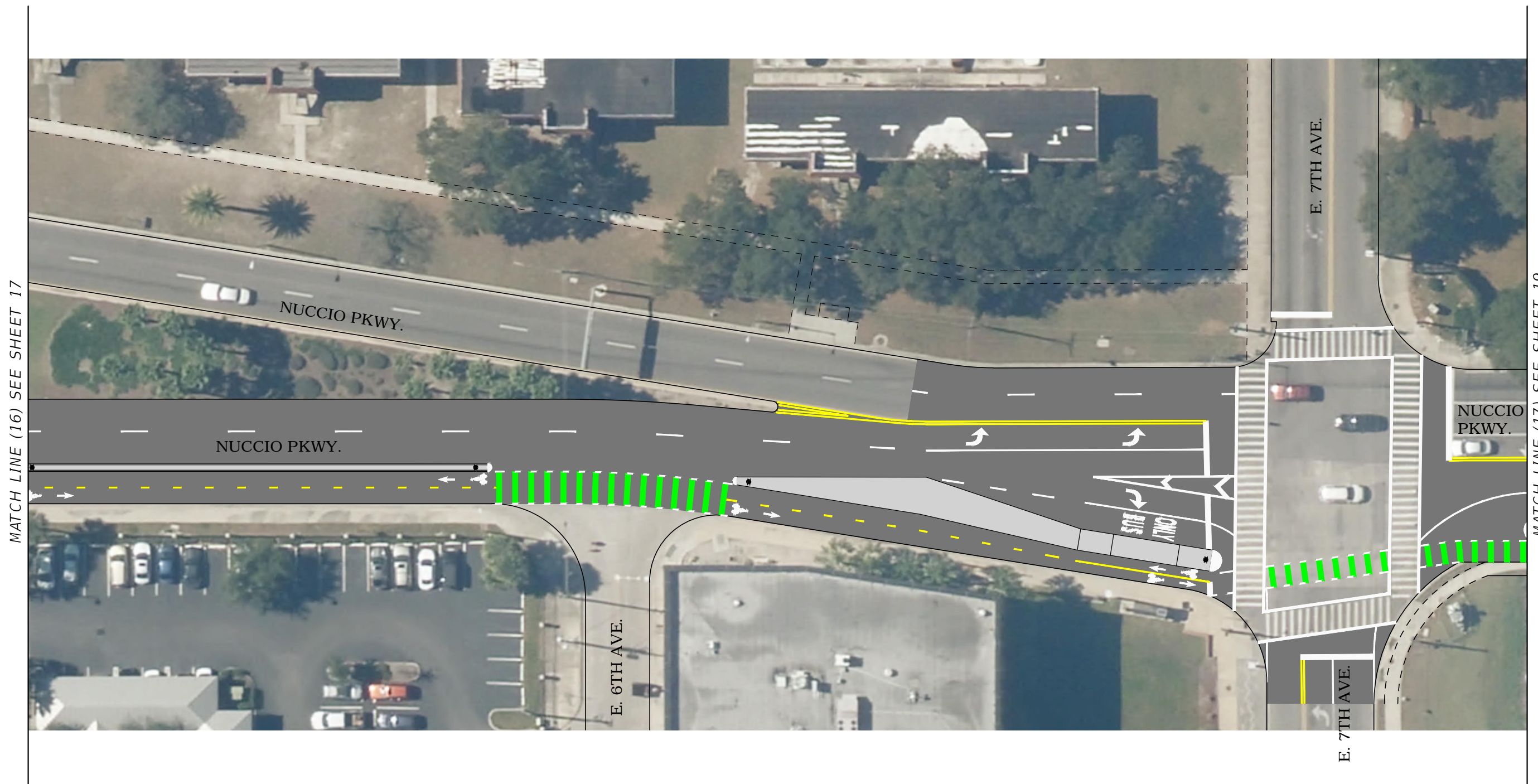
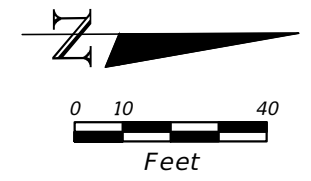
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			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER	PREPARED FOR: ITY OF TAMPA
DATE	DESCRIPTION	BY		SHEET 16 OF 26 SHEETS
REVISIONS				

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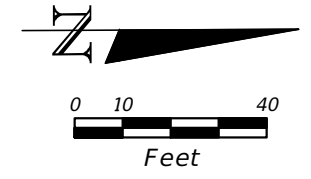
<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (17)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 17 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					

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 Layout - CONCEPT PLAN (18) Plotted - Jun. 20, 2016 06:12 PM



			ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230		<i>EAST-WEST GREEN SPINE CONCEPT</i>			
			<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689		PROJECT NO. 1000254		<b>CONCEPT PLAN (18)</b>	
			DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER		DESIGN DPM		PREPARED FOR: CITY OF TAMPA	
					DRAWN DPM		SHEET 18 OF 26 SHEETS	
DATE	DESCRIPTION	BY						
REVISIONS								

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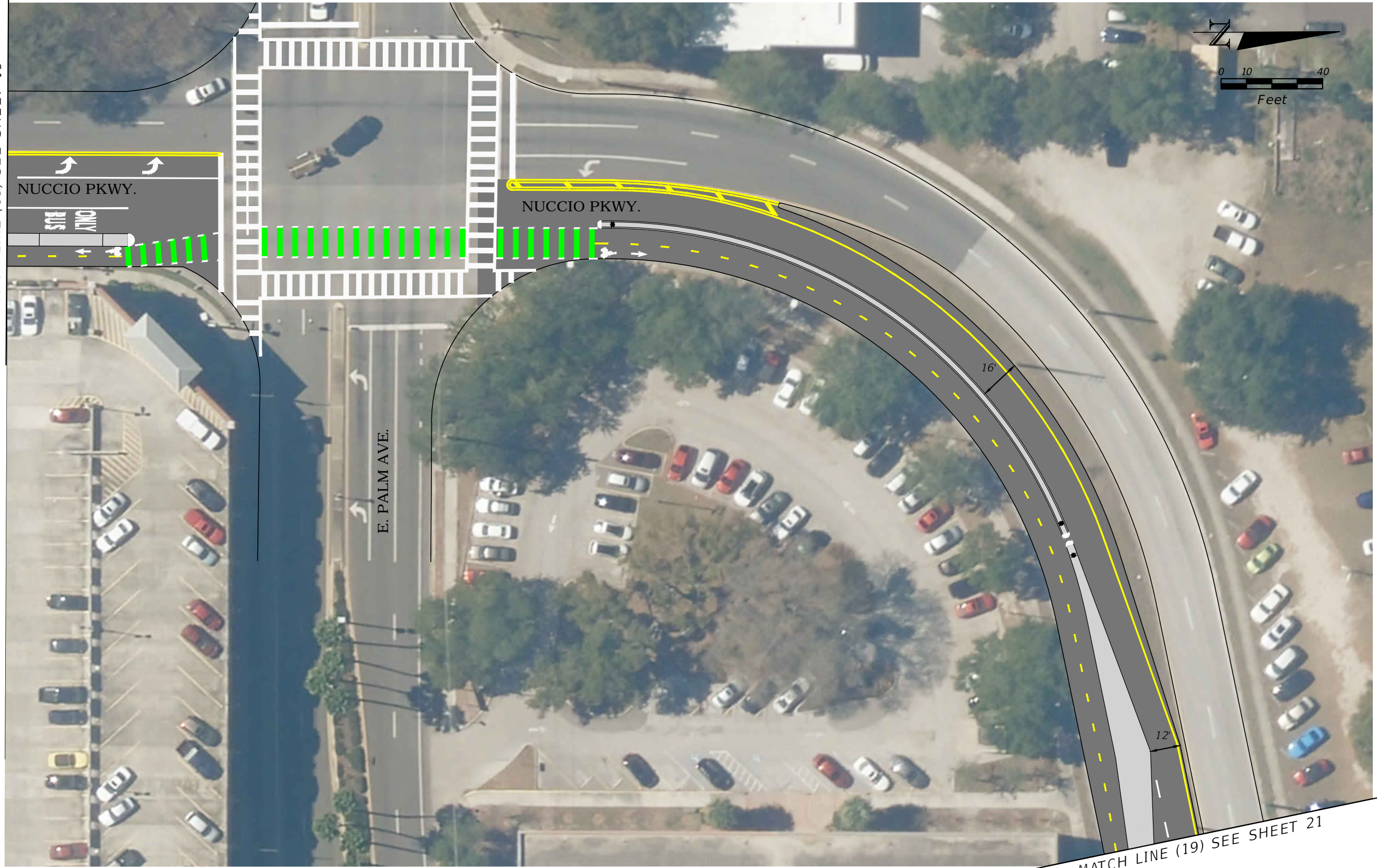


<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (19)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 19 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					



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 Layout - CONCEPT PLAN (20) Plotted - Jun. 20, 2016 06:12 PM

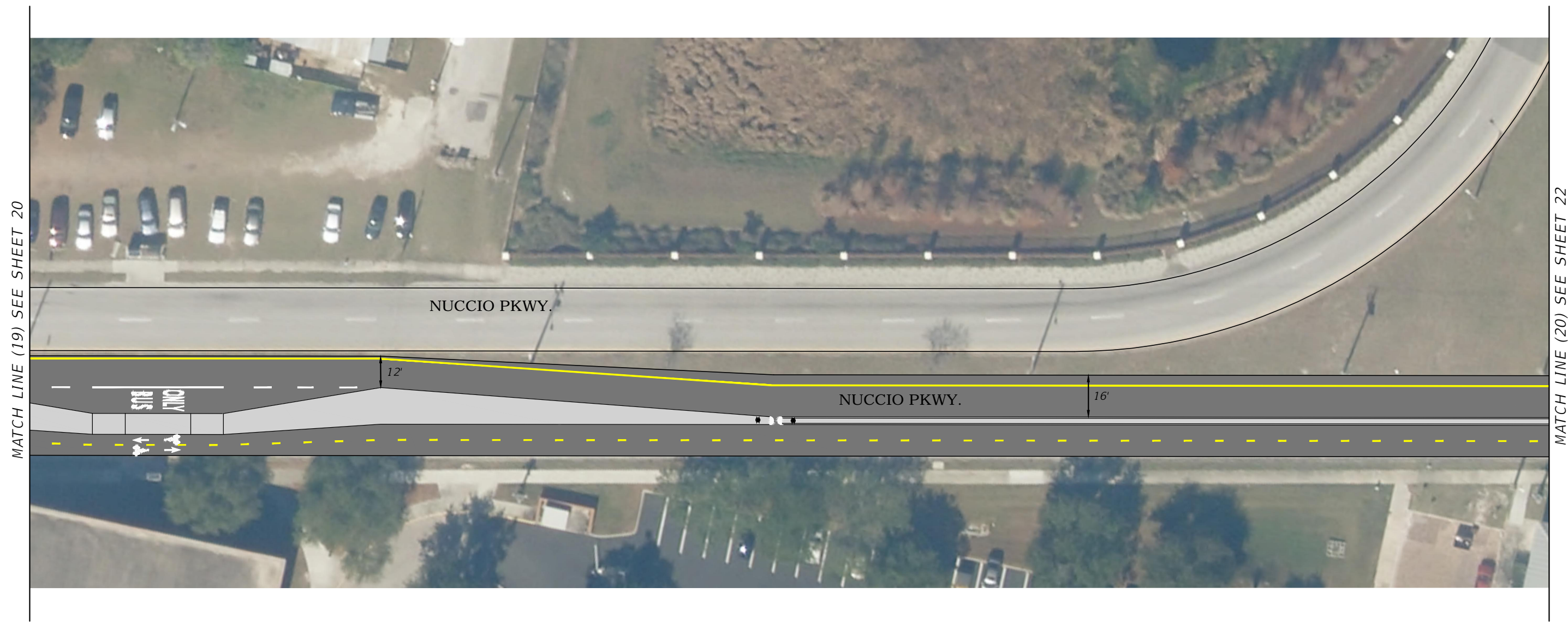
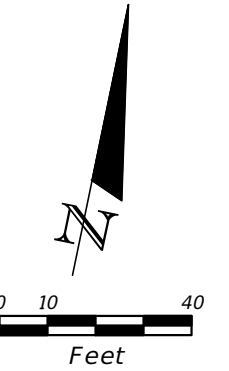
MATCH LINE (18) SEE SHEET 19



MATCH LINE (19) SEE SHEET 21

<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	CONCEPT PLAN (20)	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 20 OF 26 SHEETS	
DATE	DESCRIPTION	BY			
REVISIONS					

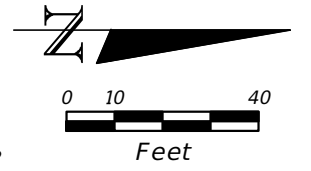
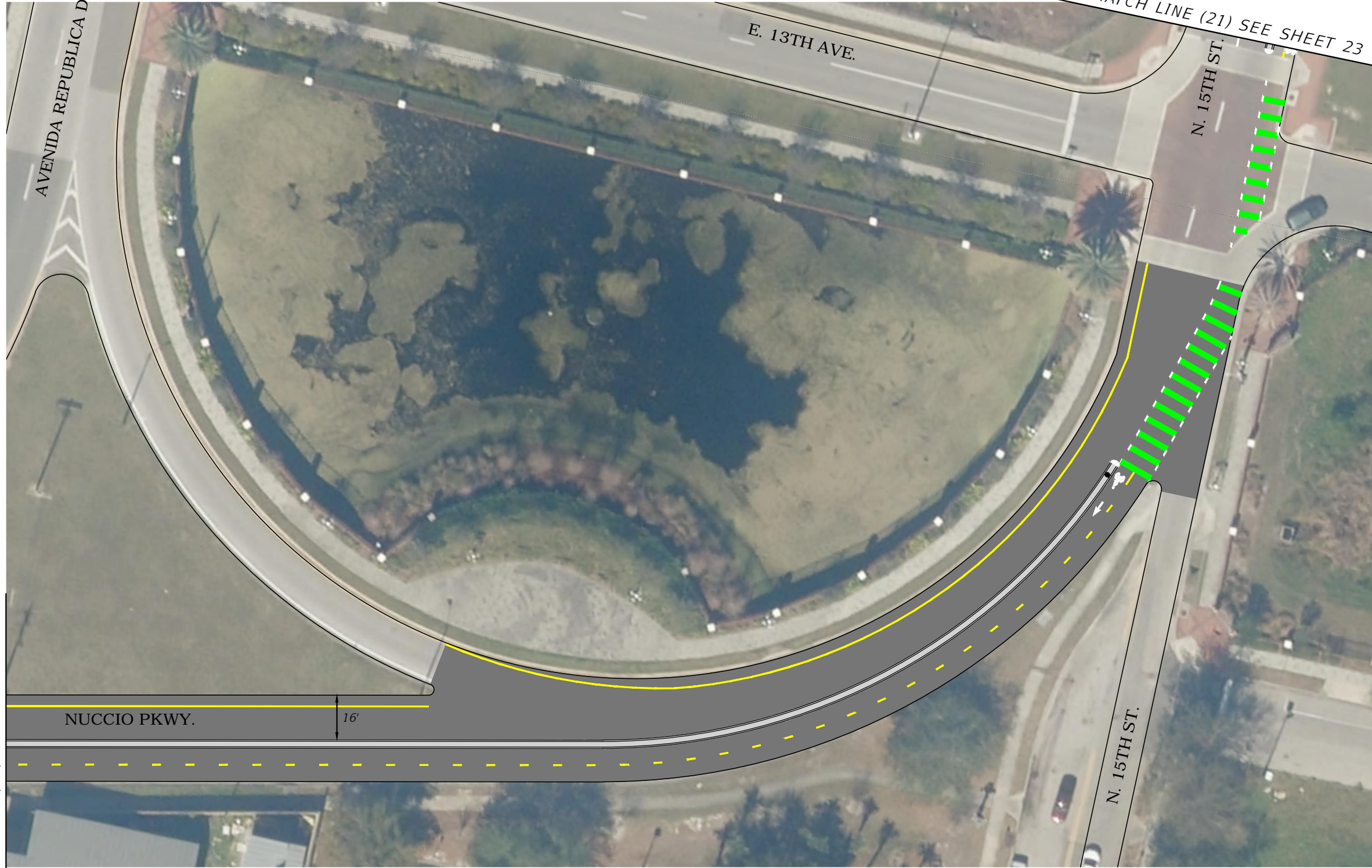
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 Layout - CONCEPT PLAN (21) Plotted - Jun. 20, 2016 06:12 PM



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	<b>CONCEPT PLAN (21)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 21 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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 Layout - CONCEPT PLAN (22) Plotted - Jun. 20, 2016 06:12 PM

MATCH LINE (20) SEE SHEET 21



NUCCIO PKWY.

16'

E. 13TH AVE.

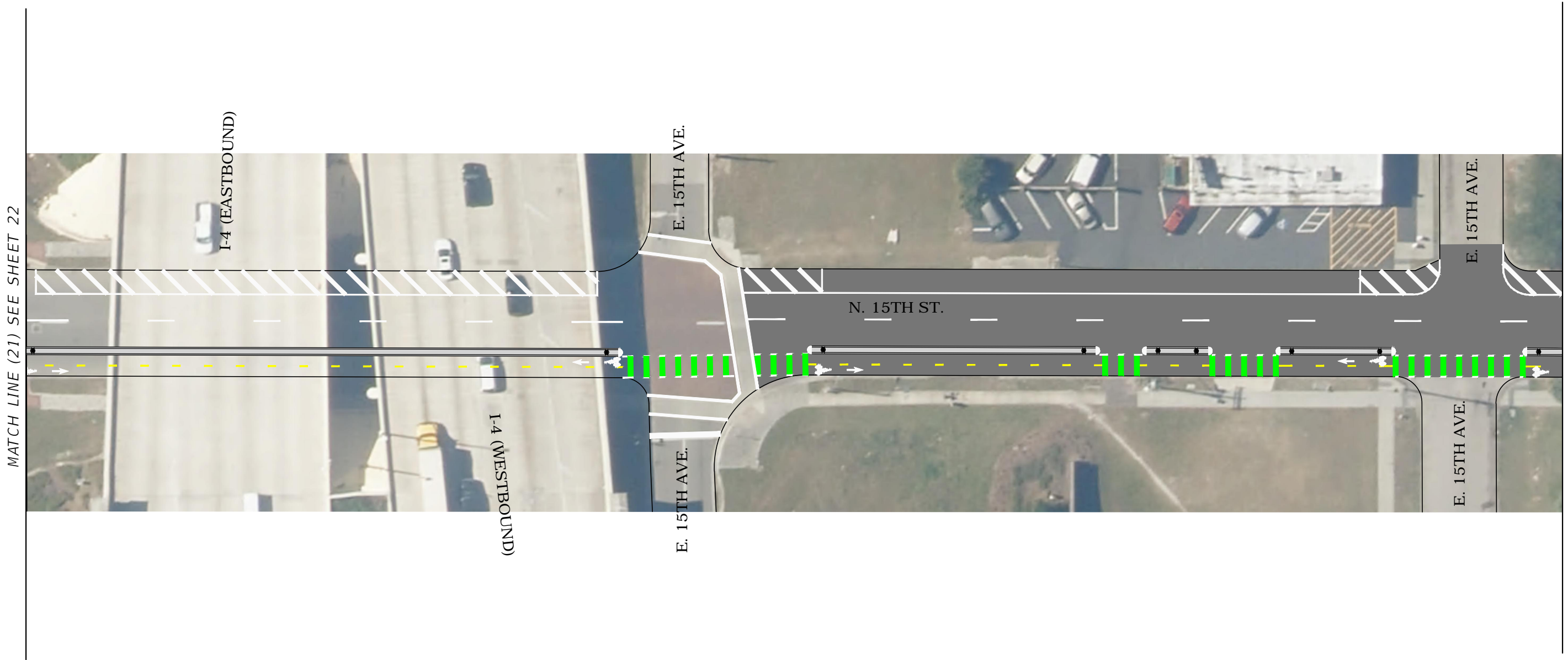
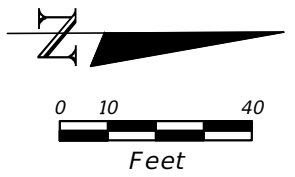
MATCH LINE (21) SEE SHEET 23

N. 15TH ST.

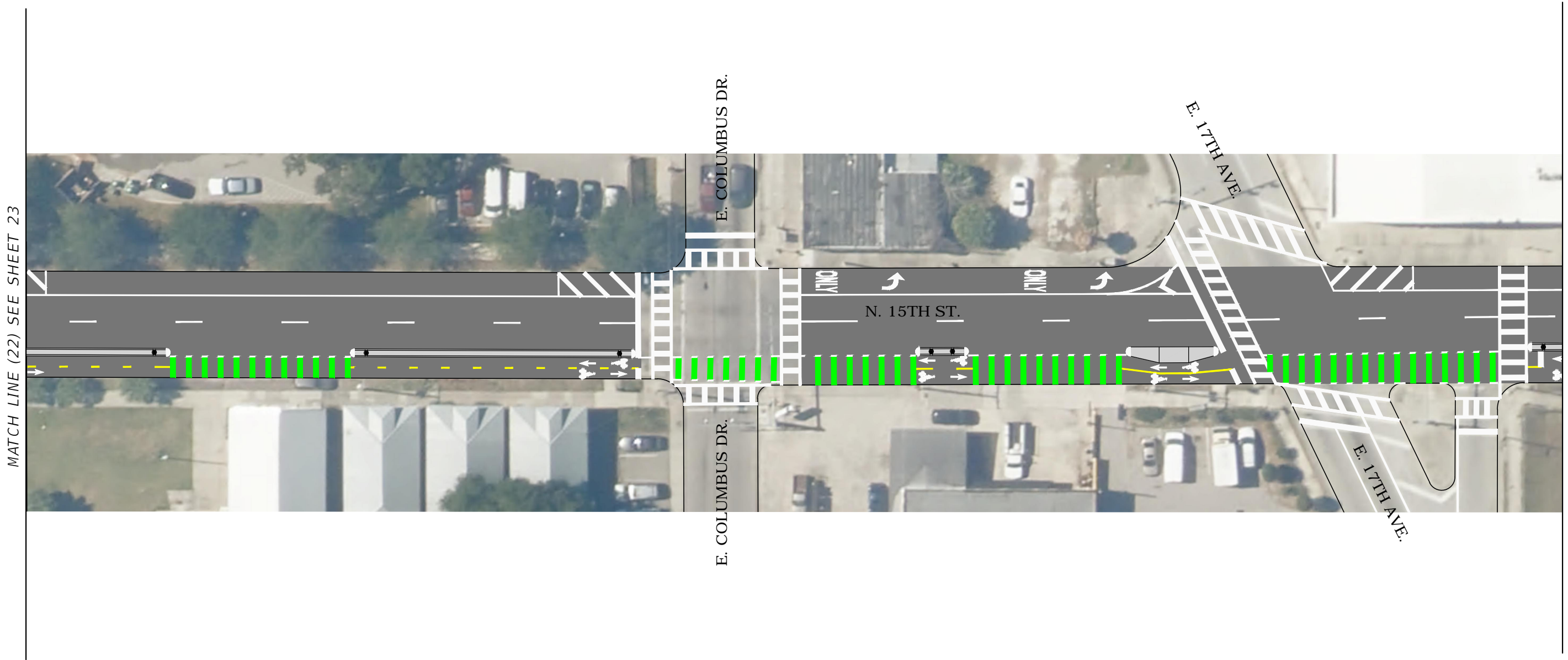
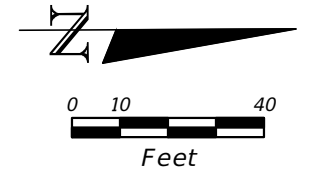
N. 15TH ST.

			<small>ENGINEERING BUSINESS CERTIFICATE OF AUTHORIZATION NO. 8230</small> <b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689		EAST-WEST GREEN SPINE CONCEPT	
					<b>CONCEPT PLAN (22)</b>	
					PREPARED FOR: CITY OF TAMPA	
					SHEET 22 OF 26 SHEETS	
DATE	DESCRIPTION	BY	DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER		PROJECT NO.	1000254
REVISIONS					DESIGN	DPM
					DRAWN	DPM

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 Layout - CONCEPT PLAN (23) Plotted - Jun. 20, 2016 06:13 PM

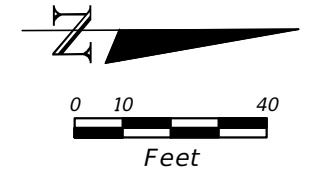


<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT		
			PROJECT NO. 1000254	<b>CONCEPT PLAN (23)</b>	
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA	
			DRAWN DPM	SHEET 23 OF 26 SHEETS	
DATE	DESCRIPTION	BY	REVISIONS		



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	<b>CONCEPT PLAN (24)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 24 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

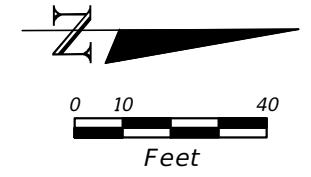
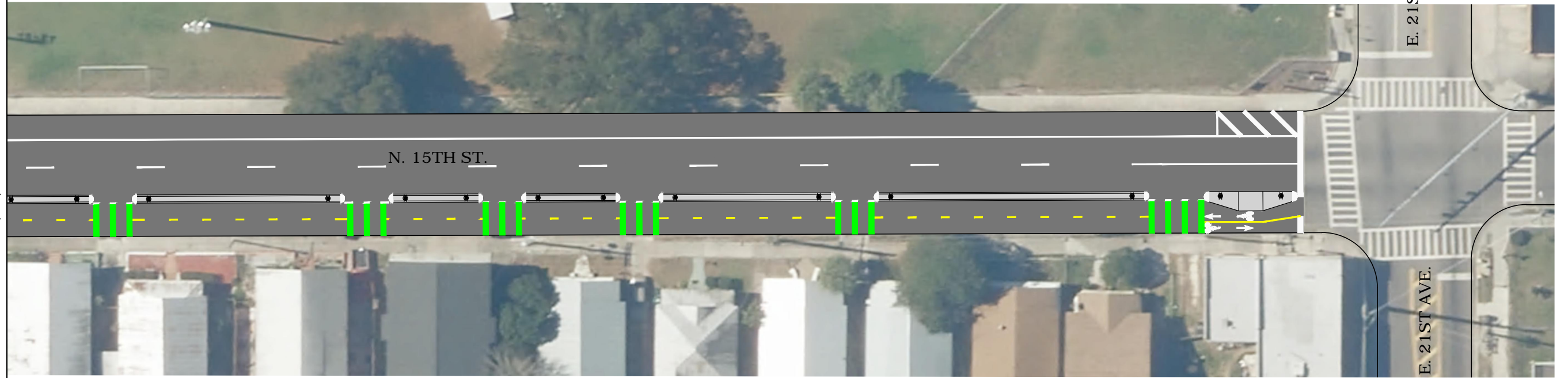
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<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	<b>CONCEPT PLAN (25)</b>
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 25 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				

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MATCH LINE (24) SEE SHEET 25



<b>ICON</b> CONSULTANT GROUP INCORPORATED 10006 N. DALE MABRY HIGHWAY SUITE 201 TAMPA, FLORIDA 33618 (813) 962-8689			EAST-WEST GREEN SPINE CONCEPT	
			PROJECT NO. 1000254	CONCEPT PLAN (26)
DATE: MICHELLE H. SCHOFNER NO. 51977 FLORIDA PROFESSIONAL ENGINEER			DESIGN DPM	PREPARED FOR: CITY OF TAMPA
			DRAWN DPM	SHEET 26 OF 26 SHEETS
DATE	DESCRIPTION	BY		
REVISIONS				



Creating an attractive and safe cross-city multi-purpose trail that links the eastern and western Center City neighborhoods to the Riverwalk and to each other.



Department of Transportation & Stormwater Services

# EAST-WEST GREEN SPINE CONCEPT DEVELOPMENT

Phase 2 & 3 Extensions

October 5, 2016





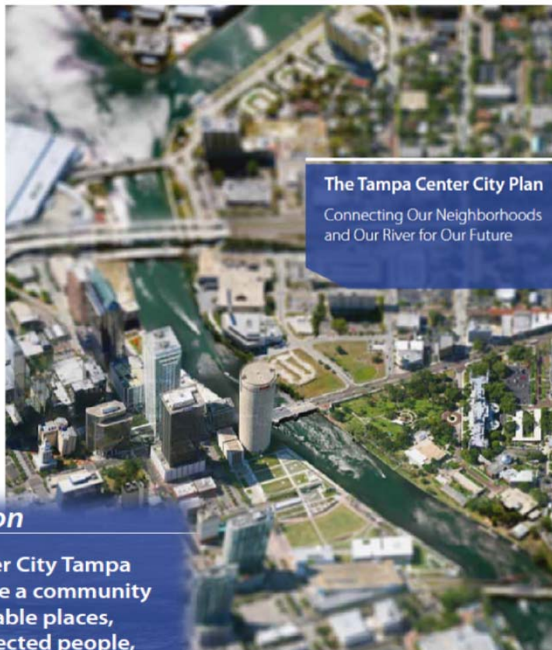
# Purpose of Concept Development

The purpose of the East-West Green Spine Concept Development was to develop preliminary conceptual design plans, cost estimates and prioritization of remaining segments, sufficient to submit applications to MPO and FDOT for funding of the construction phases. The conceptual design and recommendations presented in the report and this presentation are not final. Concerns and considerations that need to be addressed during subsequent public outreach and design phases include, but are not limited to:

- ❑ Impacts to existing designated and undesignated parking
- ❑ Proposed residential and commercial developments
- ❑ Other neighborhoods & businesses considerations
- ❑ Access management
- ❑ Existing utilities



# InVision Tampa – Center City Plan



## *Vision*

Center City Tampa will be a community of livable places, connected people, and collaborative progress that embraces and celebrates its river and waterfront.



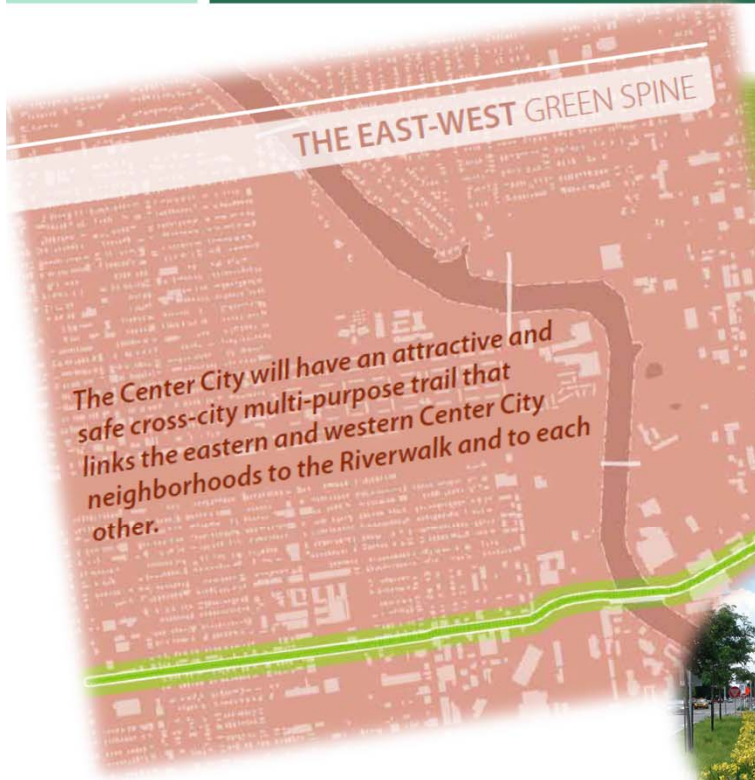
## 2011: InVision Center City Plan

- Blueprint for Tampa's Center City Multi-Modal Infrastructure
  - Shareholder Input
  - Neighborhood Charrettes
  - Strong Pedestrian/ Bike Environment
  - Linkages Between Neighborhoods & Downtown
  - Urban Planning Pattern that Supports Transit
  - Accessible, Safe, Highly Active Concept

**INVISION TAMPA**  
People. Place. Progress.

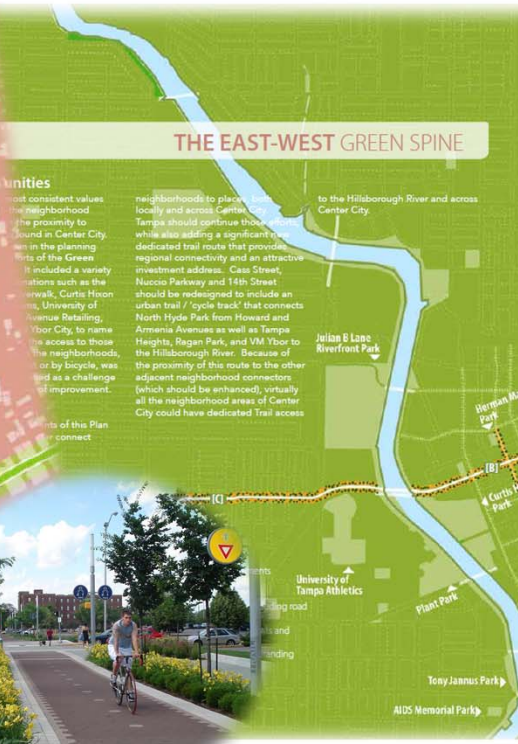


# East-West Green Spine



## THE EAST-WEST GREEN SPINE

The Center City will have an attractive and safe cross-city multi-purpose trail that links the eastern and western Center City neighborhoods to the Riverwalk and to each other.



## THE EAST-WEST GREEN SPINE

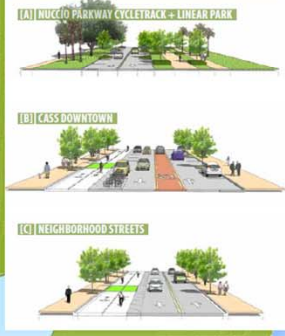
**Opportunities**  
 Most consistent values in the neighborhood are the proximity to the Riverwalk, Central Hixon Park, University of Tampa, and the University of Tampa. It included a variety of uses such as the Riverwalk, Central Hixon Park, University of Tampa, and the University of Tampa. Access to those uses by bicycle, on foot, or by bicycle, was a challenge of improvement.

neighborhoods to plan, locally and across Center City. Tampa should continue those efforts while also adding a significant dedicated trail route that provides regional connectivity and an attractive investment address. Cass Street, Nuccio Parkway and 14th Street should be redesigned to include an urban trail / 'cycle track' that connects North Hyde Park from Howard and Armenia Avenues as well as Tampa Heights, Bagan Park, and VM Ybor to the Hillsborough River. Because of the proximity of this route to the other adjacent neighborhood connectors (which should be enhanced), virtually all the neighborhood areas of Center City could have dedicated Trail access



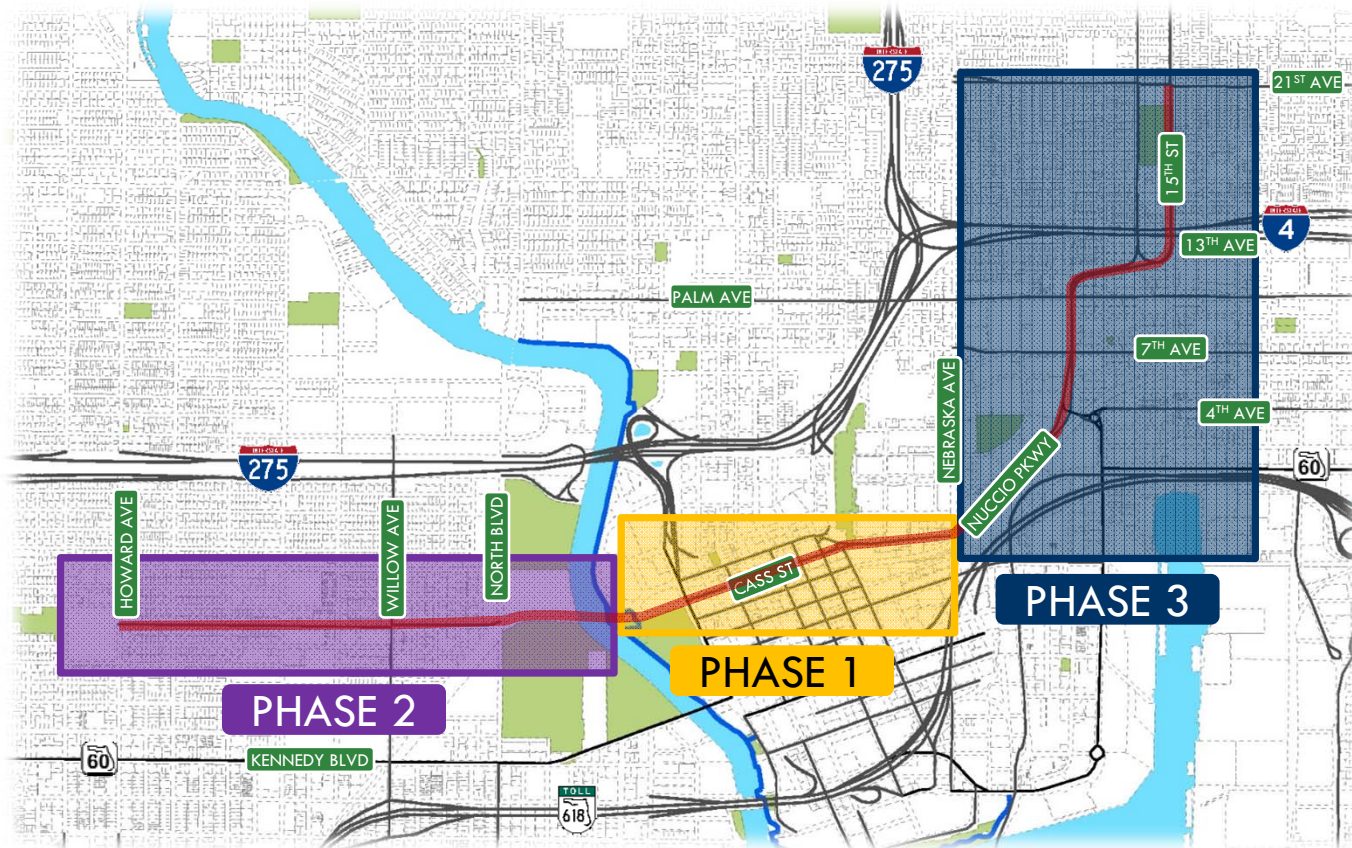
**Crafting an Address for Investment**  
 In addition to connecting the community, the Green Spine should become an attractive investment address. The model for this program is the Indianapolis Cultural Trail, which has provided access, beauty, and property value enhancement along the corridor. In Tampa, the Green Spine should become a recreational armature as significant as the Riverwalk, and organized to intersect and engage the assets being developed along the Hillsborough River. This investment, along with other enhancement to local mobility, should allow everyone living or working downtown, to participate in being part of the River City address.

### Potential Prototype Sections





# Project Location – 3 Phases





# Phase 1 (Cass Street from Bridge to Nebraska Avenue)



- Implemented under the Cass Street and Tyler Street Two-Way Conversion Project
- Design (October 2013 – December 2014)
- Construction (January 2015 – August 2016)
- Final configuration from Cass Street Bridge to Macinnes Place to be constructed under AER in the Arts Development Project (Z13-34) (PLN 15-0000004)
- Schedule TBD





# Phase 2 & 3 Stakeholder Comments & Concerns

Stakeholder	Comments & Concerns
<p><b>City of Tampa</b></p> <p>Vik Bhide- Traffic Management Melanie Calloway-Transportation Planning LaChone Dock-Planning Jeannette Fenton-West Tampa CRA Dennis Fernandez-Historic Preservation Calvin Hardie-Capital Projects Ed Johnson, East Tampa CRA Corrine Linebrink Wain-Planning (YCDC) Milton Martinez, Transportation Division Roberta Meade-Land Development Karla Price- Parks and Recreation Calvin Thornton-Bicycle and Pedestrian Michelle VanLoan -East Tampa CRA</p>	<ul style="list-style-type: none"><li>• Analyze impacts to permit improvements (ie: GasWorx)</li><li>• Adding physical raised separator</li><li>• Willow Avenue historic brick to be maintained</li><li>• Requested historic features be considered in the historic areas</li><li>• Analyze on street parking south side compared north side to establish potential impacts</li><li>• Cycle signal detection &amp; signal head adjustment</li><li>• Coordination with University of Tampa (UT) multi-use trail construction</li><li>• Coordination with RRFB crossing at UT University Drive</li><li>• Protect existing large oaks along Nuccio Parkway</li><li>• Keep signage to a minimum &amp; consider existing driveway access</li><li>• Community input needed once concept is complete</li><li>• Analyze impacts to Leroy Selmon Expressway trail extension</li><li>• Ybor City Development Corporation (YCDC) will likely support an on-street cycle track along Nuccio Parkway and on 15th Street from Palm Avenue north</li></ul>



# Phase 2 & 3 Stakeholder Comments & Concerns

Stakeholder	Comments & Concerns
<p><b>Florida Department of Transportation (FDOT)</b></p> <p>Roger Roscoe Stephen Benson Chris Speese Hank Schneider Elaine Illes (GEC)</p>	<ul style="list-style-type: none"><li>• Alignment with the proposed TBX concept</li><li>• Consideration to potential back up on the interstate off ramps</li><li>• Consideration of TIS preferred alternative plans and the TBX Master Plan</li></ul>
<p><b>Hillsborough Area Regional Transit Authority (HART)</b></p> <p>Dan Rodriguez</p>	<ul style="list-style-type: none"><li>• HART's Nuccio Parkway Sidewalk Design project will include sidewalk on the east side of Nuccio Parkway. Consider cycle placement on the east side for connectivity.</li><li>• Possible east side linear park design with HART proposed sidewalk, landscaping, and ridership for all ages</li><li>• The existing bus stop west of 7th Avenue is at low point</li><li>• Bus stops exist on both side of the roadway east of Nebraska Avenue</li></ul>
<p><b>Tampa-Hillsborough Expressway Authority (THEA)</b></p>	<ul style="list-style-type: none"><li>• Selmon Greenway to connect to Nuccio Parkway &amp; provide connectivity to future Green Spine Cycle (to be maintained by City upon completion)</li></ul>



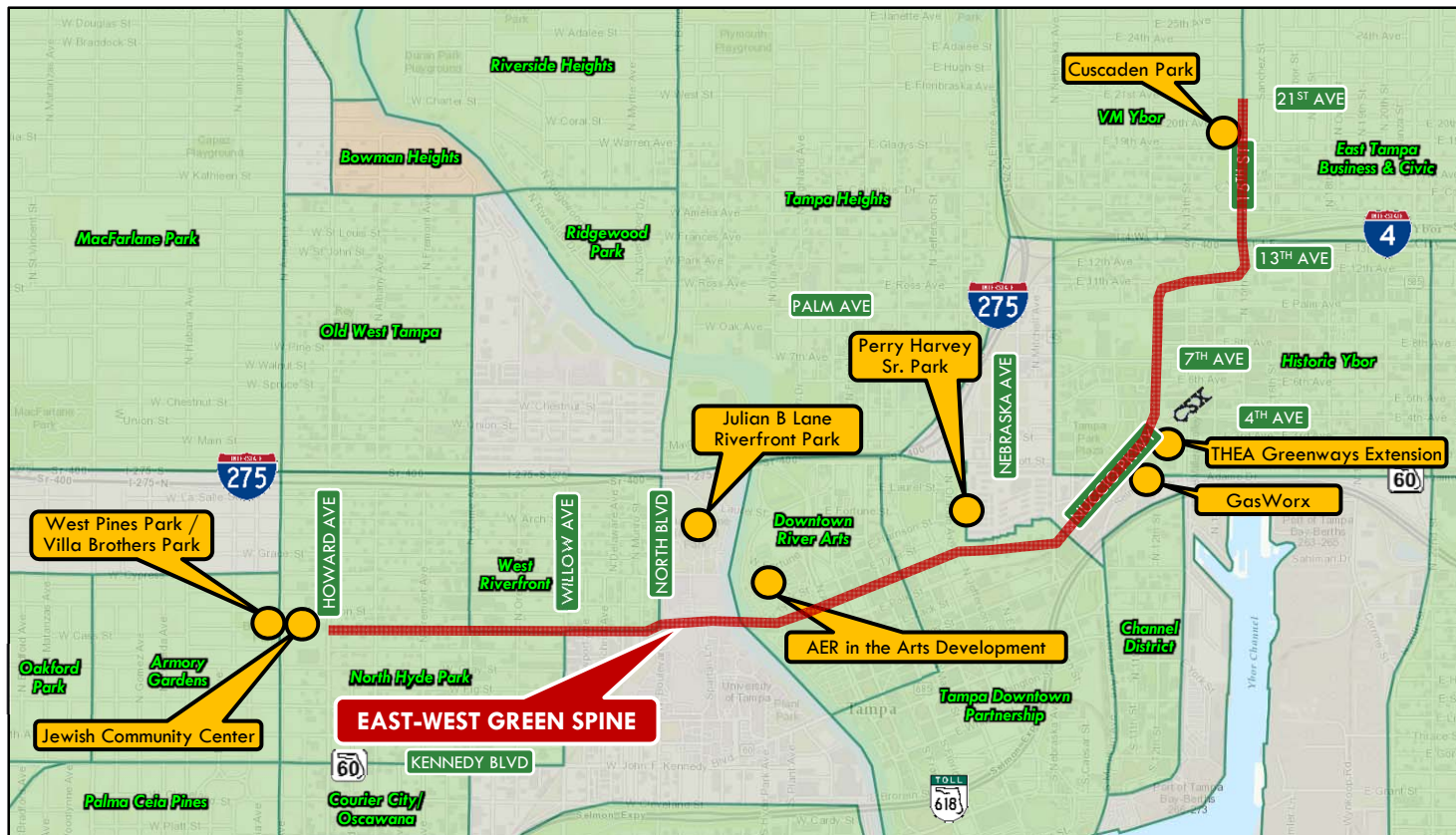
# Selmon Greenway / Adamo Connectivity Projects





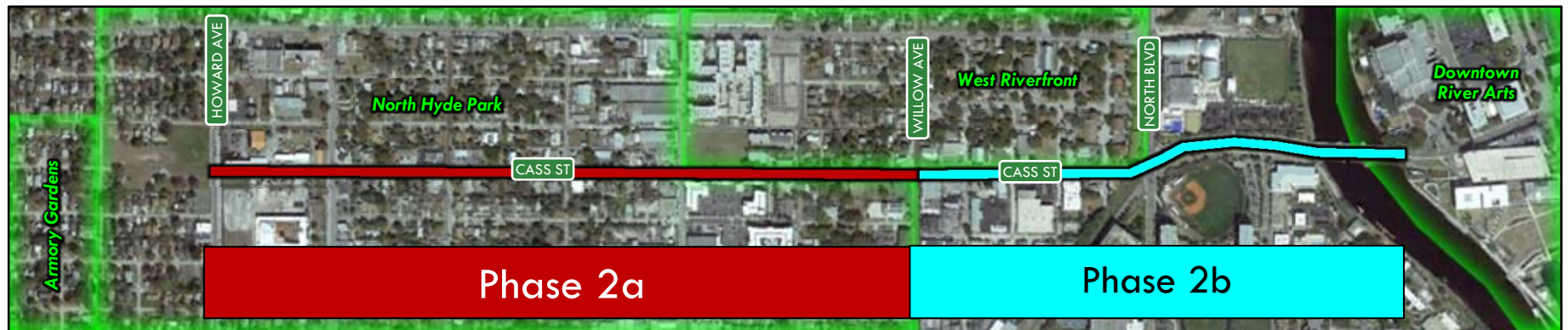


# Communities / Key Features





# Phase 2a Considerations



## Phase 2a – Cass Street from Howard Avenue to Willow Avenue

- ❑ Two-way cycle track on one side vs. both sides
- ❑ Transition to physical separation
- ❑ Consideration of neighborhoods & businesses
- ❑ Impacts to access management, parking, utilities & signalization
- ❑ Maintain within existing right-of-way



# Phase 2a Existing Condition

## Cass Street from Howard Avenue to Willow Avenue



- Residential & commercial developments
  - Vila Brother Park & Armory/JCC
- On-street non delineated parking (both sides of roadway)
- Existing lighting & sidewalk (both sides of roadway)
- No HART transit
- 30 mph posted speed limit





# Phase 2a Proposed Concept

## Cass Street from Howard Avenue to Willow Avenue



**PROPOSED**

- Two-way cycle track on south side



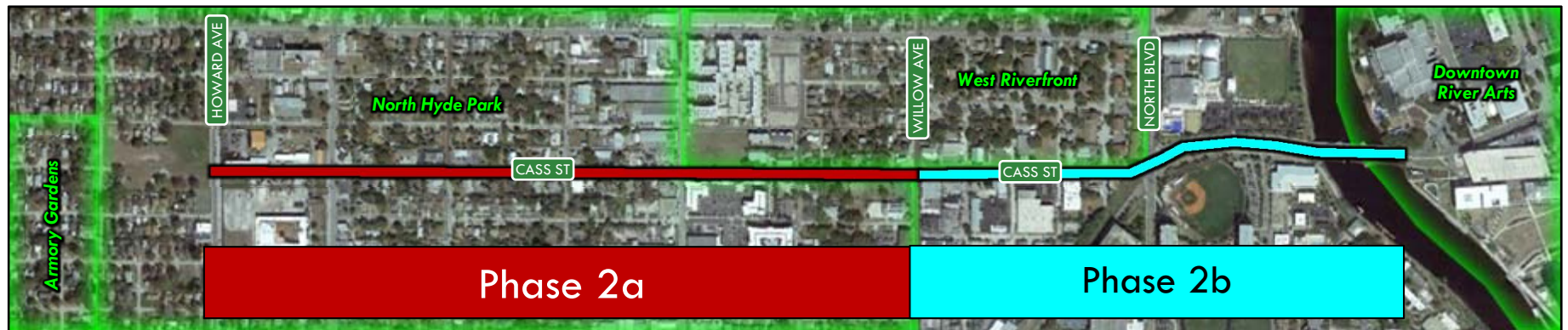
**IMPACTS TO PARKING**

Variable Parking Lane  
(Eliminates approximately 91 spaces) 74 to remain

CONSTRUCTION ESTIMATE		
1" milling + friction course	=	\$150,000
Traffic concrete separator	=	\$137,000
Signal upgrades	=	\$20,000
Signing, pavement markings	=	\$20,000
<b>Phase 2a Total</b>	<b>=</b>	<b>\$459,000</b>



# Phase 2b Considerations



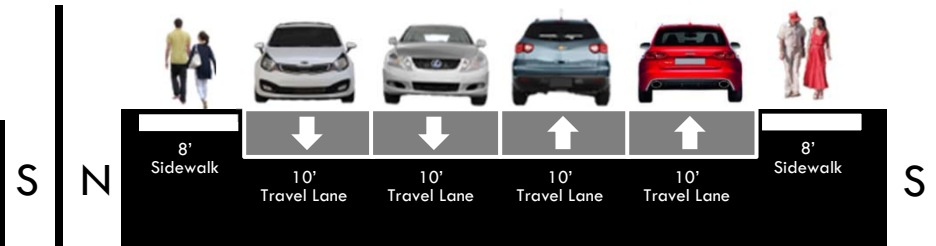
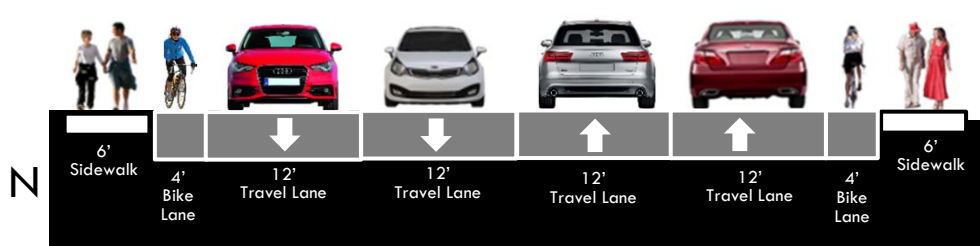
## Phase 2b – Cass Street from Willow Avenue to Cass Street Bridge

- ❑ Two-way cycle track on south
- ❑ Impacts to access management, parking, utilities & signalization
- ❑ Transition on bridge
- ❑ Maintain within existing right-of-way



# Phase 2b Existing Conditions

## Cass Street from Willow Avenue to Cass Street Bridge



**BRIDGE APPROACH**

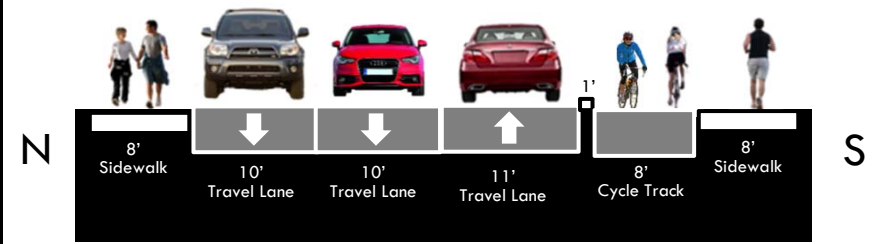
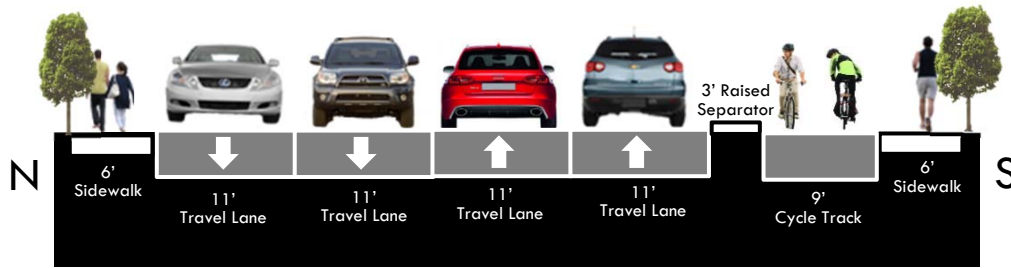
- Residential & commercial developments
- Existing lighting & sidewalk (both sides of roadway)
- HART transit 7, 10 & 14
- CSX Railroad adjacent to project
- Proposed actuated pedestrian mid-block crossing at University of Tampa
- 30 mph posted speed limit





# Phase 2b Proposed Concept

## Cass Street from Willow Avenue to Cass Street Bridge



**BRIDGE APPROACH**



**PROPOSED**

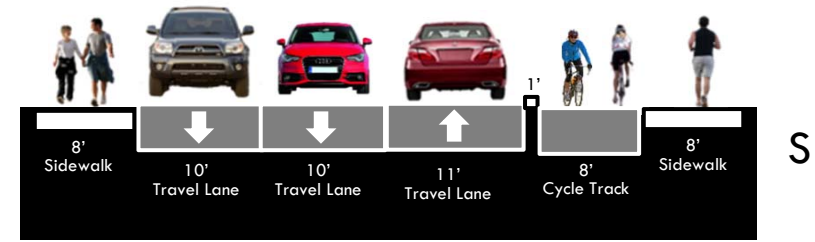
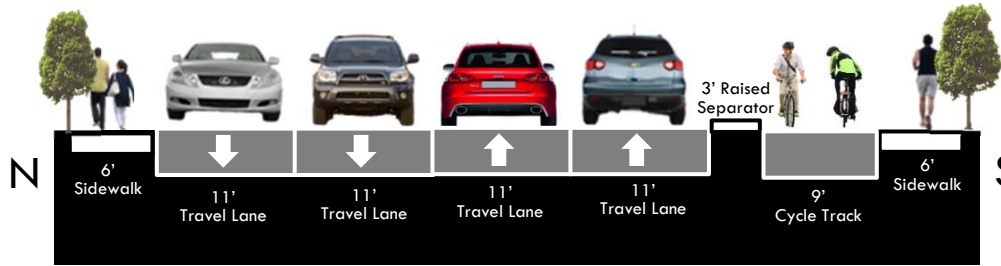
- Two-way cycle track on south side





# Phase 2b Proposed Concept

## Cass Street from Willow Avenue to Cass Street Bridge



**PROPOSED**

- Two-way cycle track on south side

### BRIDGE APPROACH

### CONSTRUCTION ESTIMATE

1" milling + friction course	=	\$168,000
Traffic concrete separator	=	\$111,000
Landscaping	=	\$40,000
Signal upgrades	=	\$20,000
Signing, pavement markings	=	\$36,000

**Phase 2b Total = \$527,000**

### IMPACTS TO PARKING

No impacts/elimination to parking

### CONSIDERATION

Connection to Segment to be constructed under the AER in the Arts Development



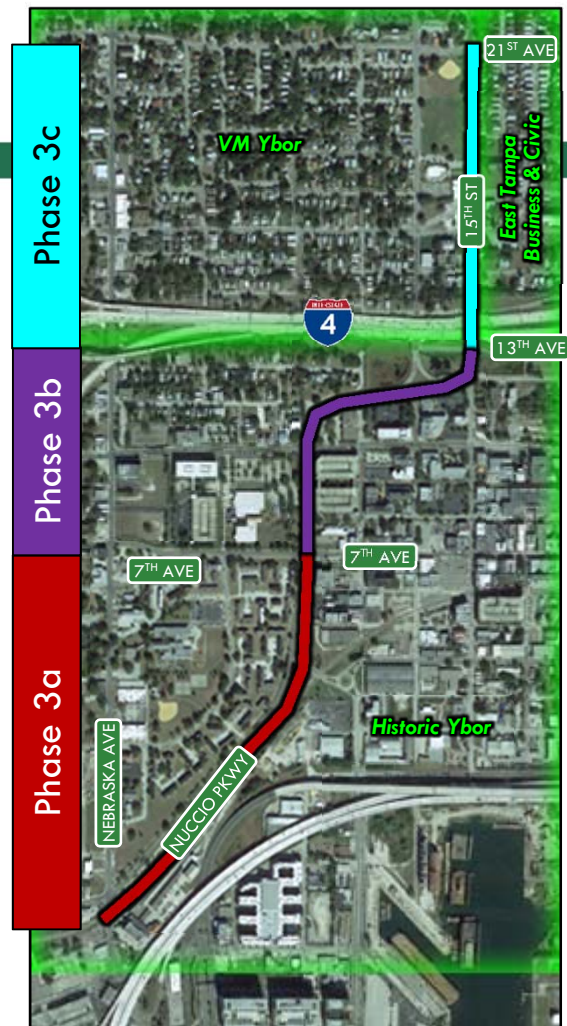


# Phase 3a Considerations

## Phase 3a –

Nuccio Parkway from Nebraska Avenue to 7<sup>th</sup> Avenue

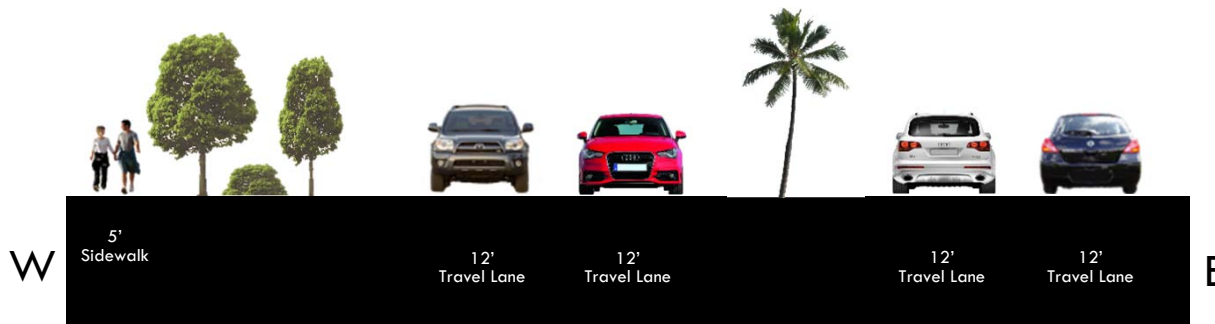
- ❑ On-street vs. trails
- ❑ Placement of track
- ❑ Consideration of HART, CSX, development & utilities
- ❑ Transition at Nebraska Avenue
- ❑ Maintain within existing right-of-way





# Phase 3a Existing Conditions

## Nuccio Parkway from Nebraska Avenue to 7<sup>th</sup> Avenue

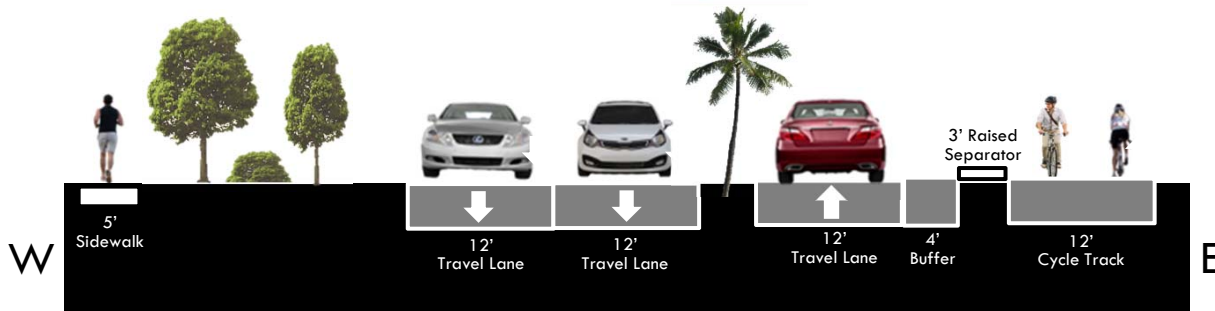


- Residential & commercial developments
- No on-street parking
- Existing lighting & sidewalk (west side of roadway)
- HART transit 9
- CSX Railroad adjacent to project
- Unactuated pedestrian mid-block crossing at 3<sup>rd</sup>/4<sup>th</sup> Avenue
- 40 mph posted speed limit



# Phase 3a Proposed Concept

## Nuccio Parkway from Nebraska Avenue to 7<sup>th</sup> Avenue



### PROPOSED

- Two-way cycle track on south side

### CONSTRUCTION ESTIMATE

1" milling + friction course	=	\$118,000
Curb + sidewalk	=	\$180,000
Traffic concrete separator	=	\$107,000
Landscaping	=	\$132,000
Signal upgrades	=	\$20,000
Signing, pavement markings	=	\$15,000

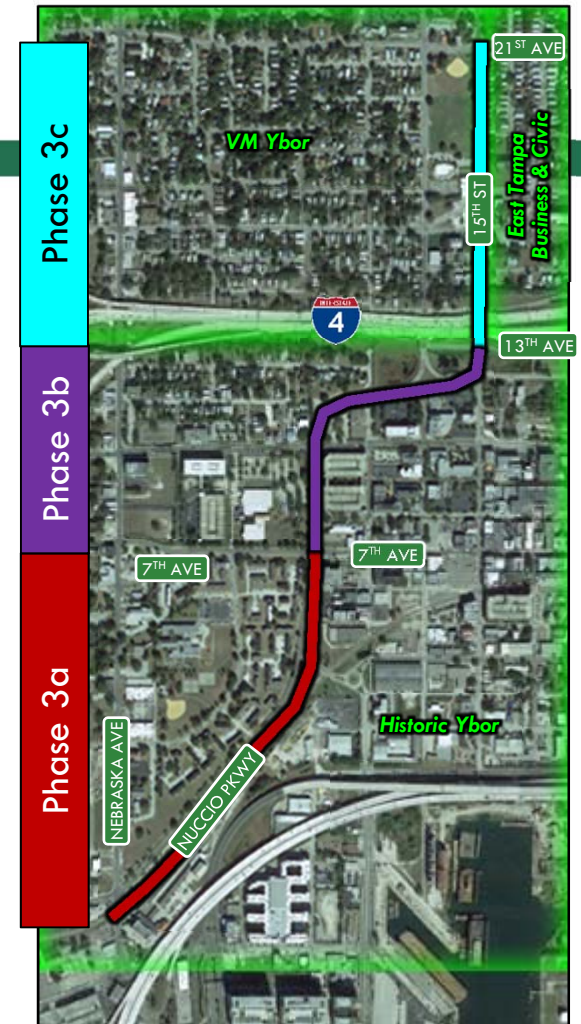
**Phase 3a Total = \$801,000**



# Phase 3b Considerations

## Phase 3b – Nuccio Parkway from 7th Avenue to 13th Avenue

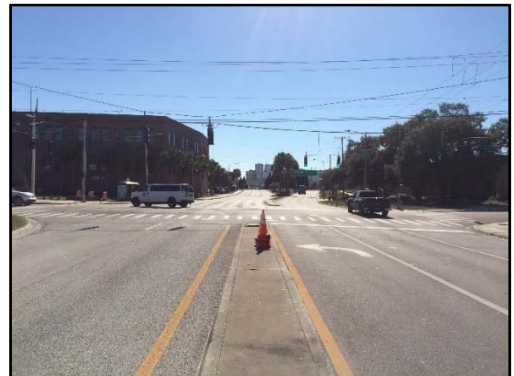
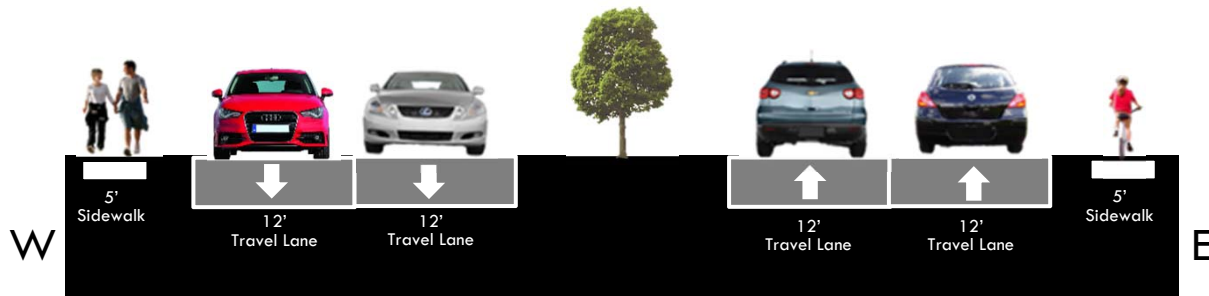
- Two-way cycle track on one side vs. both sides
- Transition to physical separation
- Impacts to access management, parking, utilities & signalization
- Consideration of HART, CSX, Encore development & utilities
- Maintain existing right-of-way





# Phase 3b Existing Conditions

## Nuccio Parkway from 7<sup>th</sup> Avenue to 13<sup>th</sup> Avenue

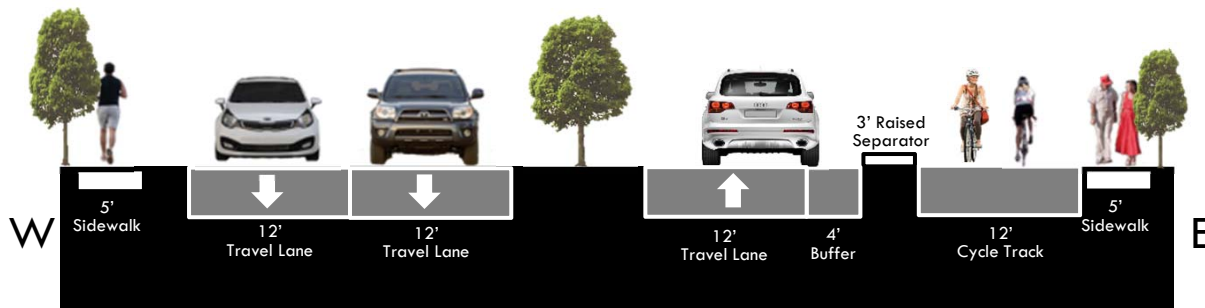


- ❑ Residential & Commercial Developments
- ❑ No on-street parking
- ❑ Existing lighting & sidewalk (both sides of roadway)
- ❑ HART Transit 9 & 12
- ❑ 40 mph posted speed limit



# Phase 3b Proposed Concept

## Nuccio Parkway from 7<sup>th</sup> Avenue to 13<sup>th</sup> Avenue

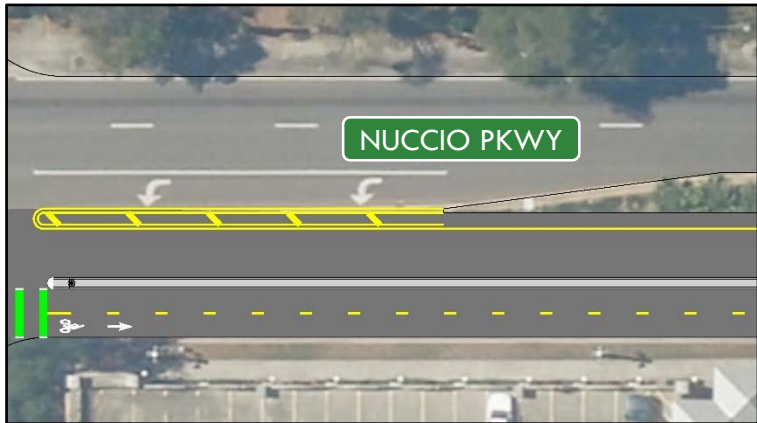


**PROPOSED**

- Two-way cycle track on east side

### CONSTRUCTION ESTIMATE

1" milling + friction course	=	\$85,000
Curb + sidewalk	=	\$84,000
Traffic concrete separator	=	\$102,000
Landscaping	=	\$106,000
Signal upgrades	=	\$20,000
Signing, pavement markings	=	\$20,000
<b>Phase 3b Total</b>	<b>=</b>	<b>\$586,000</b>



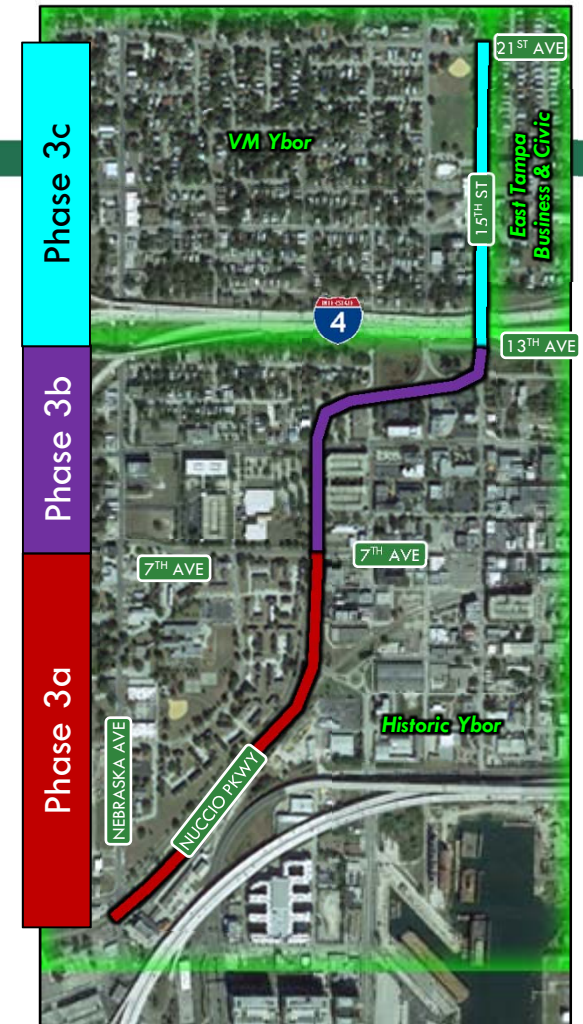


# Phase 3c Considerations

## Phase 3c –

### 15th Street from 13th Avenue to 21st Avenue

- Alignment alternatives one way cycle track on Avenida Republica De Cuba and 15th Street vs. two way cycle track on 15th Street
- Signalization impacts
- Consideration of FDOT and HART facilities and/or proposed improvements
- Consideration of neighborhoods & businesses
- Impact on neighborhood and parks parking
- Maintain existing right-of-way





# Phase 3c Existing Conditions

15<sup>th</sup> Street from 13<sup>th</sup> Avenue to 21<sup>st</sup> Avenue



- Residential & commercial developments
  - Cuscaden Park
- On-street non-delineated parking (both sides of roadway)
- Existing lighting & sidewalk (both sides of roadway)
- HART transit 9 SB & NB bus stops
- 30 mph posted speed limit

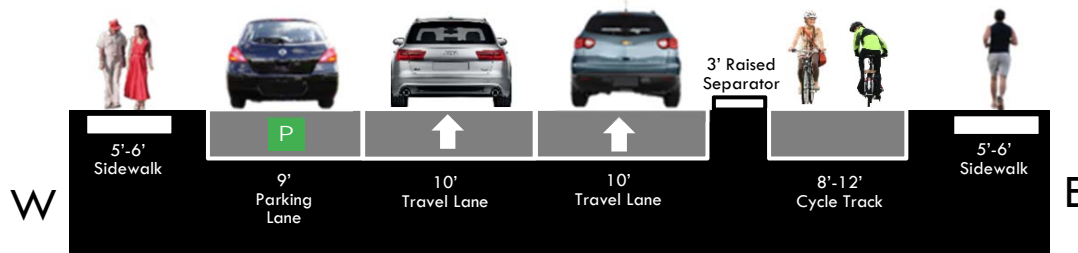






# Phase 3c Proposed Concept

15<sup>th</sup> Street from 13<sup>th</sup> Avenue to 21<sup>st</sup> Avenue



## PROPOSED

- Two-way cycle track on east side from 13<sup>th</sup> Avenue to 17<sup>th</sup> Avenue
- Two-way cycle track on west side from 17<sup>th</sup> Avenue to 21<sup>st</sup> Avenue



# Phase 3c Proposed Concept

15<sup>th</sup> Street from 13<sup>th</sup> Avenue to 21<sup>st</sup> Avenue



## IMPACTS TO PARKING

Variable Parking Lane  
(Eliminates approximately  
42 spaces) 52 to remain

## CONSTRUCTION ESTIMATE

1" milling + friction course	=	\$100,000
Curb + sidewalk	=	\$40,000
Traffic concrete separator	=	\$76,000
Signal upgrades	=	\$22,000
Signing, pavement markings	=	\$24,000
<b>Phase 3c Total</b>	<b>=</b>	<b>\$369,000</b>





# Construction Estimate

SEGMENT	DESCRIPTION		COST
<b>Segment 2a</b>	Cass Street from Howard Avenue to Willow Avenue <ul style="list-style-type: none"><li>Two-way cycle track on south side</li></ul>	=	\$459,000
<b>Segment 2b</b>	Cass Street from Willow Avenue to Cass Street Bridge <ul style="list-style-type: none"><li>Two-way cycle track on south side</li></ul>	=	\$527,000
<b>Segment 3a</b>	Nuccio Parkway from Nebraska Avenue to 7 <sup>th</sup> Avenue <ul style="list-style-type: none"><li>Two-way cycle track on south side</li></ul>	=	\$801,000
<b>Segment 3b</b>	Nuccio Parkway from 7 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue <ul style="list-style-type: none"><li>Two-way cycle track on east side</li></ul>	=	\$586,000
<b>Segment 3c</b>	15th Street from 13th Avenue to 21st Avenue <ul style="list-style-type: none"><li>Two-way cycle track on east side from 13th Avenue to 17th Avenue</li><li>Two-way cycle tract on west side from 17th Avenue to 21st Avenue</li></ul>	=	\$369,000
<b>Grand Total</b>			<b>= \$2,742,000</b>



# Additional Benefits



Improved community physical and mental health from increased physical activity



Improved water and air quality from burning less fossil fuels



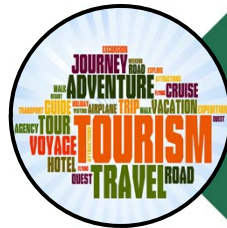
Reduced pollution and greenhouse gases due to less commuter driving from those that use the trail to commute to work or other daily driving



Increased property values adjacent to, and near, the new cycle track



Reduced oil/gas consumption



Increased tourism



# Additional Benefits



Increased tax revenue from additional cycle track related sales, tourist tax and property value increases



Improved quality of life



Improved safety from moving pedestrians and bicyclist from the roadway to an off-road path



Reduced commercial vacancies as empty stores are converted to cycle track supporting businesses



Improved sustainability through landscaping





# Additional Benefits

Indianapolis Downtown Cultural Trail completed in 2013 (eight-miles long):

*“More than half the businesses along the trail reported more customers and profit,”*

Source: Indiana University Public Policy Institute Trail Impact Study

## EAST-WEST GREEN SPINE TRAIL

- An economic generator for businesses
- Improved pedestrian and bike safety
- Improved vehicle safety with narrow travel lanes and landscaping
- Counteract any minimal loss of existing on-street parking by revitalizing the businesses



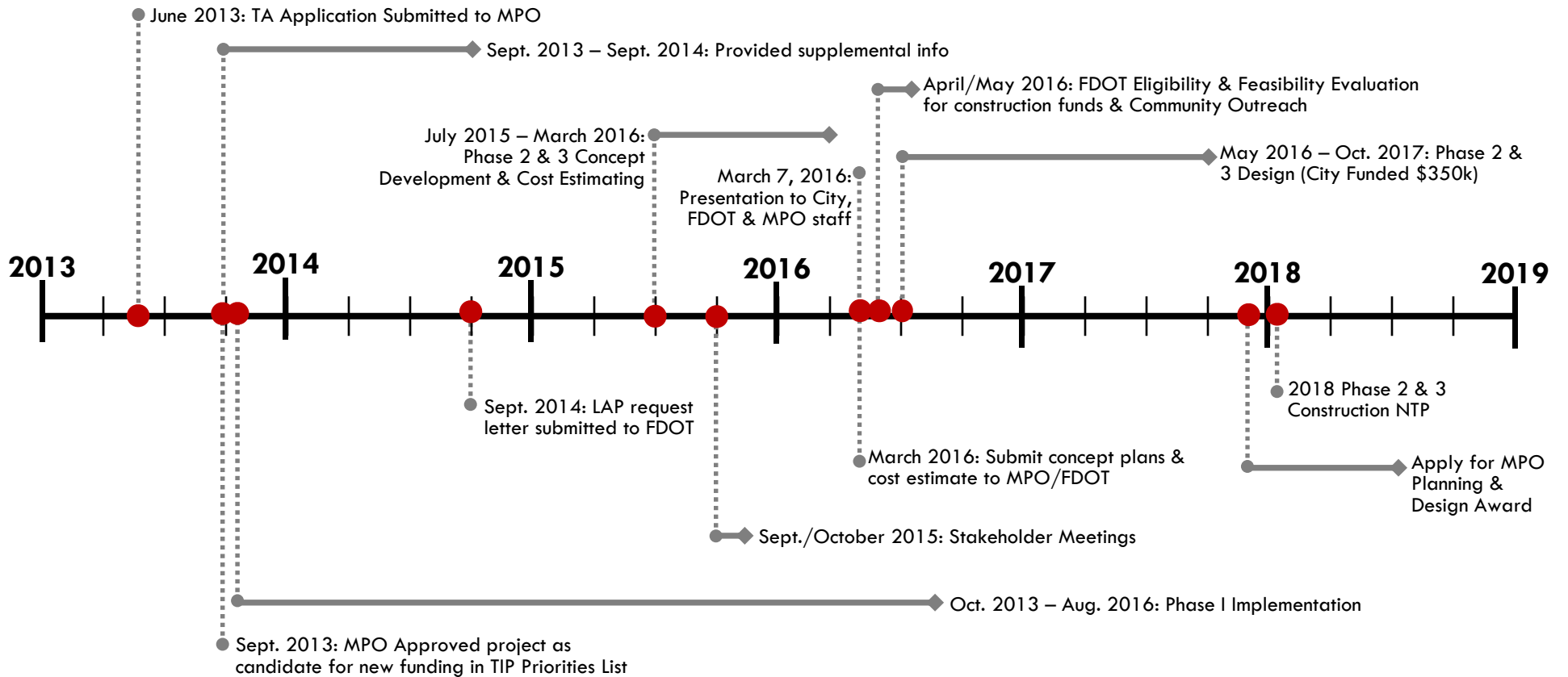


# Prioritization of Segments


RANKING	SEGMENT
1	Segment 2b: Cass Street from Willow Avenue to Cass Street Bridge
2	Segment 3a: Nuccio Parkway from Nebraska Avenue to 7 <sup>th</sup> Avenue
3	Segment 3b: Nuccio Parkway from 7 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue
4	Segment 2a: Cass Street from Howard Avenue to Willow Avenue
5	Segment 3c: 15th Street from 13th Avenue to 21st Avenue



# Timeline







*Creating an attractive and safe  
cross-city multi-purpose trail that  
links the eastern and western  
Center City neighborhoods to the  
Riverwalk and to each other.*



Department of Transportation &  
Stormwater Services

# EAST-WEST GREEN SPINE CONCEPT DEVELOPMENT

Phase 2 & 3 Extensions

October 5, 2016



# EAST-WEST GREEN SPINE CONCEPT DEVELOPMENT Phase 2 & 3 Extensions

## COST ESTIMATES & RANKING

RANKING	SEGMENT	COST ESTIMATE
1	Segment 2b Cass Street from Willow Avenue to Cass Street Bridge	= \$527,000
2	Segment 3a Nuccio Parkway from Nebraska Avenue to 7th Avenue	= \$801,000
3	Segment 3b Nuccio Parkway from 7th Avenue to 13th Avenue	= \$586,000
4	Segment 2a Cass Street from Howard Avenue to Willow Avenue	= \$459,000
5	Segment 3c 15th Street from 13th Avenue to 21st Avenue	= \$369,000
<b>Grand Total</b>		<b>= \$2,742,000</b>

### BENEFITS

- Improved safety from moving pedestrians/bicyclist
- Improved access to jobs, schools and parks for people within the urban center
- Improved community physical and mental health from increased physical activity
- Reduced pollution and greenhouse gases due to less commuter driving
- Reduced oil/gas consumption
- Improved water and air quality from burning less fossil fuels
- Increased tourism
- Improved sustainability through landscaping
- Improved quality of life
- Reduced commercial vacancies

### PROJECT TIMELINE

Downtown Segment (Phase 1) (Cass Street & Tyler Street Two-Way Conversion)	
Design (CH2M Hill)	Oct. 2013 – Nov. 2014
Bid	Aug. 2014 – Dec. 2014
Construction (CH2M Hill/Dallas 1)	Jan. 2015 – June 2016
Phases 2 & 3	
MPO Board Meeting approved TIP Priorities List	Sept. 3, 2013
Concept Development & Cost Estimating	July 2015 – Feb. 2016
Meetings with Agency Staff	Sept. – Oct. 2015
Presentation to City, FDOT & MPO staff	March 7, 2016
Submit Concept Plans & Cost Estimates to MPO/FDOT	March 24, 2016
FDOT to perform Feasibility & Eligibility Review	April – May 2016
Present Concepts to Neighborhood Associations	April – June 2016
Design & public input	March 2017 – June 2017
Begin Construction (Pending Funding Approval)	Summer 2018

**HAVE QUESTIONS?**  
 Contact Calvin Thornton, City of Tampa Project Manager  
 813-274-7884 | 813-274-8901 (fax) | Calvin.Thornton@tampagov.net



*Creating an attractive and safe cross-city multi-purpose trail that links the eastern and western Center City neighborhoods to the Riverwalk and to each other.*



Department of Transportation & Stormwater Services

# EAST-WEST GREEN SPINE CONCEPT DEVELOPMENT Phase 2 & 3 Extensions

*The purpose of the East-West Green Spine Concept Development was to develop preliminary conceptual design plans, cost estimates and to prioritize the remaining segments, sufficient to submit funding applications to the Metropolitan Planning Office (MPO) and the Florida Department of Transportation (FDOT) for the construction phases. The conceptual design and recommendations presented in this report are not final. Some of concerns and considerations that will be addressed during the public outreach and design phases include, but are not limited to:*

- Impacts to parking
- Proposed residential and commercial developments
- Other neighborhoods & businesses considerations
- Access management
- Existing utilities

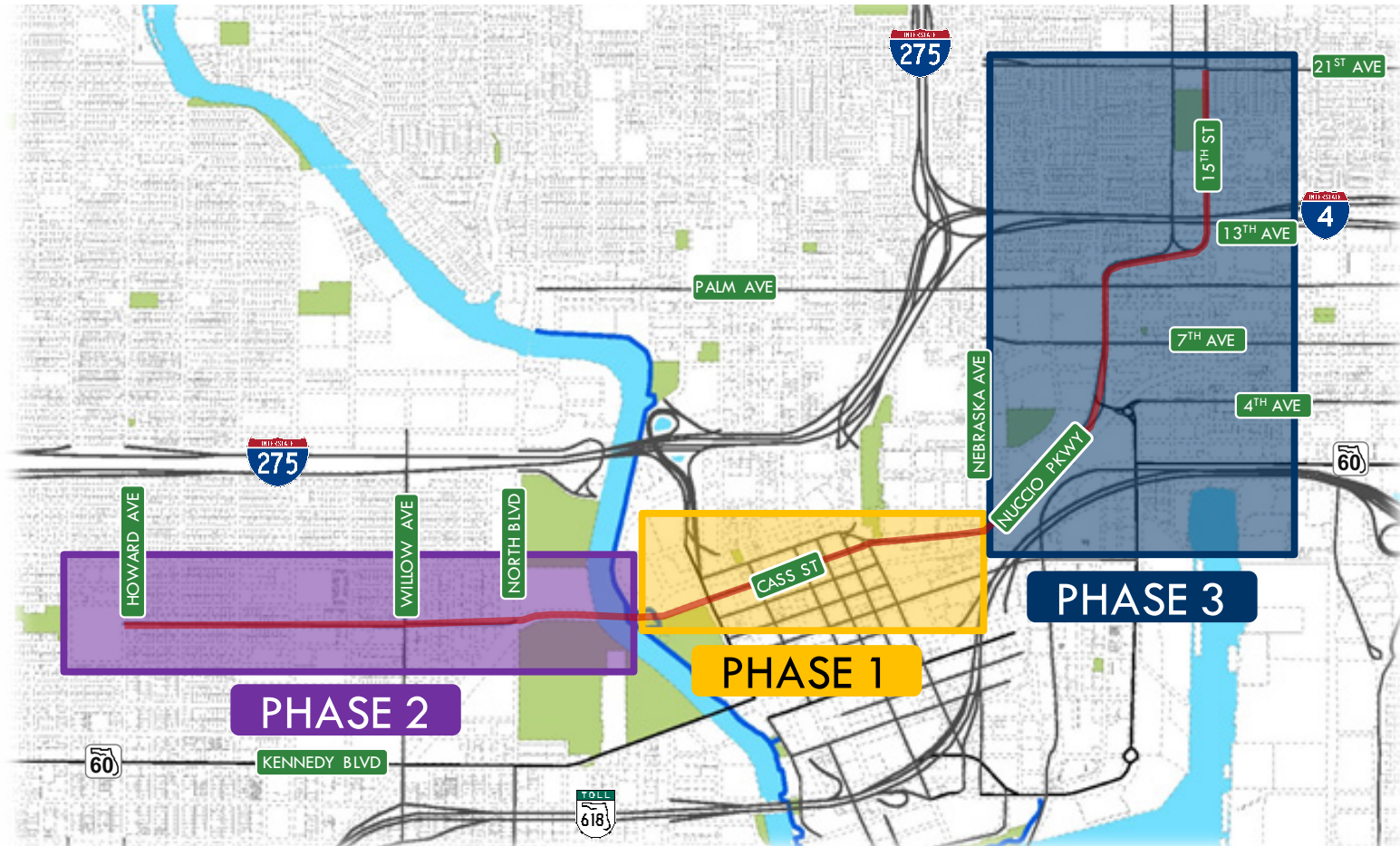
# EAST-WEST GREEN SPINE CONCEPT DEVELOPMENT Phase 2 & 3 Extensions

## PROJECT DESCRIPTION

The East-West Green Spine Phase 2 and 3 extensions consist of an urban cycle track along Cass Street, Nuccio Parkway and 15th Street to connect North Hyde Park from Howard and Armenia Avenues as well as Tampa Heights, Cuscaden Park, and VM Ybor to the Hillsborough River. The cycle track begins at Howard Avenue and Cass Street near the Armory/JCC. It then follows Cass Street into Downtown meeting the existing western terminus of the Downtown Phase I East Cass Street and East Tyler Street Two-Way Conversion project. At Nebraska Avenue, the existing eastern terminus of the Downtown Phase I project, the cycle track follows Nuccio Parkway into Ybor City, then traverses 15th Street to Cuscaden Park at 21st Avenue.

This project includes the development of a conceptual plan for the East-West Green Spine Concept as described in the City's InVision Center City Plan. The InVision Plan, developed in 2011 for Center City Tampa, proposed a community of livable places, connected people and collaborative progress that embraces and celebrates its river and waterfront. The InVision Center City blueprint incorporated neighborhood charrettes to gain shareholder input which included a strong pedestrian/bicycle environment, linkage between neighborhoods and Downtown, urban planning pattern that supports transit, and accessible, safe, highly active concepts.

The Downtown Phase I segment from east of the Cass Street Bridge to Nebraska Avenue, is being completed as part of the ongoing Tyler Street and Cass Street Two-Way Conversion project. (The final segment between the Cass Street Bridge and Ashley Drive will be constructed by the developer of the AER in the Arts District project.) Excepting the 0.8-mile segment being constructed as part of the Cass Street/Tyler Street Two-Way Conversion project, the net length of the project 2.6 miles. The total length of the project will be approximately 3.4 miles.



## PROPOSED CONCEPTS

