

FINAL TRAFFIC TECHNICAL MEMORANDUM

**S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
Pinellas County, Florida**

Work Program Item Segment No: 410755 1



Prepared for:

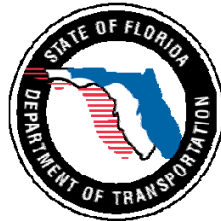
**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

June 2008

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Prepared for:

**Florida Department of Transportation
District Seven
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Prepared by:



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June 2008

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Section 1.0

INTRODUCTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study for bridge and roadway improvement alternatives along S.R. 679 (Pinellas Bayway Structure E) at the Gulf Intracoastal Waterway, hereafter referred to as the Intracoastal Waterway. The project location map (Figure 1-1) illustrates the location and limits of the study.

1.1 PURPOSE

The purpose of the PD&E Study was to provide documented environmental and engineering analyses to assist FDOT and the United States Coast Guard (USCG), the lead federal agency, in reaching a decision as to the type, location, and conceptual design of roadway and bridge improvements to the S.R. 679 (Pinellas Bayway Structure E) crossing of the Intracoastal Waterway. The PD&E Study satisfied the requirements of the National Environmental Policy Act (NEPA) and other state and federal regulations.

The PD&E Study documents the need for the improvements and presents the procedures that FDOT utilized to develop and evaluate various improvement alternatives including rehabilitation and replacement of the existing double-leaf bascule bridge (Bridge Number 150049) known locally as the Tierra Verde Bridge. FDOT collected information relating to the engineering and environmental characteristics essential for alternatives and analytical decisions. FDOT then established design criteria and developed preliminary alternatives. The comparison of alternatives is based on a variety of parameters utilizing a matrix format. This process identified the alternative which would have the least impact, while providing the necessary improvements. The study also solicited input from the community and users of the facility. The design year for the analysis is 2030.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

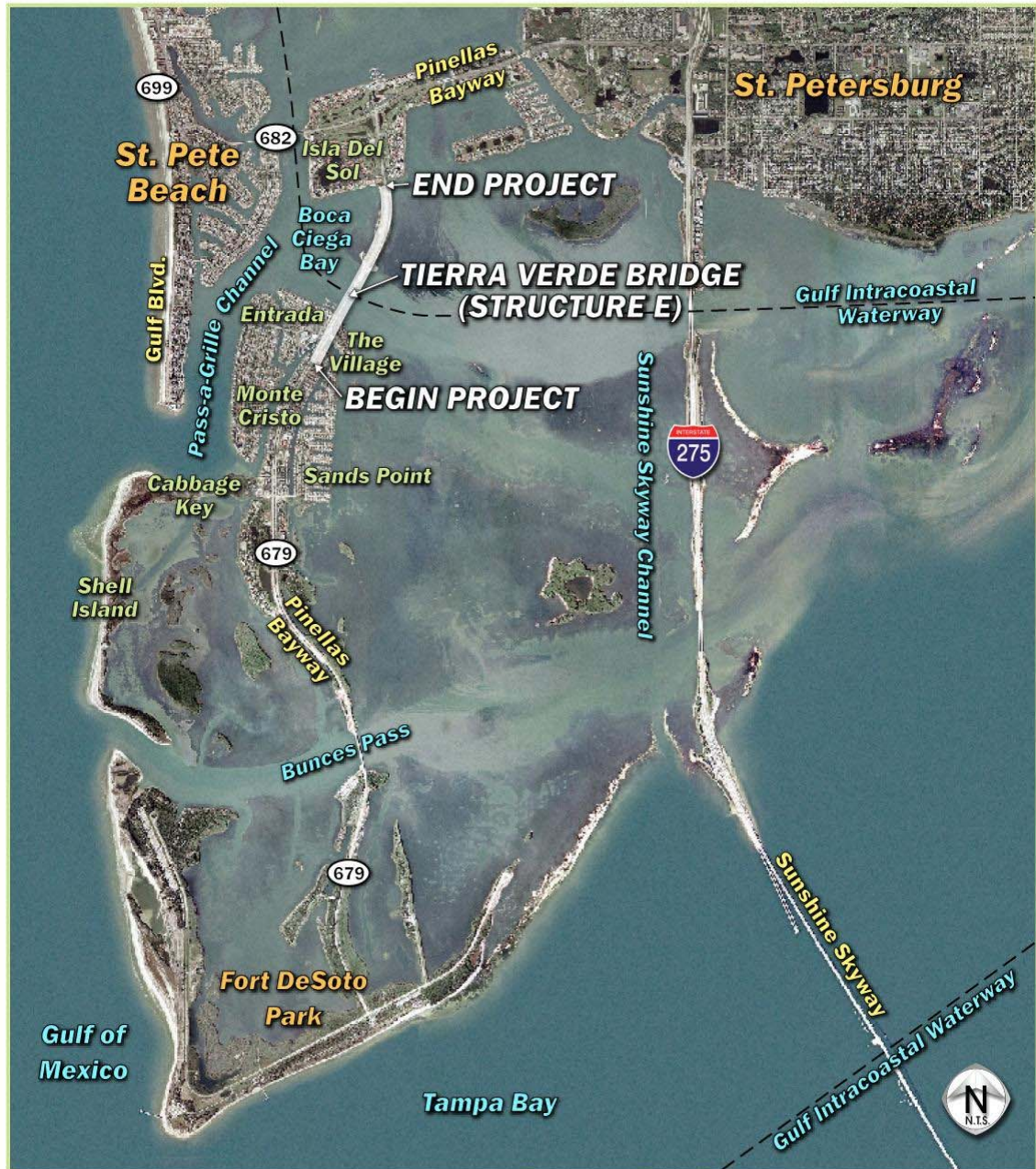
Pinellas County, Florida



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PROJECT LOCATION MAP

Figure 1-1



1.2 PROJECT DESCRIPTION

The PD&E Study limits encompass the portion of S.R. 679 from south of Madonna Boulevard (milepost 8.366) in Tierra Verde to south of S.R. 682 (milepost 9.454) in St. Petersburg, Florida, a distance of 1.088 miles. The project is located within Sections 8, 17, and 20, Township 32 South, Range 16 East, and within the Pass-A-Grille Beach United States Geological Survey (USGS) Quad map (quad Number 3022). Structure E is a low-level bascule structure that spans the Intracoastal Waterway, a marked federal navigational channel that generally runs between the mainland and the nearly contiguous barrier islands along the Gulf of Mexico. S.R. 679 is not part of the National Highway System, the Florida Intrastate Highway System, or the Strategic Intermodal System (SIS); however, the Intracoastal Waterway within the study area is on the SIS. In addition, both S.R. 682 and S.R. 679 are designated hurricane evacuation routes by the Florida State Emergency Response Team (SERT).

S.R. 679 was originally constructed in 1961 to join the man-made islands of Tierra Verde with Isla Del Sol in St. Petersburg in Pinellas County. S.R. 679 is a north-south urban minor arterial that provides the only vehicular access to the islands of Tierra Verde and Mullet Key, where Fort Desoto Park is located. S.R. 679 is part of the Pinellas Bayway toll system, which also includes S.R. 682.

Routine bridge inspections have identified safety and structural problems associated with the age of the existing bridge, including concrete delaminations, spalls, cracks, and other deficiencies. Structure E is functionally obsolete and is rated “scour critical”. It also contains fracture critical elements, meaning that members are subject to tension such that failure could result in collapse of bridge. The remaining service life under normal maintenance conditions is estimated to be six years, meaning that under the current normal maintenance program, the bridge will need to be rehabilitated or replaced by year 2011. Improvement alternatives considered for this facility include rehabilitation, rehabilitation (with widening), and replacement with a low-level bascule bridge, a mid-level bascule bridge, or a high-level fixed-bridge.

1.3 TRAFFIC STUDY METHODOLOGY

The Traffic Memorandum presented the analyses of existing and future traffic conditions for the Structure E study area. The study area focused on S.R. 679, Madonna Boulevard, The Village driveway, and other driveways immediately adjacent to the intersection of S.R. 679 and Madonna Boulevard as displayed in the Traffic Study Location Map (Figure 1-2). Existing traffic analyses were performed with the existing intersection and bridge conditions. Future traffic analyses were based on the consideration of either retaining the existing intersection conditions or realigning Madonna Boulevard and The Village driveway in combination with different bridge height and bridge opening alternatives. In addition, signaling the intersection of Madonna Boulevard and S.R. 679 was also analyzed.

Once the parameters of the study area were defined, the first step was evaluating the existing conditions. This required a data collection effort that included conducting and summarizing traffic count data and conducting field reviews of the study area. The existing data collected were used to evaluate existing traffic conditions for the study area. The existing analyses information is presented in Section 2.0 - Existing Conditions. Once existing conditions were evaluated, the next stage in the study methodology was to evaluate future traffic conditions. The development of traffic projections was required to evaluate the future conditions within the study corridor, which was then used to perform future operational analyses of the study area. This information is presented in Section 3.0 - Future Conditions. The final step of the methodology includes summarizing the results determined in Sections 2.0 and 3.0 and presenting these results in Section 4.0 - Summary and Recommendations

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida



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Traffic Study Location Map

Figure 1-2



Section 2.0

EXISTING TRAFFIC CONDITIONS

This section summarizes the type of data and resources used to evaluate existing traffic conditions for the study area. The data collected were used to describe the physical roadway and traffic characteristics of the study area. The study area focused on S.R. 679, Madonna Boulevard, The Village driveway, and other driveways immediately adjacent to the intersection of S.R. 679 and Madonna Boulevard, as displayed in the Traffic Study Location Map (Figure 1-2).

2.1 EXISTING TRAFFIC VOLUME DATA

2.1.1 TRAFFIC COUNT DATA

The traffic count data was collected during the month of May 2005. The following summarizes types, corresponding dates, and times for the counts collected for this study.

- Seventy-two hour and forty-eight hour vehicle classification counts were conducted to reflect weekday and weekend conditions at the following location:
 - Location just north of Structure E
 - May 21-22, 2005 (Weekend)
 - May 24-26, 2005 (Weekday)
 - May 28-30, 2005 (Memorial Day Weekend)
- Four hour turning movement counts (total vehicle and trucks) were collected during the Noon (11:00 AM – 1:00 PM) and PM (4:00 PM – 6:00 PM) peak periods for the following locations:
 - Madonna Boulevard/S.R. 679 (May 29, 2005)
 - The Village driveway/S.R. 679 (May 29, 2005)
 - Right-in/Right-out driveway accessing S.R. 679 from southwest quadrant (May 29, 2005)
 - Southbound driveway accessing Madonna Boulevard from northwest quadrant (May 29, 2005)
 - Northbound driveway accessing Madonna Boulevard from southwest quadrant (May 29, 2005)

The traffic count locations are shown in Figure 2-1. Copies of the traffic counts are provided in Appendix A (seventy-two hour or forty-eight hour traffic counts) and Appendix B (four hour turning movement counts).

2.1.2 WEEKEND AVERAGE DAILY TRAFFIC (WADT) VOLUMES

The weekend average daily traffic volume was used for the purpose of performing the traffic analyses. The existing (2005) WADT volume for the study area was developed from raw forty-eight hour count data. Axle correlation factors developed from the forty-eight hour vehicle classification counts were applied to the raw forty-eight hour count data, to obtain the WADT volumes. The development of WADT is reported in Appendix C. The resultant existing (2005) WADT volume is depicted in Figure 2-2.

2.1.3 EXISTING TRAFFIC CHARACTERISTICS

The peak hour distribution factor (K), the directional distribution factor (D), and the design hour truck factor (T) for S.R. 679 were calculated based on the forty-eight hour vehicle class count data. This data has been summarized in Table 2-1 and was used for existing operational analyses.

**Table 2-1
Existing K, D, and T Values**

K	D	T
9.48%	67.10%	8.20%

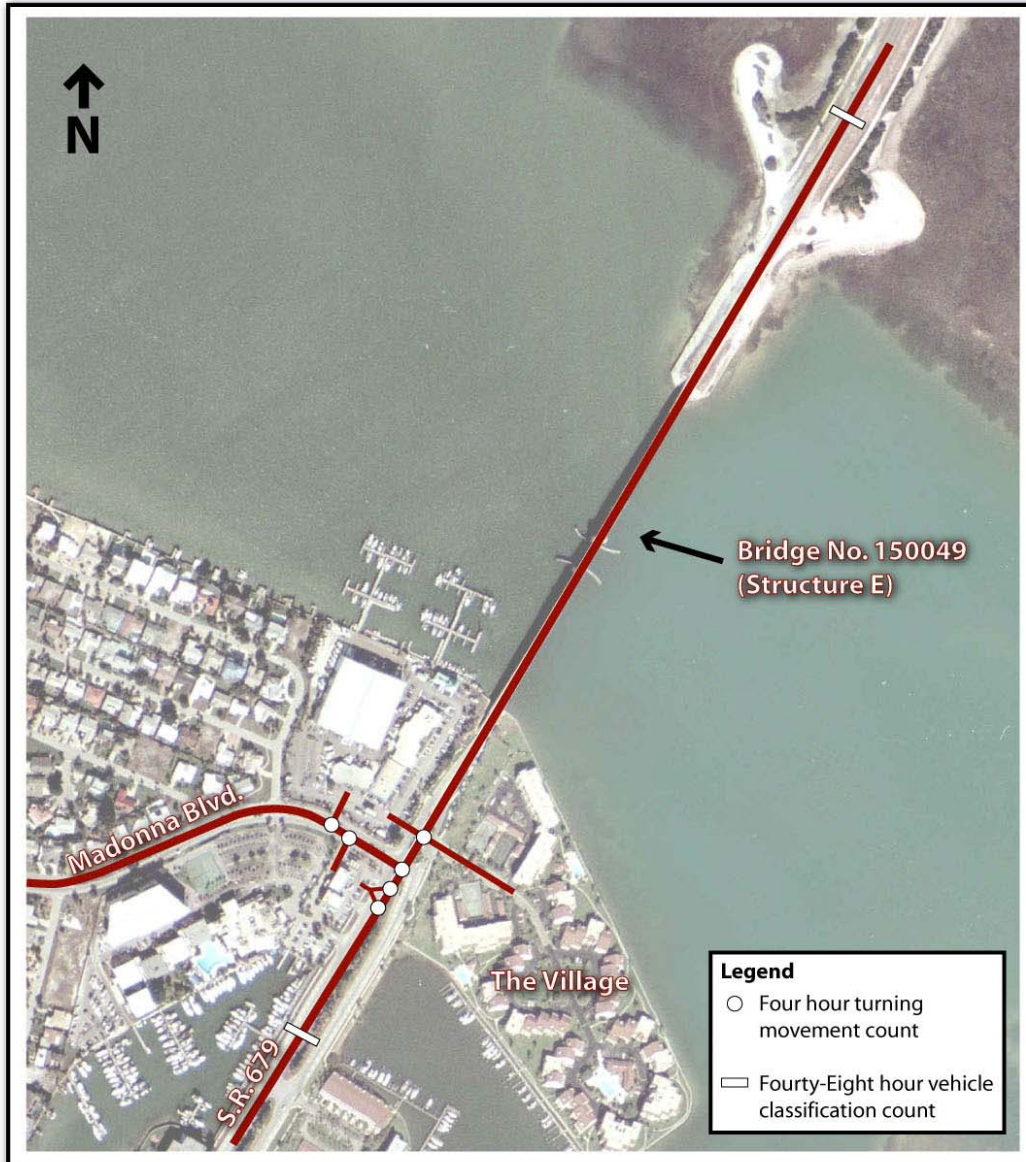
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Traffic Count Locations

Figure 2-1



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida



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**Existing
Weekend Average Daily Traffic**

Figure 2-2



In the absence of classification counts on the minor roads and driveways, a visually justifiable assumption (through simulation) was made for the percentage of trucks and boat-trailer traffic on all the minor roads and driveways in the study area. Similar assumption had to be made for the percentage of boat-trailer traffic on S.R. 679, as the classification counts do not provide such level of detail. These assumptions were backed up by field observations and expert opinions. Based on detailed data for the boat traffic provided by FDOT, suitable assumptions were made for the purpose of simulation for the number of boats that needed the bridge to open. Once again, for the purpose of simulation, the bridge openings were assumed to be pre-timed and scheduled to open at regular intervals irrespective of the magnitude of boat traffic.

The actual D value obtained from the forty-eight hour count data was 69.1 percent. However, in order to comply with the limit for urban areas as specified by the *Florida Department of Transportation Design Traffic Handbook*¹, a value of 67.1 percent was used for the purpose of operational analyses.

The peak direction was found to be southbound on S.R. 679 and eastbound on Madonna Boulevard during the Noon peak hour and northbound and westbound respectively during the PM peak hour.

2.1.4 PEAK HOUR VOLUMES AND DESIGN HOUR VOLUMES (DHV)

The existing (2005) peak hour turning movement volumes for the Structure E study area were developed from raw 15-minute turning movement counts taken between the hours of 11:00 AM - 1:00 PM and 4:00 PM - 6:00 PM. Fifteen-minute intervals were summed to determine the peak hour for each intersection. FDOT seasonal adjustment factors, provided in Appendix D, were applied to the raw counts, to obtain the peak hour turning movement volumes. The peak hour turning movement counts were then converted to the design hour volume by applying the methodology in the preceding paragraph.

First, the existing WADT volume was multiplied by the K_{30} factor of 9.48 percent to develop non-directional peak hour volumes. The directional peak hour volumes were then determined by applying a D_{30} factor of 67.1 percent to develop peak direction approach

volumes and 1-D₃₀ or 32.9 percent to develop non-peak direction approach volumes at the intersections. For any north-south movement on S.R. 679, the existing DHV was developed using the existing weekend average daily traffic, and the K and D factors that were obtained from the forty-eight hour vehicle class count. The DHVs for all other movements on other roadways/driveways in the study area were developed by applying a factor to the corresponding peak hour volume on that movement. That factor was based on the peak hour volume and the DHV for the adjacent north-south movement on S.R. 679. As noted in Section 2.1.3, the peak direction for the study area is expected to be southbound for S.R. 679 and eastbound for Madonna Boulevard during the Noon peak hour and the reverse during the PM peak hour. The turning movements for each intersection approach were estimated by applying the turn percentages obtained from the peak hour turning movement volumes. The resultant existing Noon and PM DHVs are shown in Figure 2-3. The calculations for existing peak hour volume and DHV are documented in Appendix E.

2.2 EXISTING ROADWAYS AND TRAVEL PATTERNS

Structure E sits on S.R. 679 and spans over the Intracoastal Waterway, a marked federal navigational channel that generally runs between the mainland and the nearly contiguous barrier islands along the Gulf of Mexico. S.R. 679 was originally constructed in 1961 to join the man-made islands of Tierra Verde with Isla Del Sol in St. Petersburg in Pinellas County. S.R. 679 is a north-south urban minor arterial that provides the only vehicular access to the islands of Tierra Verde and Mullet Key, where Fort Desoto Park is located. The Village driveway and Madonna Boulevard mainly serve the residential communities to the east and west of S.R. 679. The other driveways in the study area serve the businesses on the northwest and southwest quadrants of the intersection of Madonna Boulevard and S.R. 679. Fort Desoto Park is a major generator of traffic from outside the islands. This traffic utilizes Structure E to get to and from the Park. It is heavier southbound during the Noon hours and northbound during the PM hours. Maximum traffic was observed during the holiday weekends followed by the regular weekends and then the weekdays.

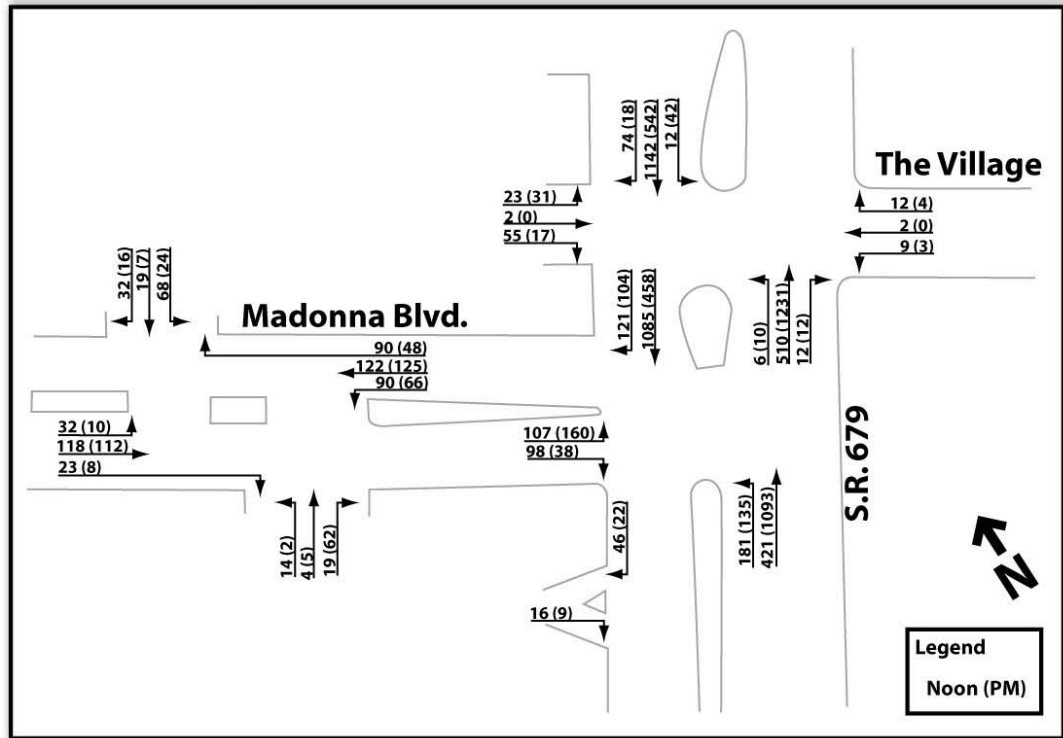
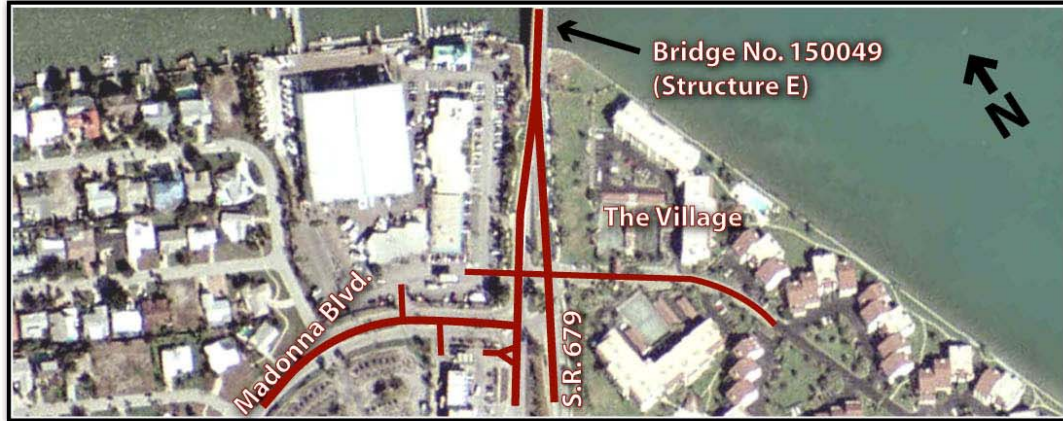
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**Existing
 Design Hour Volume**

Figure 2-3



2.3 EXISTING ROADWAY CHARACTERISTICS

As per the *Florida Department of Transportation Quality/Level of Service Handbook*² and *Pinellas County Comprehensive Plan Transportation Element*³, the Level of Service (LOS) standard for S.R. 679 is LOS D for the peak hour. The only signal control within the study area is in the form of the bascule bridge on Structure E. The following intersections are stop controlled with a free movement for traffic on the major roadway and stop controls for the minor roadways/driveways:

- Madonna Boulevard (minor)/S.R. 679 (major)
- The Village driveway (minor)/S.R. 679 (major)
- Right-in/Right-out driveway accessing S.R. 679 from southwest quadrant
- Southbound driveway accessing Madonna Boulevard from northwest quadrant
- Northbound driveway accessing Madonna Boulevard from southwest quadrant

From South to north, S.R. 679 transitions from a four-lane divided roadway to a two-lane undivided roadway just north of Madonna Boulevard. Southbound S.R. 679 opens up from one lane to two lanes. However, a bottleneck is created on northbound S.R. 679 when the lanes are constricted from two lanes to one lane. In addition, the intersection of S.R. 679, Madonna Boulevard, and The Village driveway are staggered with numerous driveways in the immediate vicinity. The existing intersection lane geometries are displayed in Figure 2-4.

2.4 EXISTING OPERATIONAL ANALYSES

The existing operational analyses included evaluation of the whole study area as described in previous sections. The analyses were conducted using the traffic simulation software, *VISSIM, version 4.1*⁴. The simulation was performed for the peak vehicular hour (Noon and PM) with bridge opening three times an hour for Low-level bascule bridge condition and two times for Mid-level bascule bridge condition. The study area was observed several times before and after the simulation runs to verify the existing conditions model. Observations were made and incorporated in the model to reflect the existing field conditions as best as possible.

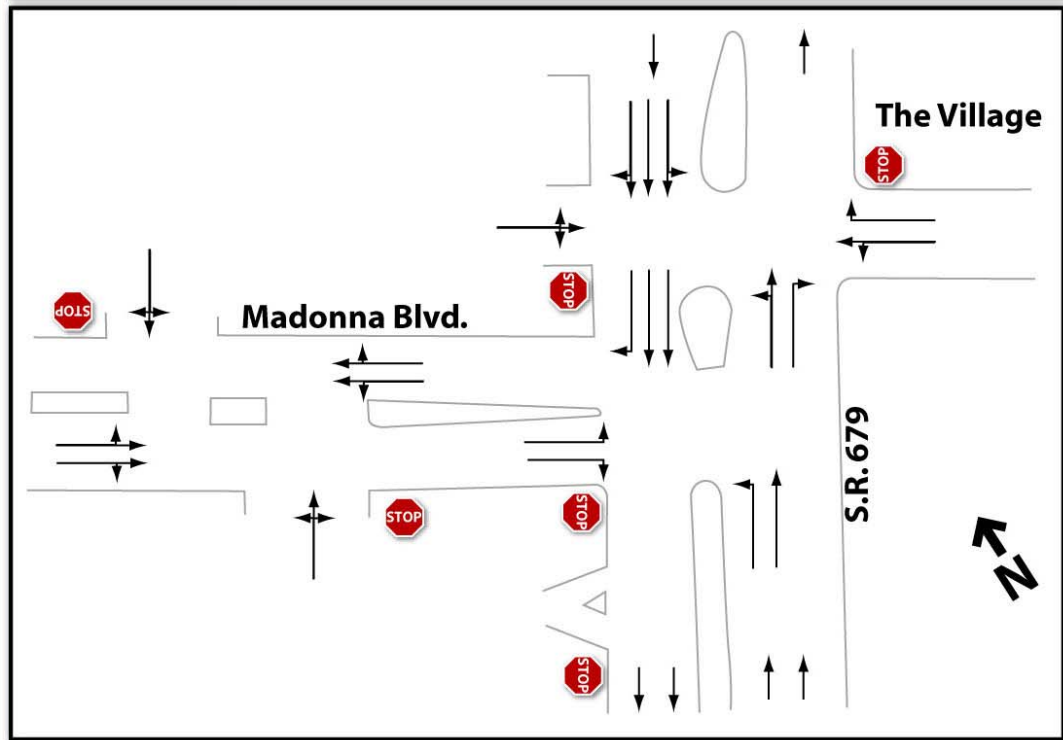
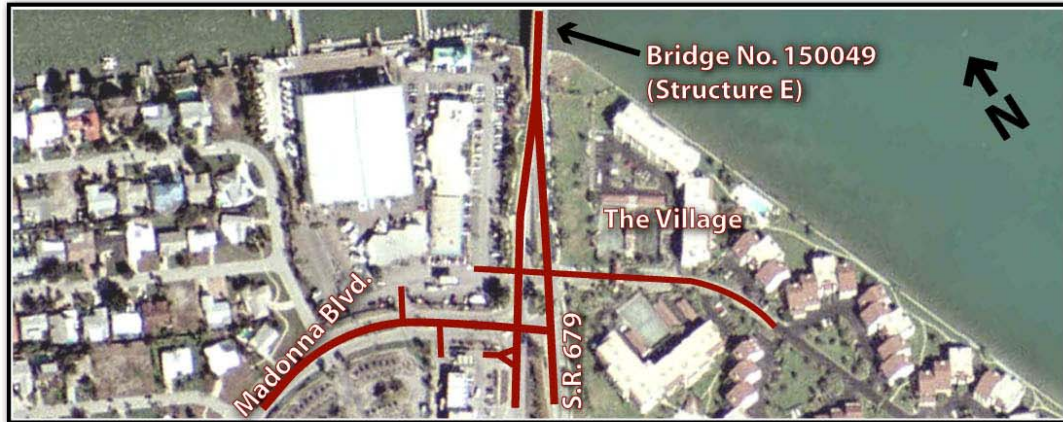
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Existing Lane Geometry

Figure 2-4



2.4.1 ANALYZED SCENARIOS FOR EXISTING CONDITIONS

The following scenarios were analyzed for both Noon and PM peak hours:

- 2005 Noon Low and 2005 PM Low: Low-level bascule bridge opening every 20 minutes.

This is the worst case (peak hour vehicular traffic and maximum boat demand) existing scenario with the bridge opening three times in an hour.

- 2005 Noon Mid and 2005 PM Mid: Mid-level bascule bridge opening every 30 minutes.

This is a worst case (peak hour vehicular traffic and maximum boat demand) hypothetical scenario with the bridge opening twice in an hour. This scenario was simulated with the existing traffic for the purpose of comparison with future scenarios.

- 2005 Noon Fixed and 2005 PM fixed: High-level fixed bridge.

Once again, this hypothetical scenario was simulated with existing traffic for the purpose of comparison with similar future scenarios. This being a fixed bridge, the boat traffic volume had no effect on traffic operations.

The existing *VISSIM* outputs for the analyses are provided in Appendix F.

2.4.2 ROADWAY SEGMENT OPERATIONAL ANALYSES

Since the project will not increase segment capacities, a LOS analysis was not performed for the segments.

2.4.3 RESULTS OF EXISTING OPERATIONAL ANALYSES

The results of the operational analyses were evaluated from a simulated network in terms of measures of effectiveness (MOE) such as travel times, queue lengths, and delays. Travel times were recorded for north to south, south to north, west to north, north to west, and network-wide for all vehicles. Queue counters were set up to determine the average and maximum queue lengths on S.R. 679 and the eastbound approach on Madonna Boulevard at the intersection with S.R. 679. Average travel and stopped delays per vehicle were recorded for the whole network, at the bascule bridge, and for the eastbound

approach on Madonna Boulevard at the intersection with S.R. 679. Approximate locations of the travel time segments, queue counters, and locations for recording travel delays are shown in Figure 2-5. The LOS and delay per vehicle have been reported below and in Figures 2-6 and 2-7. The detailed results of the Noon and PM peak hour analyses are reported in Table 2-2 and have been summarized in Charts 2-1 through 2-6.

Existing LOS* and Delay

- Existing Noon:
 - Low
 - At the Bridge: LOS F (91 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS D (52 seconds/vehicle)
 - Mid
 - At the Bridge: LOS F (82 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS D (41 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS C (26 seconds/vehicle)

- Existing PM:
 - Low
 - At the Bridge: LOS C (30 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (489 seconds/vehicle)
 - Mid
 - At the Bridge: LOS C (28 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (357 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS F (278 seconds/vehicle)

* The delays are based on VISSIM simulation outputs but the LOS has been assigned for comparison purposes based on the delay classification provided by the Highway Capacity Manual.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Travel Time Segments, Queue Counters, and Travel Delay Recordings



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Figure 2-5



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

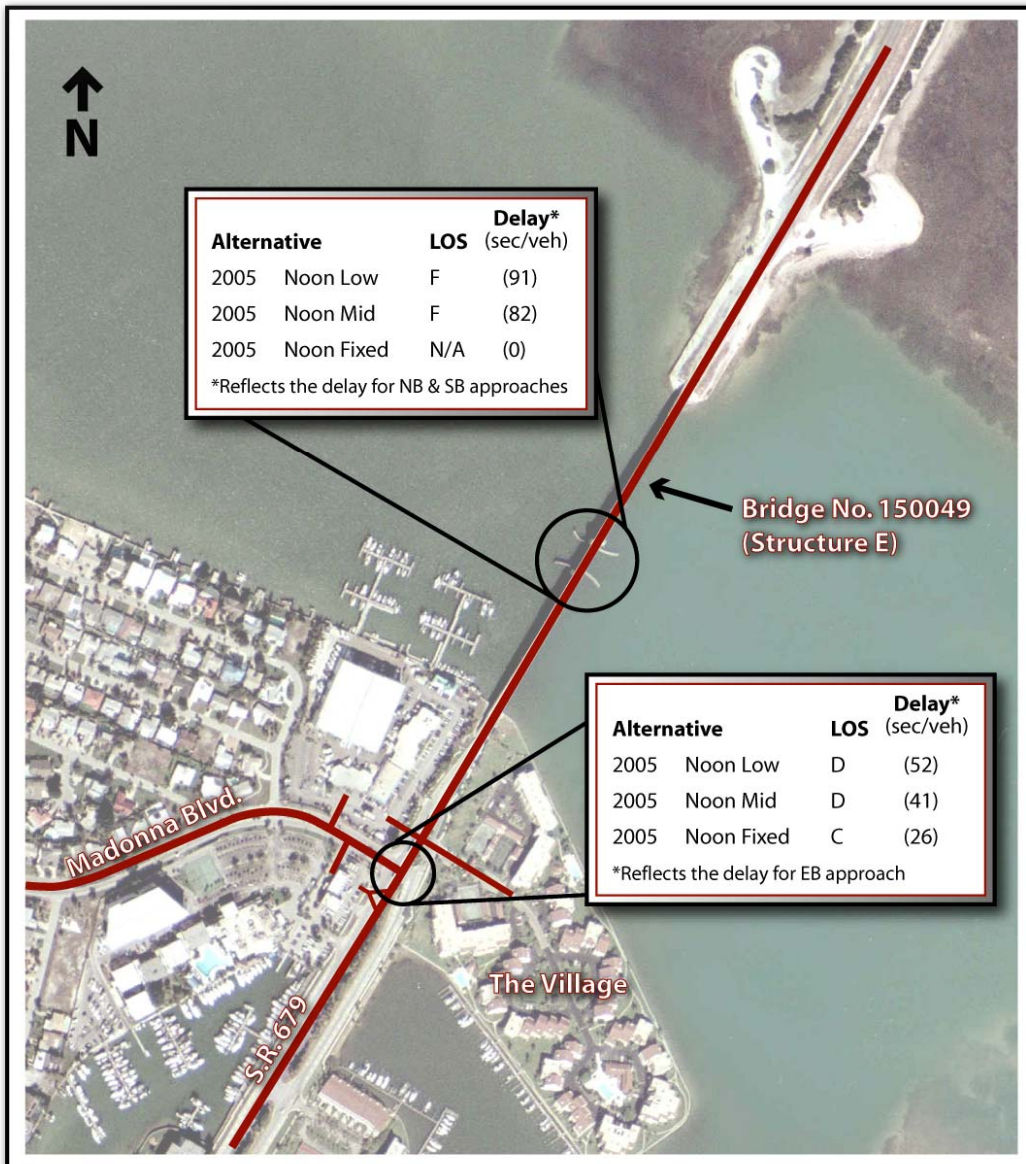
Existing Weekend

Noon Level of Service (LOS) and Delay



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Figure 2-6



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

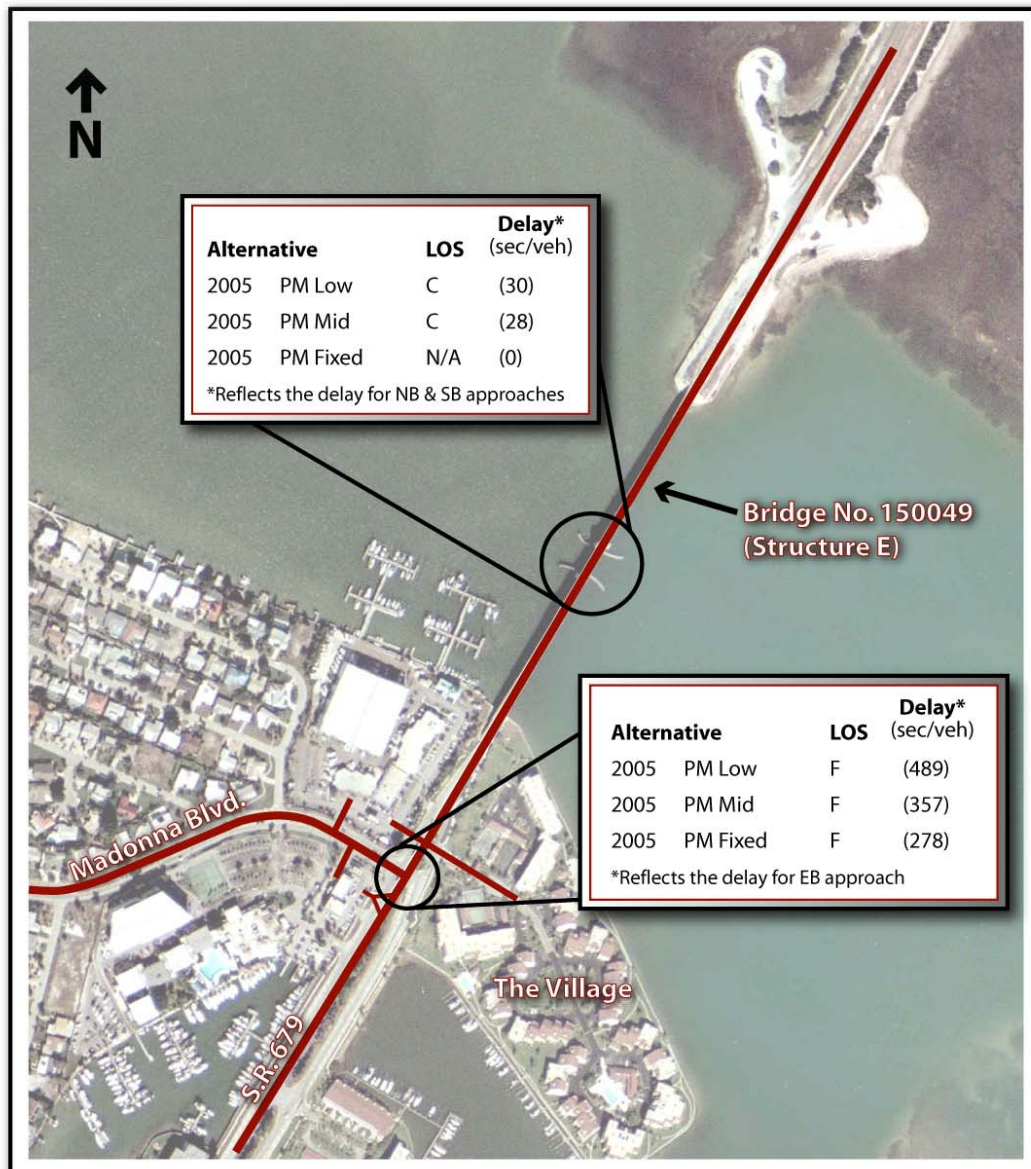
Existing Weekend

PM Level of Service (LOS) and Delay



WPI Segment No : 410755-1

Figure 2-7



**Table 2-2
Travel Times, Queue Lengths, Delays, and LOS for Existing Analyses**

Results of Operational Analyses using VISSIM 4.1 (Weekend Noon Peak 11:00 AM - 1:00 PM and PM Peak 4:00PM - 6:00 PM)																		
Alternatives	Travel Times (minutes)					Queue Lengths (feet)						Delay (seconds per vehicle)				LOS at Bridge ⁵	LOS at Madonna ⁶	Alternatives
	TT ¹ N to S	TT ¹ S to N	TT ¹ W to N	TT ¹ N to W	TT ¹ Network-wide	NB ² Avg. Queue	NB ² Max. Queue	SB ² Avg. Queue	SB ² Max. Queue	EB ³ Avg. Queue	EB ³ Max. Queue	N-S Avg. Travel Delay @ Bridge	Madonna/SR 679 Avg. Travel Delay ⁴	Network-wide Travel Avg. Delay	Network-wide Stopped Avg. Delay			
2005 Noon Low	5.26	2.28	3.11	1.18	2.96	302	1975	2038	6035	52	318	91	52	96	60	F	D	2005 Noon Low
2005 Noon Mid	4.76	1.82	2.59	1.45	2.72	222	1924	1631	6035	26	307	82	41	78	46	F	D	2005 Noon Mid
2005 Noon Fixed	3.31	1.12	1.56	1.15	2.06	0	0	0	0	11	156	N/A	26	18	2	N/A	C	2005 Noon Fixed
2005 PM Low	3.91	12.25	13.18	1.47	11.05	5451	6067	219	1938	842	1414	30	489	549	288	C	F	2005 PM Low
2005 PM Mid	3.72	10.82	11.65	1.28	9.21	4759	6067	191	2102	516	625	28	357	396	186	C	F	2005 PM Mid
2005 PM Fixed	3.20	7.71	9.28	1.12	7.74	0	0	0	0	437	630	N/A	278	254	89	N/A	F	2005 PM Fixed

Notes:

1. TT stands for travel time.
 2. NB and SB queue lengths refer to queuing at the bridge in the case of bascule bridge and at the intersection of SR 679 and Madonna Boulevard in the case of fixed bridge.
 3. EB queuing refers to queuing at the eastbound approach of the intersection of SR 679 and Madonna Boulevard.
 4. This being an unsignalized intersection under existing conditions, the delay refers to the delay for the EB movement on Madonna Boulevard.
 5. LOS at the bridge has been calculated based on N-S Average Travel Delay at the bridge.
 6. LOS at Madonna has been calculated based on the Average Travel Delay at the intersection of Madonna Boulevard and SR 679.
- N/A refers to free flow conditions on the bridge in case of fixed bridge.
- Travel time segment markers, queue counters, and travel delay recording locations have been shown in Figure 2-5.

LOS Criteria

LOS	Delay(sec/veh)
A	≤ 10
B	> 10 ≤ 20
C	> 20 ≤ 35
D	> 35 ≤ 55
E	> 55 ≤ 80
F	> 80

CHART 2-1 TRAVEL TIME SUMMARY FOR 2005 NOON PEAK HOUR

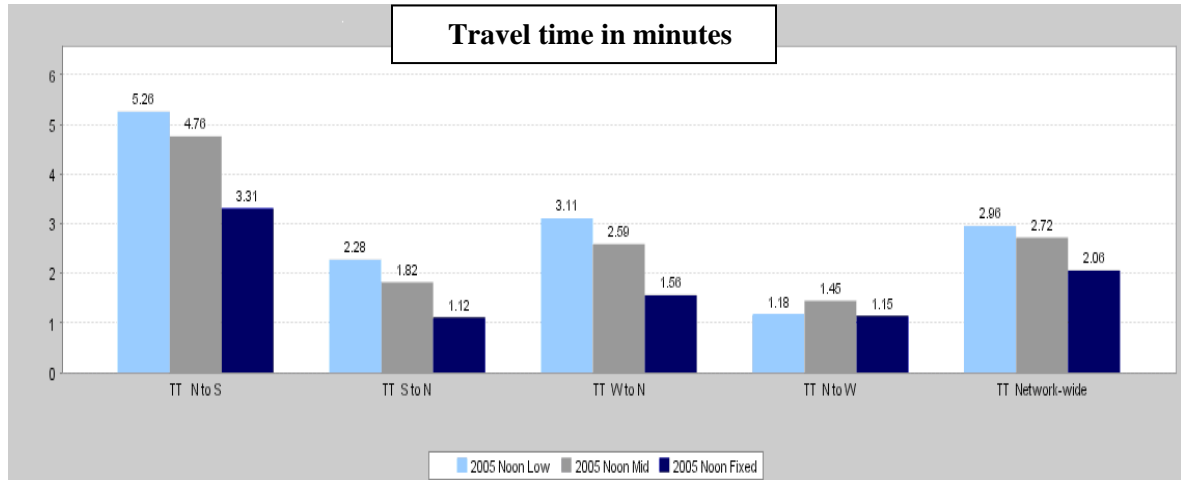


CHART 2-2 MAXIMUM QUEUE LENGTH SUMMARY FOR 2005 PEAK HOUR

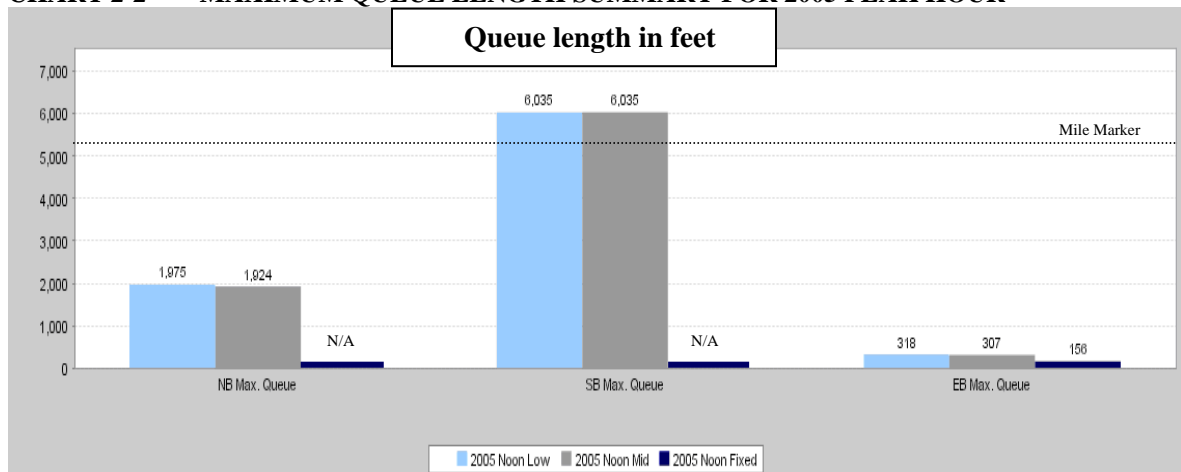


CHART 2-3 DELAY SUMMARY FOR 2005 NOON PEAK HOUR

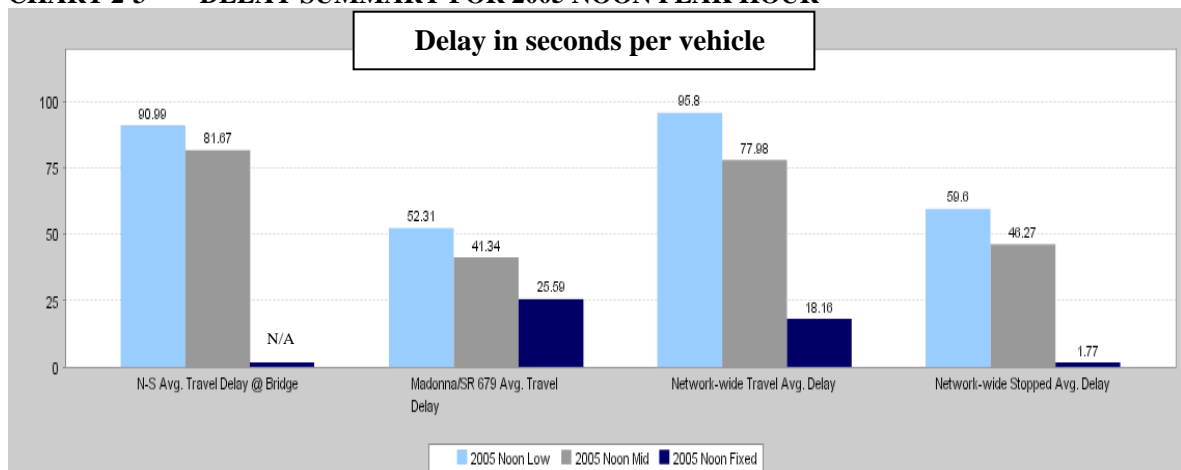


CHART 2-4 TRAVEL TIME SUMMARY FOR 2005 PM PEAK HOUR

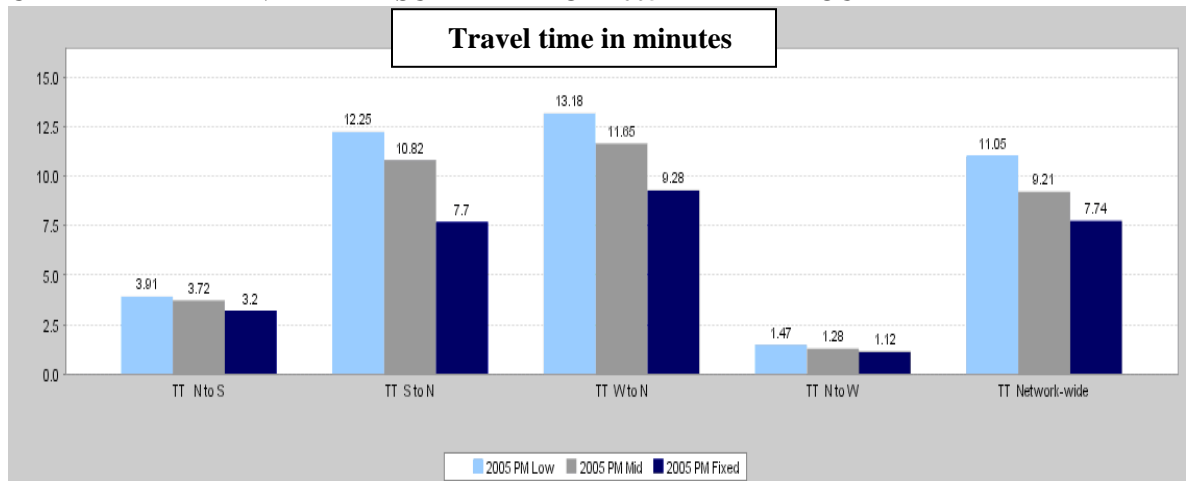


CHART 2-5 MAXIMUM QUEUE LENGTH SUMMARY FOR 2005 PM PEAK HOUR

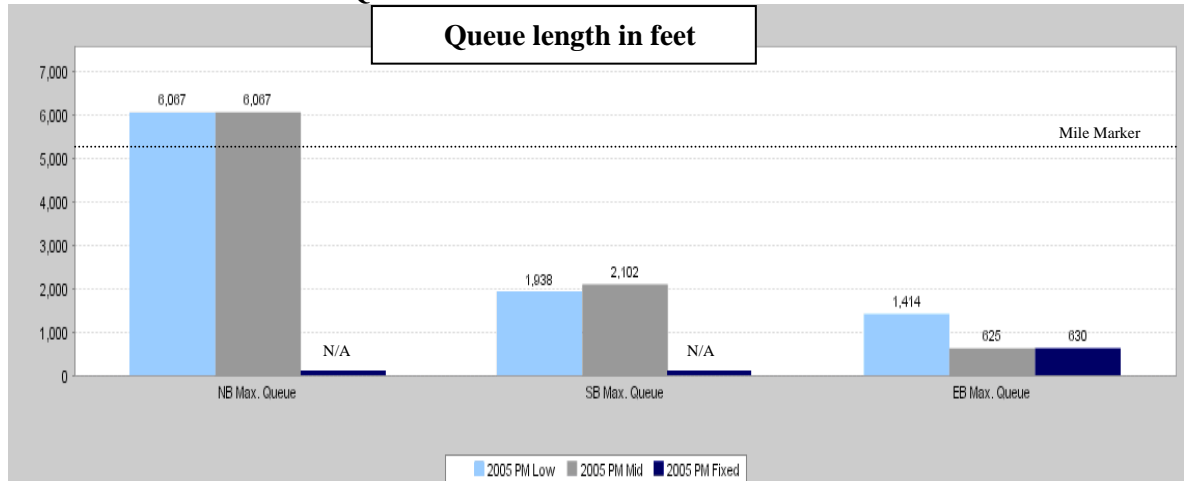
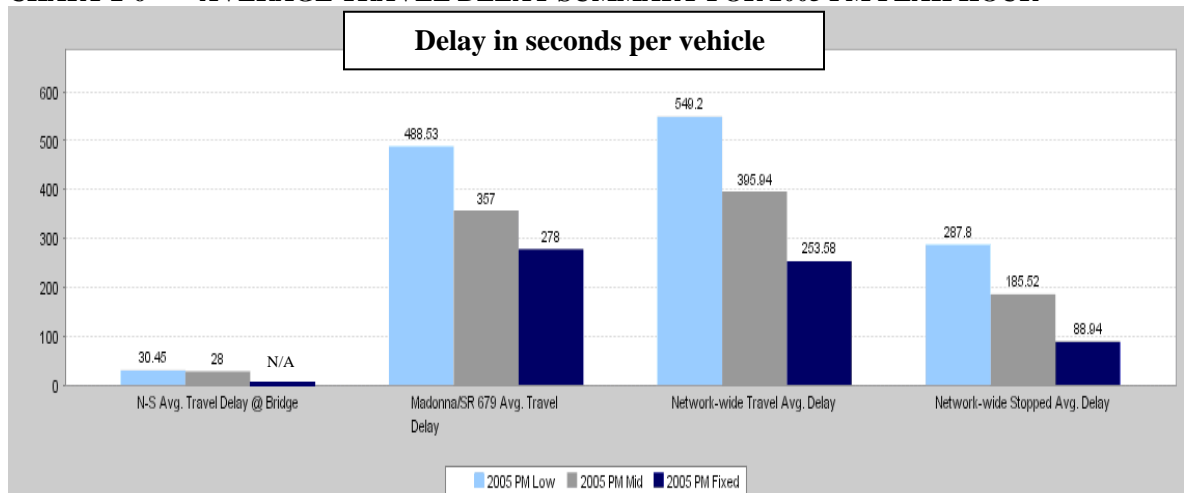


CHART 2-6 AVERAGE TRAVEL DELAY SUMMARY FOR 2005 PM PEAK HOUR



Section 3.0

FUTURE TRAFFIC CONDITIONS

This section summarizes the analysis of future traffic conditions for the Structure E study area as shown in Figure 2-1. In order to complete the analyses, the development of future traffic characteristics and projections were completed for the study area. Opening year (2010), interim year 2020, and design year (2030) traffic projections were developed for the three bridge alternatives: 1) Low-level bascule, 2) Mid-level bascule, and 3) Fixed structure. Operational analyses were performed for the Noon and PM peak hours.

3.1 TRAVEL DEMAND FORECASTING MODEL

The 2025 Cost Feasible Tampa Bay Regional Planning Model provided the basis to develop future WADT volumes for the study area. Some refinements were made to the model at the suggestion of FDOT District Seven staff. Additionally, the model derived annual average daily traffic (AADT) volumes were adjusted using the National Cooperative Highway Research Program (NCHRP) 255 average adjustment method to reflect a more realistic volume projection for 2025. Based on existing WADT and AADT, the 2025 WADT was obtained from the NCHRP 255 adjusted model AADT. The refinements and the related calculations are reported in Appendix G.

3.2 WADT PROJECTIONS

The future WADT volumes were developed for the opening year (2010), interim year (2020), and design year (2030) roadway system located in the Structure E study area. The future weekend traffic volumes were used to determine the design hour traffic projections for this study.

2010 and 2020 WADT volumes were developed by interpolating between the existing WADT and 2025 WADT volumes. 2030 WADT volume was developed by extrapolating from existing WADT and 2025 WADT volumes. The detailed calculations are

documented in Appendix G. Figure 3-1 displays the WADT volumes for 2010, 2020, and 2030.

3.3 FUTURE TRAFFIC ASSUMPTIONS

The future WADT volumes were developed for the opening year (2010), interim year (2020), and design year (2030) roadway system located in the Structure E study area. The future weekend traffic volumes were used to determine the design hour traffic projections for this study.

2010 and 2020 WADT volumes were developed by interpolating between the existing WADT and 2025 WADT volumes. 2030 WADT volume was developed by extrapolating from existing WADT and 2025 WADT volume. The detailed calculations are documented in Appendix G. Figure 3-1 displays the WADT volumes for 2010, 2020, and 2030.

3.4 FUTURE GEOMETRIC AND OPERATIONAL ASSUMPTIONS

Existing operational analyses illustrated that the PM peak hour was the more critical and limiting time period for the intersection of S.R. 679 and Madonna Boulevard as far as the operational performance was concerned. The LOS for the PM peak hour was found to be LOS F for all the three alternatives (2005 PM Low, 2005 PM Mid, and 2005 PM Fixed) analyzed for the existing analyses. With growth in traffic, the level of service for future years would be expected to degrade further and also owing to safety concerns, the intersection of Madonna Boulevard, S.R. 679, and The Village driveway was assumed to be realigned and signalized for future analyses. However, no signal warrant study was performed. The driveways accessing S.R. 679 north of Madonna Boulevard were assumed to be closed for future operational analyses. Also, the right-in/right-out driveway accessing S.R. 679 south of Madonna Boulevard has been assumed to be closed for future operational analyses. The proposed realigned geometry is shown in Figure 3-2.

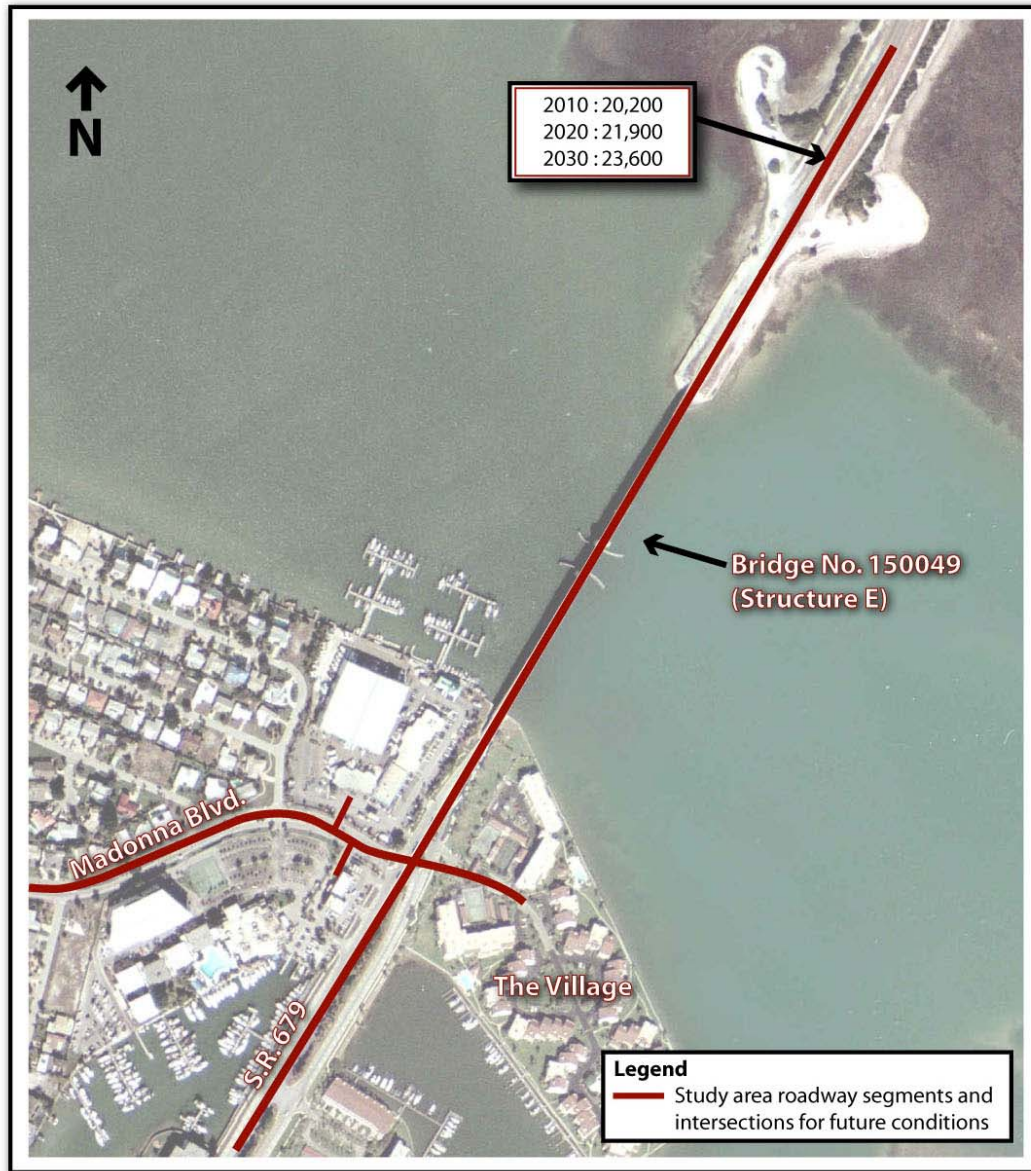
S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida



WPI Segment No : 410755-1

**2010, 2020, and 2030
Weekend Average Daily Traffic**

Figure 3-1



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida



WPI Segment No : 410755-1

Realigned Lane Geometry

Figure 3-2



3.5 DESIGN HOUR PROJECTIONS

The 2005 DHVs under existing geometric conditions were first used to project the DHVs for 2010, 2020, and 2030 under the existing geometric conditions. The methodology used to develop future DHVs under the existing geometric conditions, were similar to what was previously discussed in Section 2.1.4, except that the corresponding future WADT volumes were used for 2010, 2020, and 2030. The DHVs developed for 2010, 2020, and 2030 under existing geometric conditions were then redistributed, in order to reflect the traffic distribution and travel pattern due to the proposed realigned intersection and closure of driveways. The calculations involved in developing future DHVs are documented in Appendix H. DHVs for 2010, 2020, and 2030 are shown in Figures 3-3, 3-4, and 3-5, respectively.

3.6 FUTURE OPERATIONAL ANALYSES

The future operational analyses included evaluation of the whole study area under proposed conditions as mentioned and shown in previous sections. The analyses were conducted using *VISSIM 4.1* and the simulation was performed for the peak vehicular hour (Noon and PM) combined with bridge opening three times an hour for Low-level bascule bridge condition and two times for Mid-level bascule bridge condition. The signal-operating plan of S.R. 689 and Madonna Boulevard intersection used for simulation was optimized using *SYNCHRO 6*⁶.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida



WPI Segment No : 410755-1

Opening Year 2010
Design Hour Volume

Figure 3-3



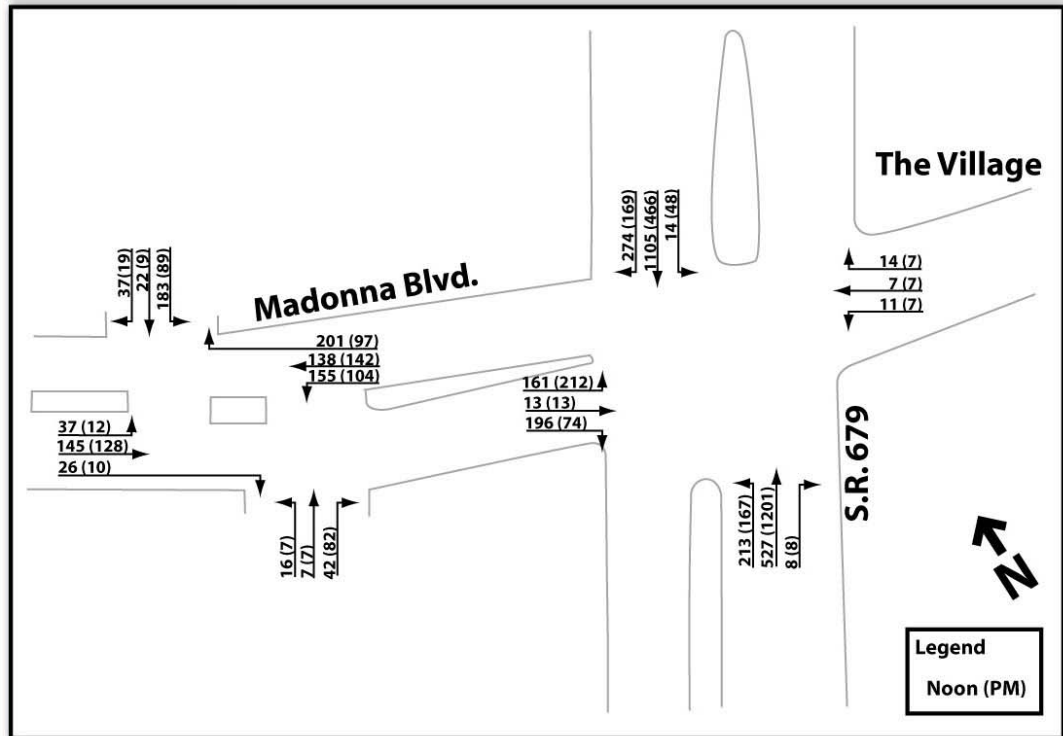
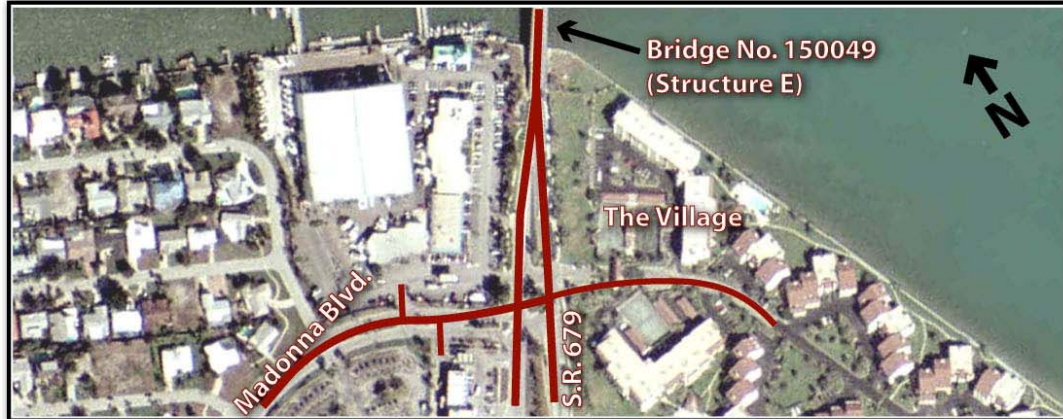
S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida



WPI Segment No : 410755-1

**Interim Year 2020
 Design Hour Volume**

Figure 3-4



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida



WPI Segment No : 410755-1

Design Year 2030
Design Hour Volume

Figure 3-5



3.6.1 ANALYZED SCENARIOS FOR FUTURE CONDITIONS

2010

- 2010 Noon Low and 2010 PM Low: Low-level bascule bridge opening every 20 minutes.
- 2010 Noon Mid and 2010 PM Mid: Mid-level bascule bridge opening every 30 minutes.
- 2010 Noon Fixed and 2010 PM fixed: High-level fixed bridge.

2020

- 2020 Noon Low and 2020 PM Low: Low-level bascule bridge opening every 20 minutes.
- 2020 Noon Mid and 2020 PM Mid: Mid-level bascule bridge opening every 30 minutes.
- 2020 Noon Fixed and 2020 PM fixed: High-level fixed bridge.

2030

- 2030 Noon Low and 2030 PM Low: Low-level bascule bridge opening every 20 minutes.
- 2030 Noon Mid and 2030 PM Mid: Mid-level bascule bridge opening every 30 minutes.
- 2030 Noon Fixed and 2030 PM fixed: High-level fixed bridge.

3.6.2 RESULTS OF FUTURE OPERATIONAL ANALYSES

As in case of the existing analyses, the results of the operational analyses were evaluated in terms of MOE such as travel times, queue lengths, and delays. Travel times were recorded for north to south, south to north, west to north, north to west, and for network-wide for all vehicles. Queue counters were set up to count the average and maximum queue lengths on S.R. 679 and for the eastbound approach on Madonna Boulevard at its intersection with S.R. 679. Average travel and stopped delays per vehicle were recorded for the whole network, at the bascule bridge, and for the eastbound approach on Madonna Boulevard at its intersection with S.R. 679. The travel time

segments, queue counters, and locations for recording travel delays are shown in Figure 2-5. The LOS and delay in seconds per vehicle for different years and different alternatives has been reported below and displayed in Figures 3-6 and 3-7. The detailed results of the Noon and PM peak hour analyses are reported in Table 3-1 and have been summarized in Charts 3-1 through 3-18.

Future LOS* and Delay

2010

- 2010 Noon:
 - Low
 - At the Bridge: LOS F (124 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS E (68 seconds/vehicle)
 - Mid
 - At the Bridge: LOS F (112 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS D (47 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS C (35 seconds/vehicle)
- 2010 PM:
 - Low
 - At the Bridge: LOS D (39 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (534 seconds/vehicle)
 - Mid
 - At the Bridge: LOS D (39 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (525 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS D (50 seconds/vehicle)

* The delays are based on VISSIM simulation outputs but the LOS has been assigned for comparison purposes based on the delay classification provided by the Highway Capacity Manual.

2020

- 2020 Noon:
 - Low
 - At the Bridge: LOS F (179 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (85 seconds/vehicle)
 - Mid
 - At the Bridge: LOS F (123 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS E (73 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS D (41 seconds/vehicle)
- 2020 PM:
 - Low
 - At the Bridge: LOS D (42 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (535 seconds/vehicle)
 - Mid
 - At the Bridge: LOS D (40 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (541 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS F (86 seconds/vehicle)

2030

- 2030 Noon:
 - Low
 - At the Bridge: LOS F (206 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (110 seconds/vehicle)
 - Mid
 - At the Bridge: LOS F (164 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (82 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS E (64 seconds/vehicle)

- 2030 PM:
 - Low
 - At the Bridge: LOS D (46 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (546 seconds/vehicle)
 - Mid
 - At the Bridge: LOS D (44 seconds/vehicle)
 - At S.R. 679/Madonna Boulevard: LOS F (570 seconds/vehicle)
 - Fixed
 - At the Bridge: N/A
 - At S.R. 679/Madonna Boulevard: LOS F (144 seconds/vehicle)

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida

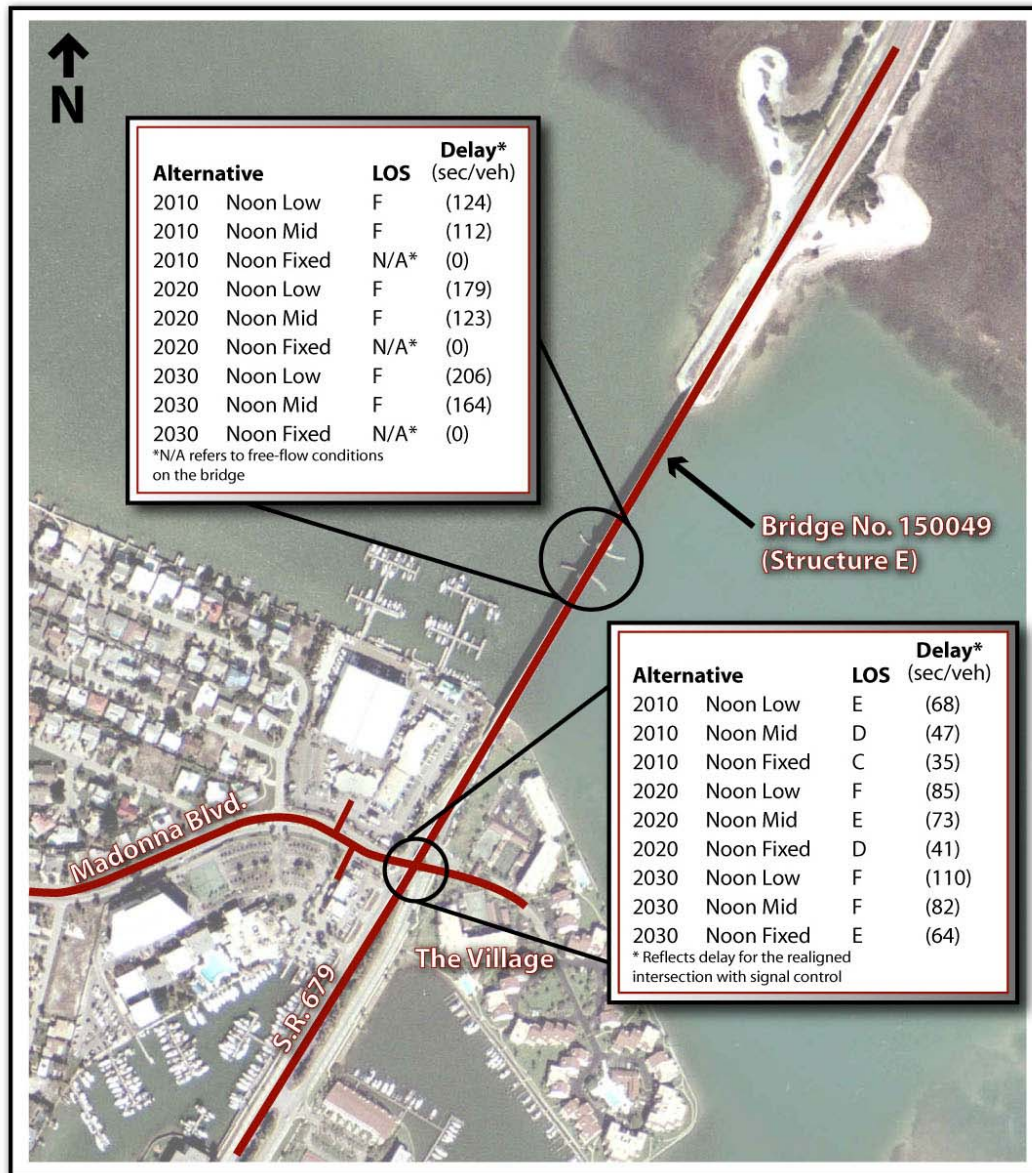


2010, 2020, and 2030

WPI Segment No : 410755-1

Noon Level of Service (LOS) and Delay

Figure 3-6



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

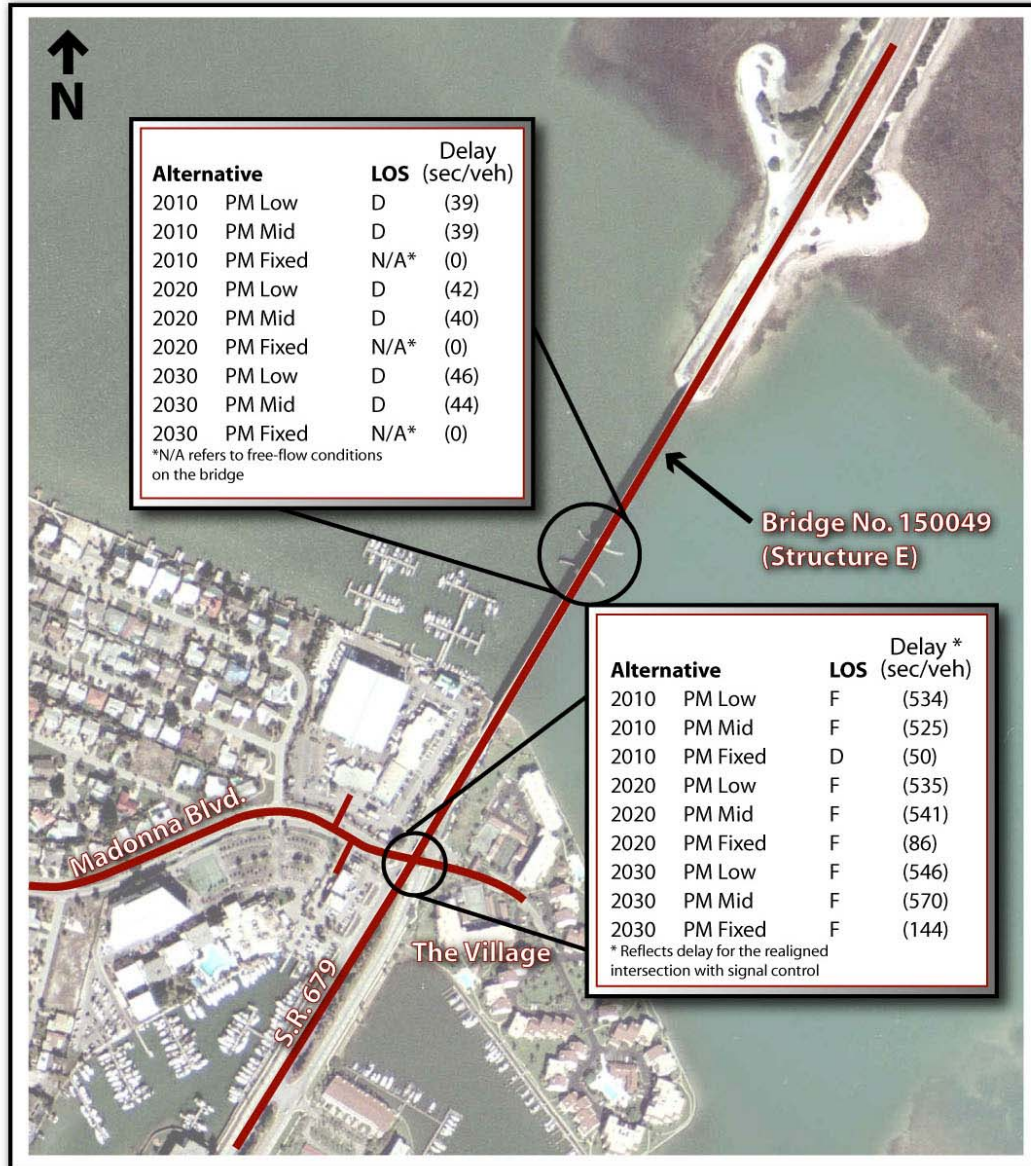
Pinellas County, Florida



2010, 2020, and 2030

WPI Segment No : 410755-1 **PM Level of Service (LOS) and Delay**

Figure 3-7



**Table 3-1
Travel Times, Queue Lengths, Delays, and LOS for Future Analyses**

Results of Operational Analyses using VISSIM 4.1 (Weekend Noon Peak 11:00 AM - 1:00 PM)																		
Alternatives	Travel Times (minutes)				Queue Lengths (feet)						Delay (seconds per vehicle)				LOS at Bridge ⁴	LOS at Madonna ⁵	Alternatives	
	TT ¹ N to S	TT ¹ S to N	TT ¹ W to N	TT ¹ N to W	TT ¹ Network-wide	NB ² Avg. Queue	NB ² Max. Queue	SB ² Avg. Queue	SB ² Max. Queue	EB ³ Avg. Queue	EB ³ Max. Queue	N-S Avg. Travel Delay @ Bridge	Madonna/SR 679 Avg. Travel Delay	Network-wide Travel Avg. Delay				Network-wide Stopped Avg. Delay
2010 [#] Noon Low	6.42	2.79	6.41	1.38	8.31	551	2257	3603	6628	354	696	124	68	195	91	F	E	2010 [#] Noon Low
2010 [#] Noon Mid	5.76	2.08	4.78	1.28	7.69	241	1991	2719	6627	230	649	112	47	145	61	F	D	2010 [#] Noon Mid
2010 [#] Noon Fixed	3.56	1.25	2.28	1.03	6.61	21	450	48	316	78	493	N/A	35	56	12	N/A	C	2010 [#] Noon Fixed
2020 [#] Noon Low	7.35	2.85	8.31	1.21	9.37	601	2388	5736	6630	495	876	179	85	246	118	F	F	2020 [#] Noon Low
2020 [#] Noon Mid	5.90	2.14	6.38	1.25	8.77	185	1961	3709	6629	349	786	123	73	187	84	F	E	2020 [#] Noon Mid
2020 [#] Noon Fixed	3.72	1.23	2.52	1.05	7.35	18	302	70	1406	103	584	N/A	41	66	13	N/A	D	2020 [#] Noon Fixed
2030 [#] Noon Low	7.62	3.41	10.57	1.37	10.13	1164	2570	6392	6639	726	982	206	110	286	135	F	F	2030 [#] Noon Low
2030 [#] Noon Mid	6.52	2.14	9.33	1.23	9.68	219	2043	5505	6635	580	907	164	82	228	101	F	F	2030 [#] Noon Mid
2030 [#] Noon Fixed	4.06	1.28	3.45	1.16	8.32	32	512	599	5851	188	721	N/A	64	92	22	N/A	E	2030 [#] Noon Fixed

Results of Operational Analyses using VISSIM 4.1 (Weekend PM Peak 4:00 PM - 6:00 PM)																		
Alternatives	Travel Times (minutes)				Queue Lengths (feet)						Delay (seconds per vehicle)				LOS at Bridge ⁵	LOS at Madonna ⁵	Alternatives	
	TT ¹ N to S	TT ¹ S to N	TT ¹ W to N	TT ¹ N to W	TT ¹ Network-wide	NB ² Avg. Queue	NB ² Max. Queue	SB ² Avg. Queue	SB ² Max. Queue	EB ³ Avg. Queue	EB ³ Max. Queue	N-S Avg. Travel Delay @ Bridge	Madonna/SR 679 Avg. Travel Delay ⁴	Network-wide Travel Avg. Delay				Network-wide Stopped Avg. Delay
2010 [#] PM Low	4.28	4.21	17.71	1.16	14.26	8430	10048	344	2502	1369	1512	39	534	796	426	D	F	2010 PM Low
2010 [#] PM Mid	4.00	3.80	18.04	1.23	13.59	7732	10048	283	2537	1365	1497	39	525	722	373	D	F	2010 PM Mid
2010 [#] PM Fixed	3.37	1.48	3.96	0.99	6.49	462	1754	19	189	195	637	N/A	50	61	17	N/A	D	2010 PM Fixed
2020 [#] PM Low	4.35	4.20	16.42	1.29	15.74	8806	10048	398	2944	1487	1608	42	535	874	473	D	F	2020 PM Low
2020 [#] PM Mid	4.09	3.70	17.06	1.14	15.36	8073	10048	331	2981	1460	1585	40	541	831	434	D	F	2020 PM Mid
2020 [#] PM Fixed	3.42	1.56	9.76	0.99	7.50	927	2239	25	255	604	855	N/A	86	95	37	N/A	F	2020 PM Fixed
2030 [#] PM Low	4.49	4.33	15.04	1.51	16.85	9143	10048	461	3074	1487	1600	46	546	929	501	D	F	2030 PM Low
2030 [#] PM Mid	4.29	3.78	16.30	1.17	16.44	8286	10048	397	3114	1470	1605	44	570	879	457	D	F	2030 PM Mid
2030 [#] PM Fixed	4.29	3.78	16.30	1.17	8.68	2058	3456	26	285	714	939	N/A	144	149	55	N/A	F	2030 PM Fixed

Notes:

- TT stands for travel time.
 - NB and SB queue lengths refer to queuing at the bridge in the case of bascule bridge and at the intersection of SR 679 and Madonna Boulevard in the case of fixed bridge.
 - EB queuing refers to queuing at the eastbound approach of the intersection of SR 679 and Madonna Boulevard.
 - LOS at the bridge has been calculated based on N-S Average Travel Delay at the bridge.
 - LOS at Madonna has been calculated based on the Average Travel Delay at the intersection of Madonna Boulevard and SR 679.
- #. 2010 onwards, the intersection of SR 679, Madonna Boulevard, and The Village driveway has been treated as realigned and signalized for operational analyses. A signal warrant study has not been evaluated. N/A refers to free flow conditions on the bridge in case of fixed bridge. Travel time segment markers, queue counters, and travel delay recording locations have been shown in Figure 2-5.

LOS Criteria

LOS	Delay(sec/veh)
A	≤ 10
B	> 10 ≤ 20
C	> 20 ≤ 35
D	> 35 ≤ 55
E	> 55 ≤ 80
F	> 80

CHART 3-1 TRAVEL TIME SUMMARY FOR 2010 NOON PEAK HOUR

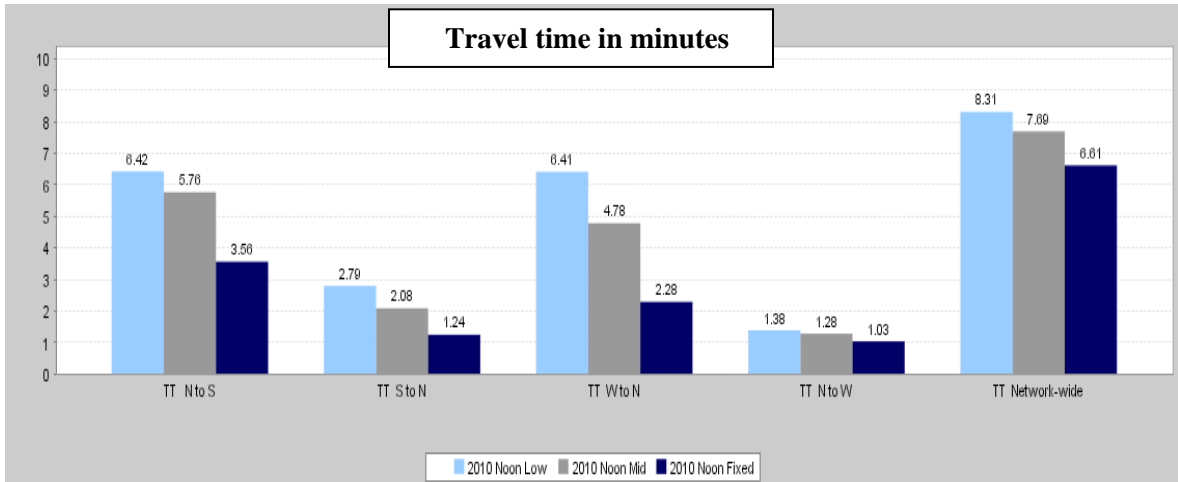


CHART 3-2 MAXIMUM QUEUE LENGTH SUMMARY FOR 2010 NOON PEAK HOUR

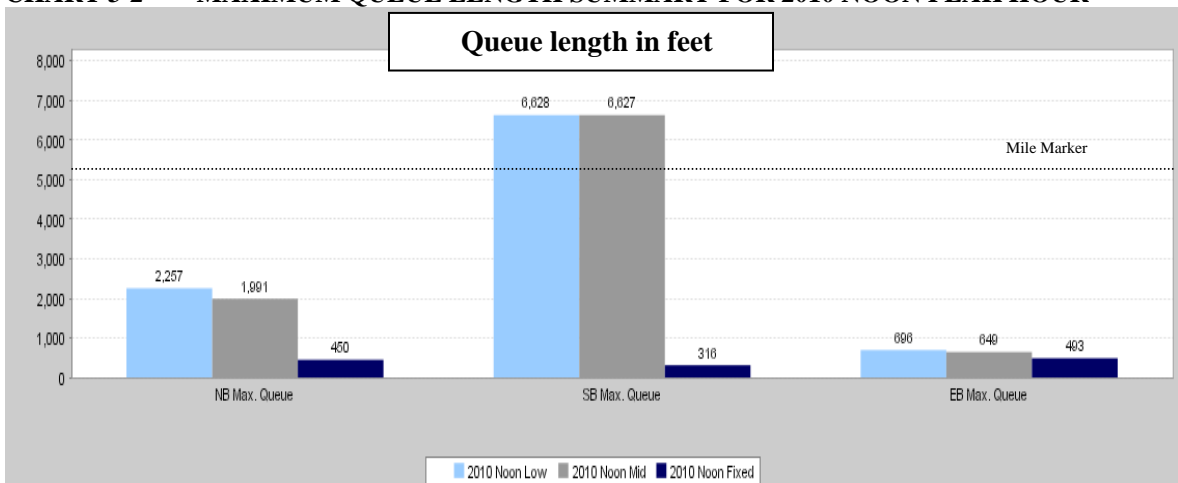


CHART 3-3 AVERAGE TRAVEL DELAY SUMMARY FOR 2010 NOON PEAK HOUR

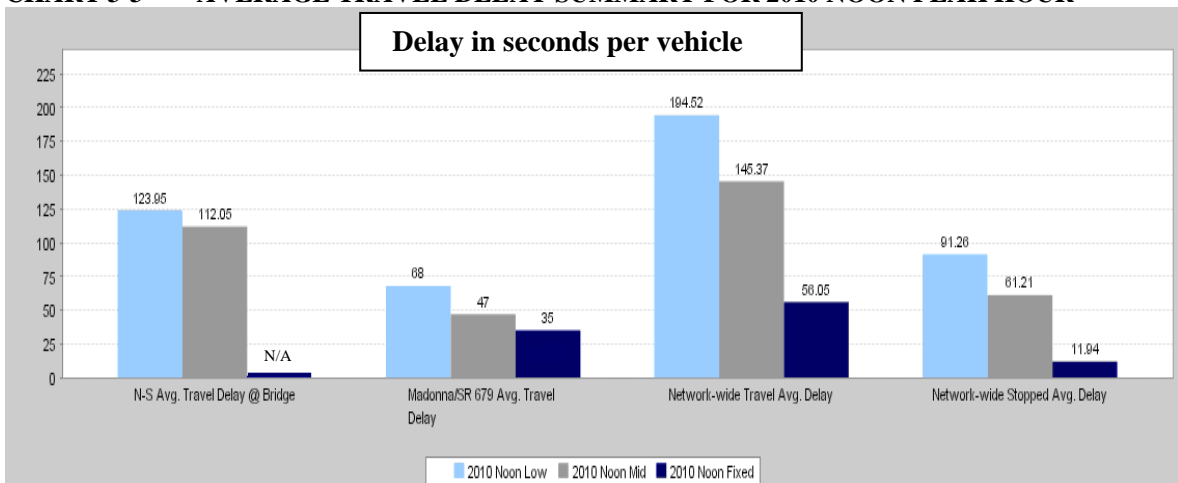


CHART 3-4 TRAVEL TIME SUMMARY FOR 2010 PM PEAK HOUR

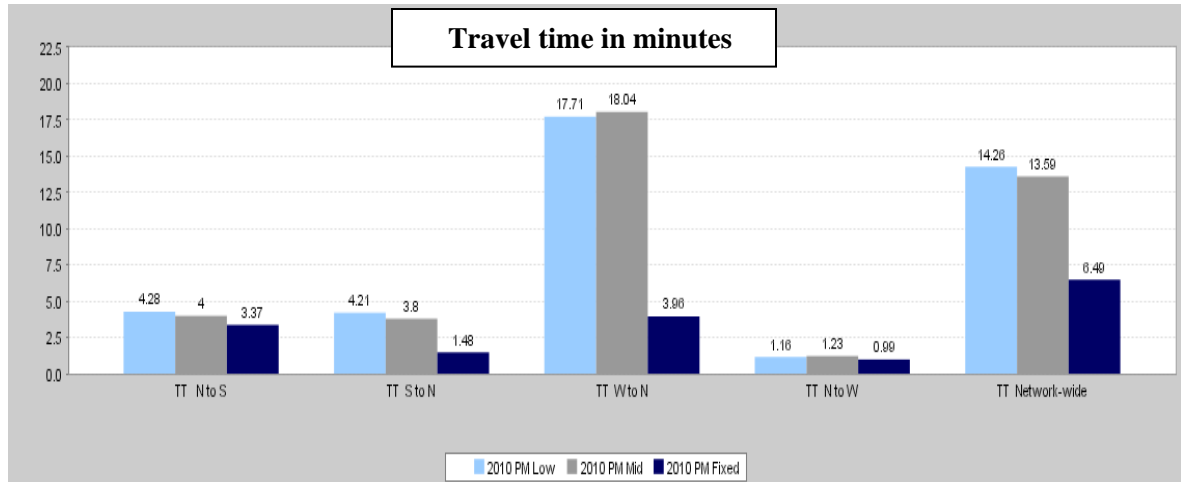


CHART 3-5 MAXIMUM QUEUE LENGTH SUMMARY FOR 2010 PM PEAK HOUR

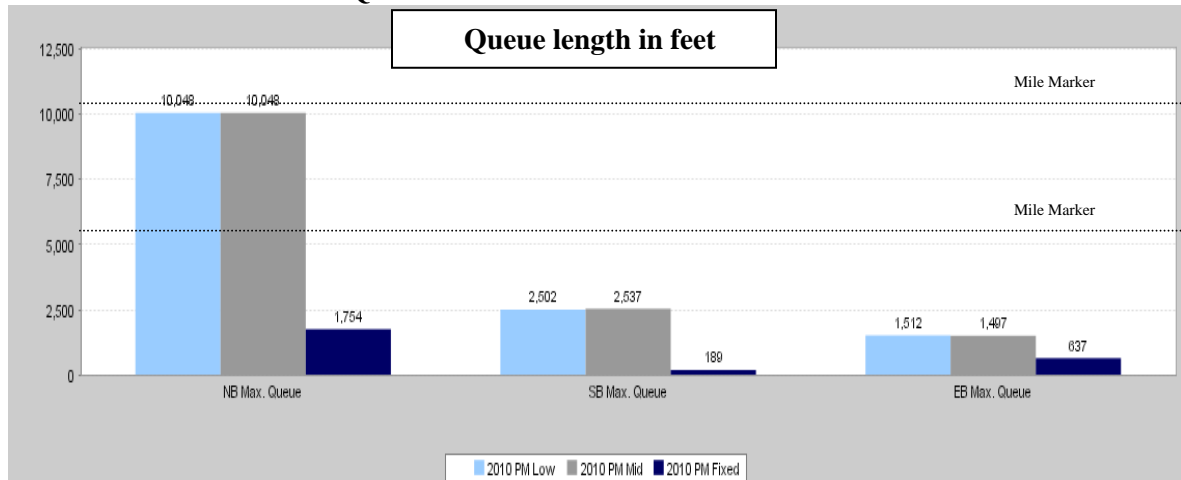


CHART 3-6 AVERAGE TRAVEL DELAY SUMMARY FOR 2010 PM PEAK HOUR

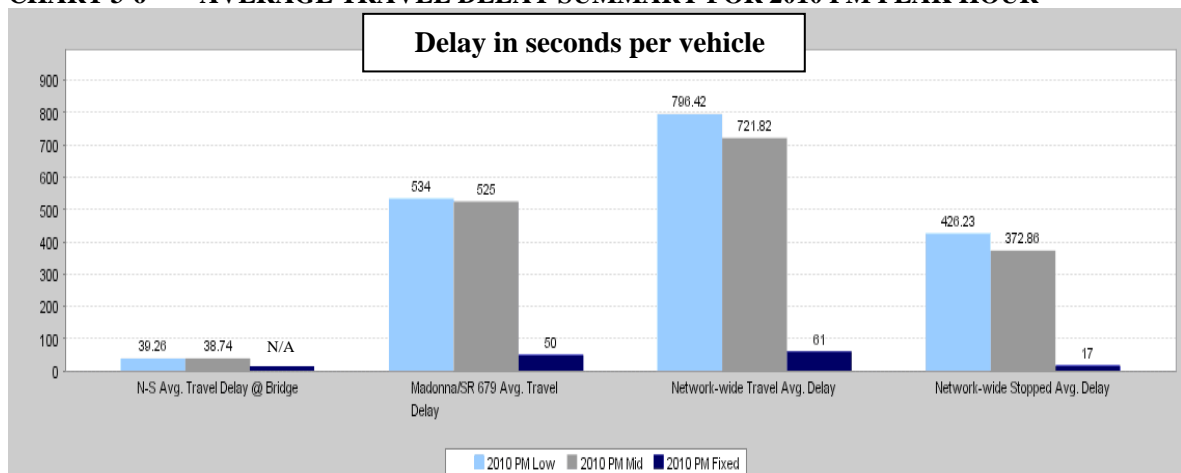


CHART 3-7 TRAVEL TIME SUMMARY FOR 2020 NOON PEAK HOUR

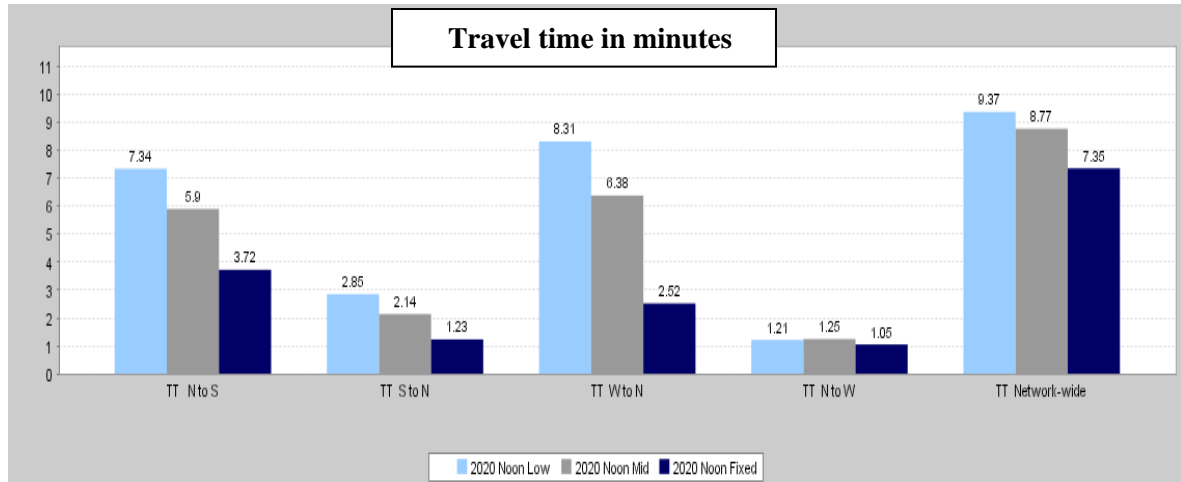


CHART 3-8 MAXIMUM QUEUE LENGTH SUMMARY FOR 2020 NOON PEAK HOUR

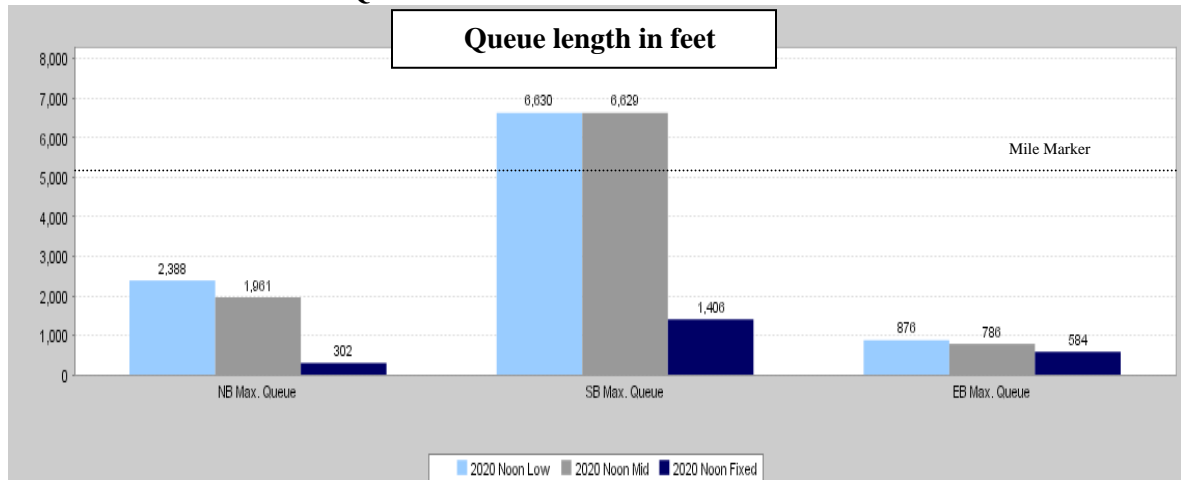


CHART 3-9 AVERAGE TRAVEL DELAY SUMMARY FOR 2020 NOON PEAK HOUR

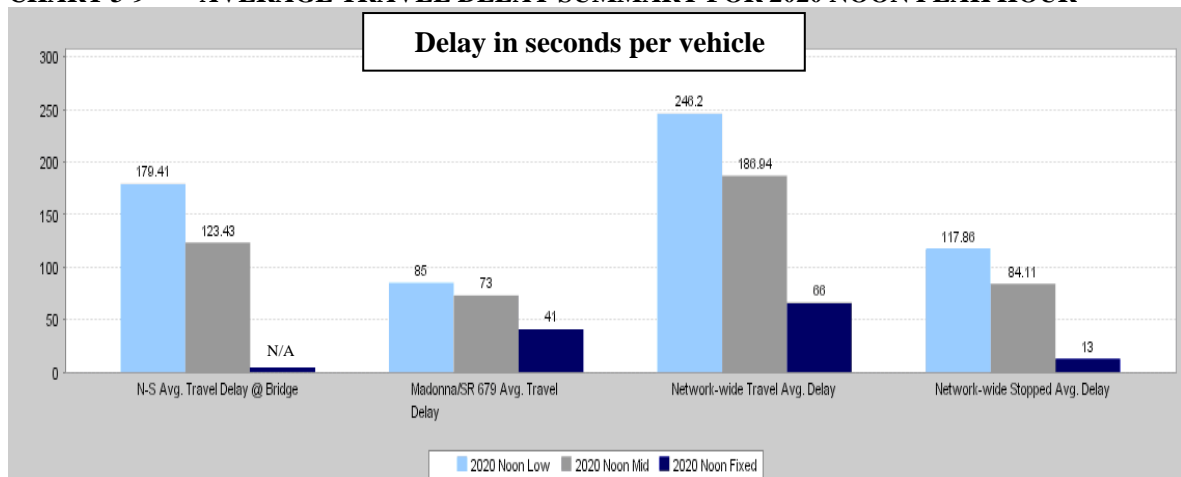


CHART 3-10 TRAVEL TIME SUMMARY FOR 2020 PM PEAK HOUR

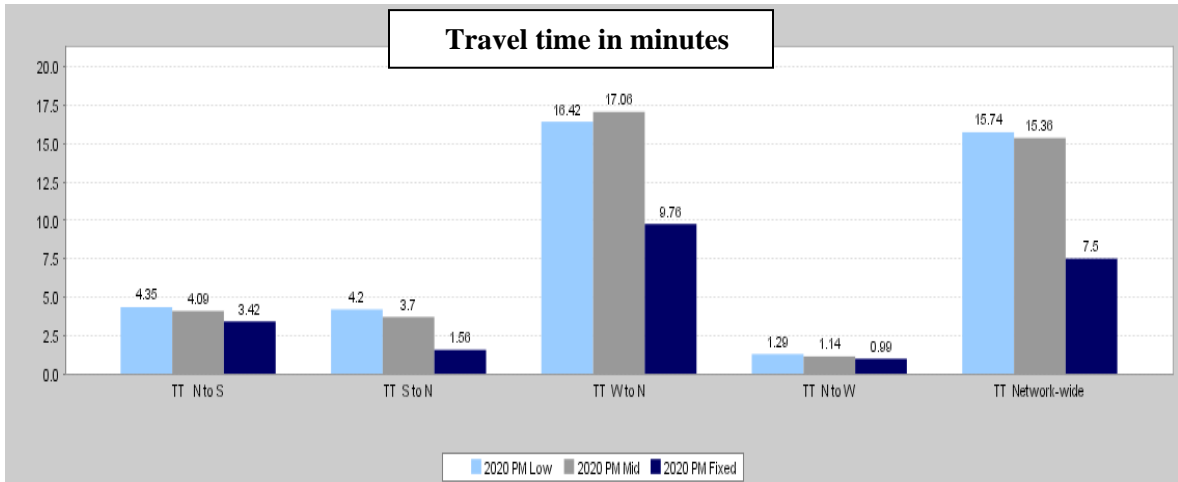


CHART 3-11 MAXIMUM QUEUE LENGTH SUMMARY FOR 2020 PM PEAK HOUR

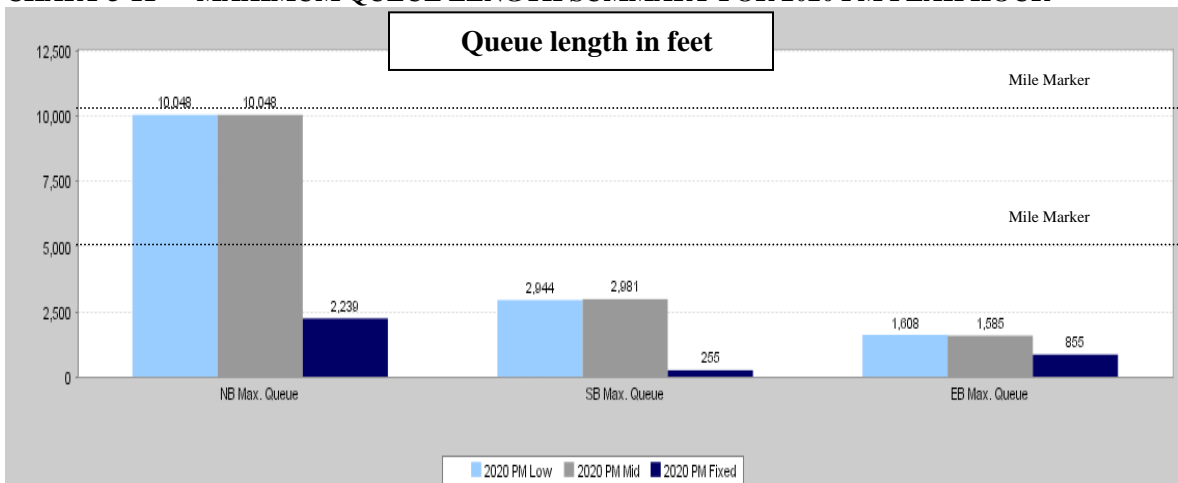


CHART 3-12 AVERAGE TRAVEL DELAY SUMMARY FOR 2020 PM PEAK HOUR

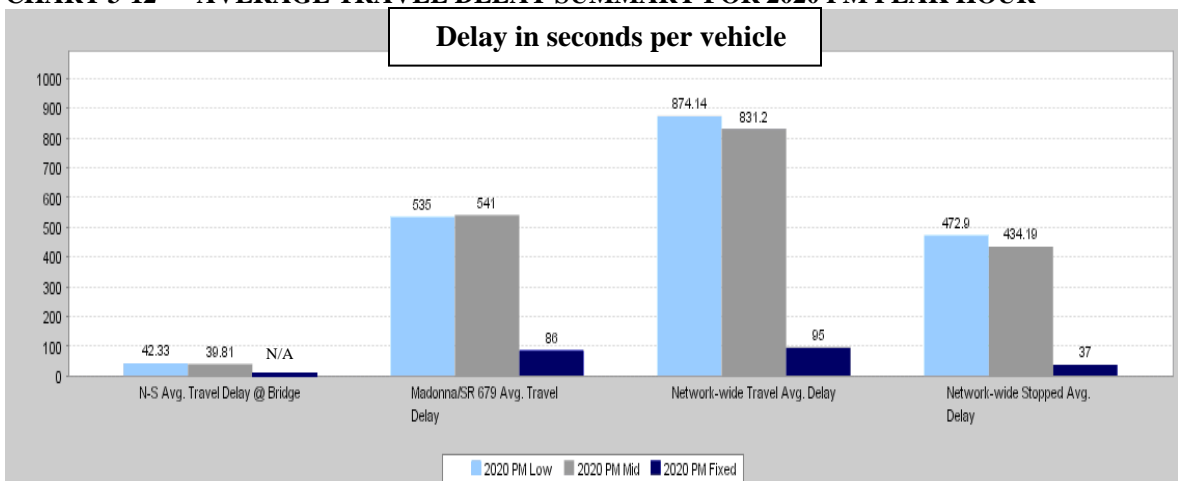


CHART 3-13 TRAVEL TIME SUMMARY FOR 2030 NOON PEAK HOUR

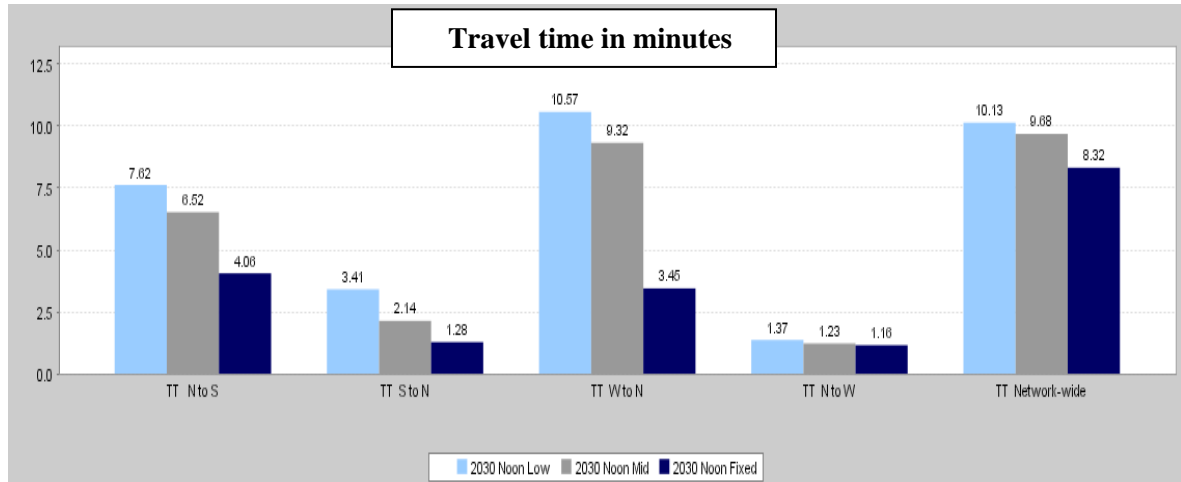


CHART 3-14 MAXIMUM QUEUE LENGTH SUMMARY FOR 2030 NOON PEAK HOUR

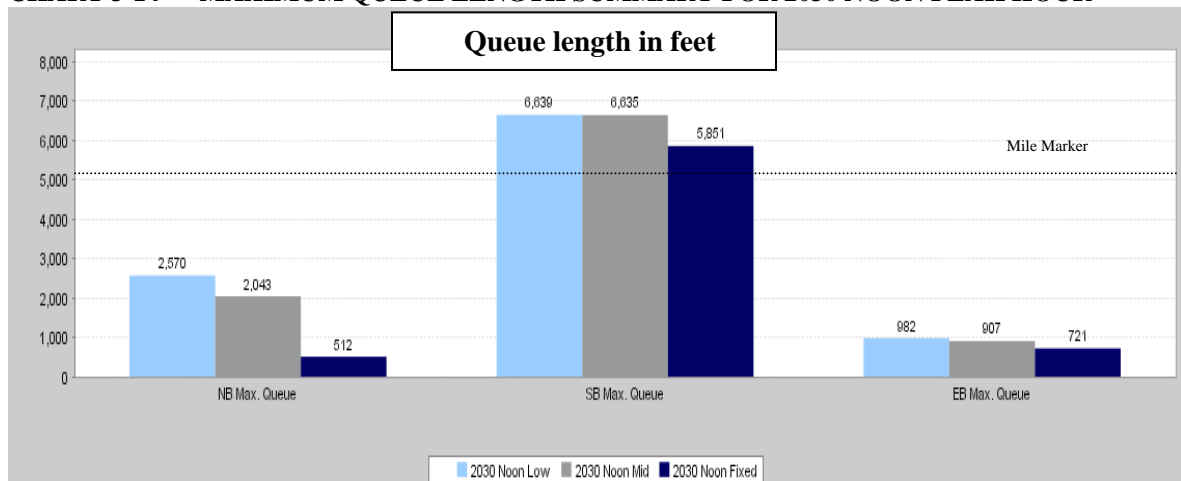


CHART 3-15 AVERAGE TRAVEL DELAY SUMMARY FOR 2030 NOON PEAK HOUR

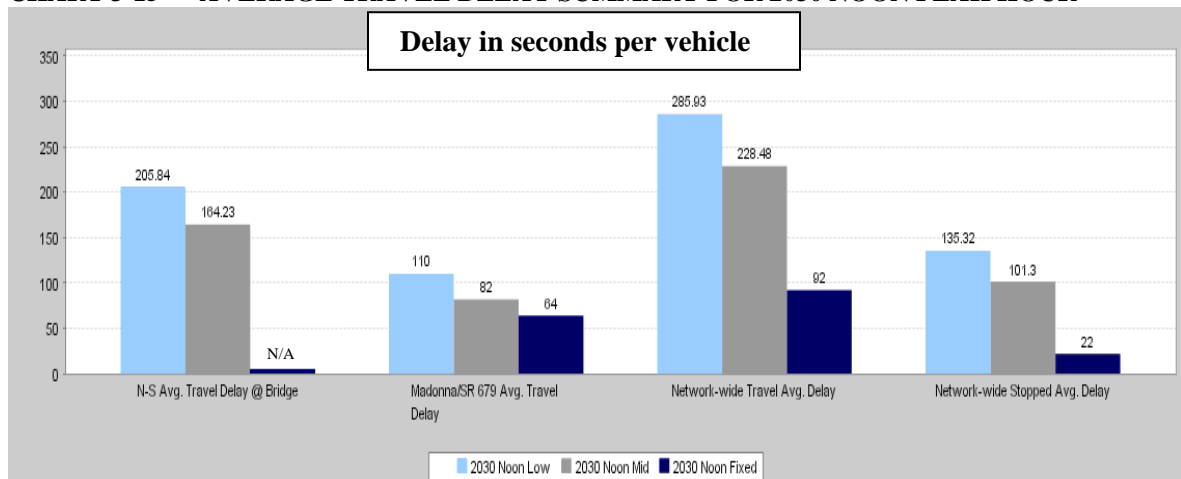


CHART 3-16 TRAVEL TIME SUMMARY FOR 2030 PM PEAK HOUR

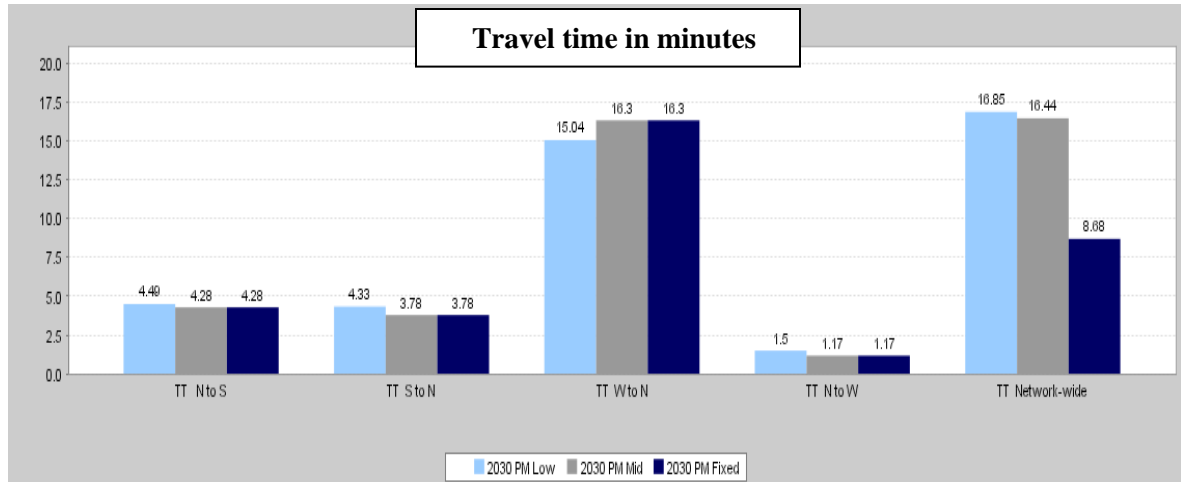


CHART 3-17 MAXIMUM QUEUE LENGTH SUMMARY FOR 2030 PM PEAK HOUR

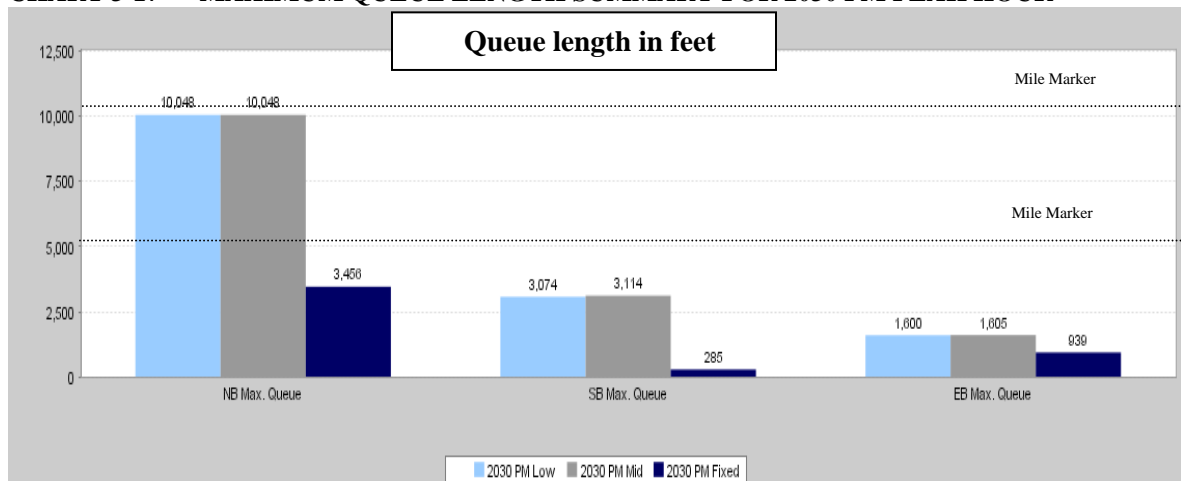
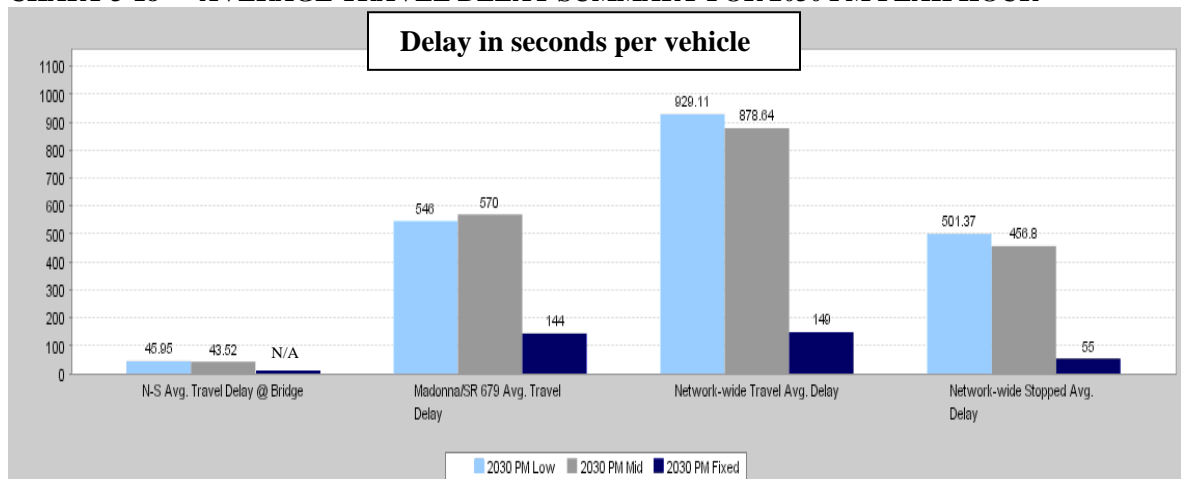


CHART 3-18 AVERAGE TRAVEL DELAY SUMMARY FOR 2030 PM PEAK HOUR



Section 4.0

SUMMARY AND CONCLUSIONS

The purpose of this study was to analyze the existing and future operational performance of the Structure E study area and to provide information on how different bridge alternatives compare against one another. As per the *Florida Department of Transportation Quality/Level of Service Handbook* and *Pinellas County Comprehensive Plan Transportation Element*, the LOS standard for S.R. 679 is LOS D for the peak hour. The following sections summarize the findings and the results for the existing and future traffic conditions.

4.1 SUMMARY OF EXISTING CONDITIONS

Existing conditions analyses were performed under existing geometric and bridge conditions for the existing Noon and PM peak hour DHV. In addition, existing analyses were also performed for the Mid and Fixed bridge alternatives in order to understand how each of them would have worked, under stop controlled conditions at the intersection of S.R. 679 and Madonna Boulevard. The evaluation of existing operating conditions reveals that low and mid bascule bridge alternatives would have LOS F operations at the bridge during the Noon peak hour and LOS C operations during the PM peak hour. All three alternatives would operate above the LOS standard for the intersection of S.R. 679 and Madonna Boulevard during the Noon peak hour but would operate at LOS F with extremely high delays for the PM peak hour.

It can be concluded from the existing analyses that the fixed bridge alternative would work the best under existing conditions because of free flow conditions at the bridge but even this option would experience very high delay at the stop controlled eastbound approach of Madonna Boulevard at its intersection with S.R. 679. Also, the fixed bridge alternative seems to perform better in terms of travel times on various segments, average and maximum queue lengths, and network-wide average delays.

4.2 SUMMARY OF FUTURE CONDITIONS

All the bridge alternatives that were analyzed for existing conditions were also carried into the analyses for future years. It was observed from the existing analyses that the stop controlled intersection of S.R. 679 and Madonna Boulevard was experiencing extremely high delays in case of all the three alternatives for the PM peak hour. With growth in traffic, the level of service for future years would be expected to degrade further and also owing to safety concerns, the intersection of Madonna Boulevard, S.R. 679, and The Village driveway was assumed to be realigned with a signal control for future analyses. The driveways accessing S.R. 679 to the north and immediate south of Madonna Boulevard were assumed to be closed for future operational analyses.

The low-level bascule bridge operates below the LOS standard at the bridge and at the intersection of S.R. 679 and Madonna Boulevard for the Noon peak hour in 2010, 2020, and 2030. It operates at the standard LOS at the bridge in the PM peak hour for 2010, 2020, and 2030 but operates at LOS F with extremely high delays for the PM peak hour at the intersection of S.R. 679 and Madonna Boulevard.

For 2010 Noon peak hour, the mid-level bascule bridge operates at LOS F at the bridge and at LOS D at the intersection of S.R. 679 and Madonna Boulevard. However, it operates below the standard LOS at both the locations in 2020 and 2030. It performs better than the low-level bascule in the Noon peak hour for all three years but the performance of the two bascule bridge alternatives are comparable in the PM peak hour for all three years. Similar to the low-level bridge alternative, the mid-level bridge alternative operates at the standard LOS at the bridge for 2010, 2020, and 2030 and at LOS F with extremely high delays at the intersection of S.R. 679 and Madonna Boulevard during PM peak hour.

The fixed bridge would experience free-flow conditions on the bridge. It operates at LOS C, LOS D, and LOS E at the intersection of S.R. 679 and Madonna Boulevard for 2010, 2020, and 2030 Noon, respectively. For the PM peak hour at the intersection of S.R. 679 and Madonna Boulevard, it operates at the standard LOS for 2010 but degrades to LOS F for 2020 and 2030.

Even though the fixed bridge operates below the standard LOS at the intersection of S.R. 679 and Madonna Boulevard for 2030 Noon, and 2030 PM, it performs much better than the bascule bridge alternatives. The fixed bridge alternative experiences significantly reduced travel times, queue lengths, and delays. Also, signal controlling the realigned intersection of S.R. 679, Madonna Boulevard, and The Village driveway seems to significantly reduce the PM peak hour delay with the fixed bridge alternative.

Detailed results of the operational analyses for all the alternatives and all the years have been documented in Table 4-1. Average travel delays for the signal control at the bascule bridge, for the intersection at S.R. 679 and Madonna Boulevard, and for the whole network have been summarized in Charts 4-1 and 4-2.

**Table 4-1
Travel Times, Queue Lengths, Delays, and LOS for Existing and Future Analyses**

Results of Operational Analyses using VISSIM 4.1 (Weekend Noon Peak 11:00 AM - 1:00 PM)																		
Alternatives	Travel Times (minutes)					Queue Lengths (feet)						Delay (seconds per vehicle)				LOS at Bridge ⁵	LOS at Madonna ⁶	Alternatives
	TT ¹ N to S	TT ¹ S to N	TT ¹ W to N	TT ¹ N to W	TT ¹ Network-wide	NB ² Avg. Queue	NB ² Max. Queue	SB ² Avg. Queue	SB ² Max. Queue	EB ³ Avg. Queue	EB ³ Max. Queue	N-S Avg. Travel Delay @ Bridge	Madonna/SR 679 Avg. Travel Delay ⁴	Network-wide Travel Avg. Delay	Network-wide Stopped Avg. Delay			
2005 Noon Low	5.26	2.28	3.11	1.18	2.96	302	1975	2038	6035	52	318	91	52	96	60	F	D	2005 Noon Low
2005 Noon Mid	4.76	1.82	2.59	1.45	2.72	222	1924	1631	6035	26	307	82	41	78	46	F	D	2005 Noon Mid
2005 Noon Fixed	3.31	1.12	1.56	1.15	2.06	0	0	0	0	11	156	N/A	26	18	2	N/A	C	2005 Noon Fixed
2010 [#] Noon Low	6.42	2.79	6.41	1.38	8.31	551	2257	3603	6628	354	696	124	68	195	91	F	E	2010 [#] Noon Low
2010 [#] Noon Mid	5.76	2.08	4.78	1.28	7.69	241	1991	2719	6627	230	649	112	47	145	61	F	D	2010 [#] Noon Mid
2010 [#] Noon Fixed	3.56	1.25	2.28	1.03	6.61	21	450	48	316	78	493	N/A	35	56	12	N/A	C	2010 [#] Noon Fixed
2020 [#] Noon Low	7.35	2.85	8.31	1.21	9.37	601	2388	5736	6630	495	876	179	85	246	118	F	F	2020 [#] Noon Low
2020 [#] Noon Mid	5.90	2.14	6.38	1.25	8.77	185	1961	3709	6629	349	786	123	73	187	84	F	E	2020 [#] Noon Mid
2020 [#] Noon Fixed	3.72	1.23	2.52	1.05	7.35	18	302	70	1406	103	584	N/A	41	66	13	N/A	D	2020 [#] Noon Fixed
2030 [#] Noon Low	7.62	3.41	10.57	1.37	10.13	1164	2570	6392	6639	726	982	206	110	286	135	F	F	2030 [#] Noon Low
2030 [#] Noon Mid	6.52	2.14	9.33	1.23	9.68	219	2043	5505	6635	580	907	164	82	228	101	F	F	2030 [#] Noon Mid
2030 [#] Noon Fixed	4.06	1.28	3.45	1.16	8.32	32	512	599	5851	188	721	N/A	64	92	22	N/A	E	2030 [#] Noon Fixed

Results of Operational Analyses using VISSIM 4.1 (Weekend PM Peak 4:00 PM - 6:00 PM)																		
Alternatives	Travel Times (minutes)					Queue Lengths (feet)						Delay (seconds per vehicle)				LOS at Bridge ⁵	LOS at Madonna ⁶	Alternatives
	TT ¹ N to S	TT ¹ S to N	TT ¹ W to N	TT ¹ N to W	TT ¹ Network-wide	NB ² Avg. Queue	NB ² Max. Queue	SB ² Avg. Queue	SB ² Max. Queue	EB ³ Avg. Queue	EB ³ Max. Queue	N-S Avg. Travel Delay @ Bridge	Madonna/SR 679 Avg. Travel Delay ⁴	Network-wide Travel Avg. Delay	Network-wide Stopped Avg. Delay			
2005 PM Low	3.91	12.25	13.18	1.47	11.05	5451	6067	219	1938	842	1414	30	489	549	288	C	F	2005 PM Low
2005 PM Mid	3.72	10.82	11.65	1.28	9.21	4759	6067	191	2102	516	625	28	357	396	186	C	F	2005 PM Mid
2005 PM Fixed	3.20	7.71	9.28	1.12	7.74	0	0	0	0	437	630	N/A	278	254	89	N/A	F	2005 PM Fixed
2010 [#] PM Low	4.28	4.21	17.71	1.16	14.26	8430	10048	344	2502	1369	1512	39	534	796	426	D	F	2010 [#] PM Low
2010 [#] PM Mid	4.00	3.80	18.04	1.23	13.59	7732	10048	283	2537	1365	1497	39	525	722	373	D	F	2010 [#] PM Mid
2010 [#] PM Fixed	3.37	1.48	3.96	0.99	6.49	462	1754	19	189	195	637	N/A	50	61	17	N/A	D	2010 [#] PM Fixed
2020 [#] PM Low	4.35	4.20	16.42	1.29	15.74	8806	10048	398	2944	1487	1608	42	535	874	473	D	F	2020 [#] PM Low
2020 [#] PM Mid	4.09	3.70	17.06	1.14	15.36	8073	10048	331	2981	1460	1585	40	541	831	434	D	F	2020 [#] PM Mid
2020 [#] PM Fixed	3.42	1.56	9.76	0.99	7.50	927	2239	25	255	604	855	N/A	86	95	37	N/A	F	2020 [#] PM Fixed
2030 [#] PM Low	4.49	4.33	15.04	1.51	16.85	9143	10048	461	3074	1487	1600	46	546	929	501	D	F	2030 [#] PM Low
2030 [#] PM Mid	4.29	3.78	16.30	1.17	16.44	8286	10048	397	3114	1470	1605	44	570	879	457	D	F	2030 [#] PM Mid
2030 [#] PM Fixed	4.29	3.78	16.30	1.17	8.68	2058	3456	26	285	714	939	N/A	144	149	55	N/A	F	2030 [#] PM Fixed

Notes:

1. TT stands for travel time.
 2. NB and SB queue lengths refer to queuing at the bridge in the case of bascule bridge and at the intersection of SR 679 and Madonna Boulevard in the case of fixed bridge.
 3. EB queuing refers to queuing at the eastbound approach of the intersection of SR 679 and Madonna Boulevard.
 4. This being an unsignalized intersection under existing conditions, the delay refers to the delay for the EB movement on Madonna Boulevard.
 5. LOS at the bridge has been calculated based on N-S Average Travel Delay at the bridge.
 6. LOS at Madonna has been calculated based on the Average Travel Delay at the intersection of Madonna Boulevard and SR 679.
- #. 2010 onwards, the intersection of SR 679, Madonna Boulevard, and The Village driveway has been treated as realigned and signalized for operational analyses. A signal warrant study has not been evaluated.
N/A refers to free flow conditions on the bridge in the case of fixed a bridge.
Travel time segment markers, queue counters, and travel delay recording locations have been shown in Figure 2-5.

LOS Criteria	
LOS	Delay(sec/veh)
A	≤ 10
B	> 10 ≤ 20
C	> 20 ≤ 35
D	> 35 ≤ 55
E	> 55 ≤ 80
F	> 80

CHART 4-1 SUMMARY OF AVERAGE TRAVEL DELAYS FOR WEEKEND NOON PEAK HOUR

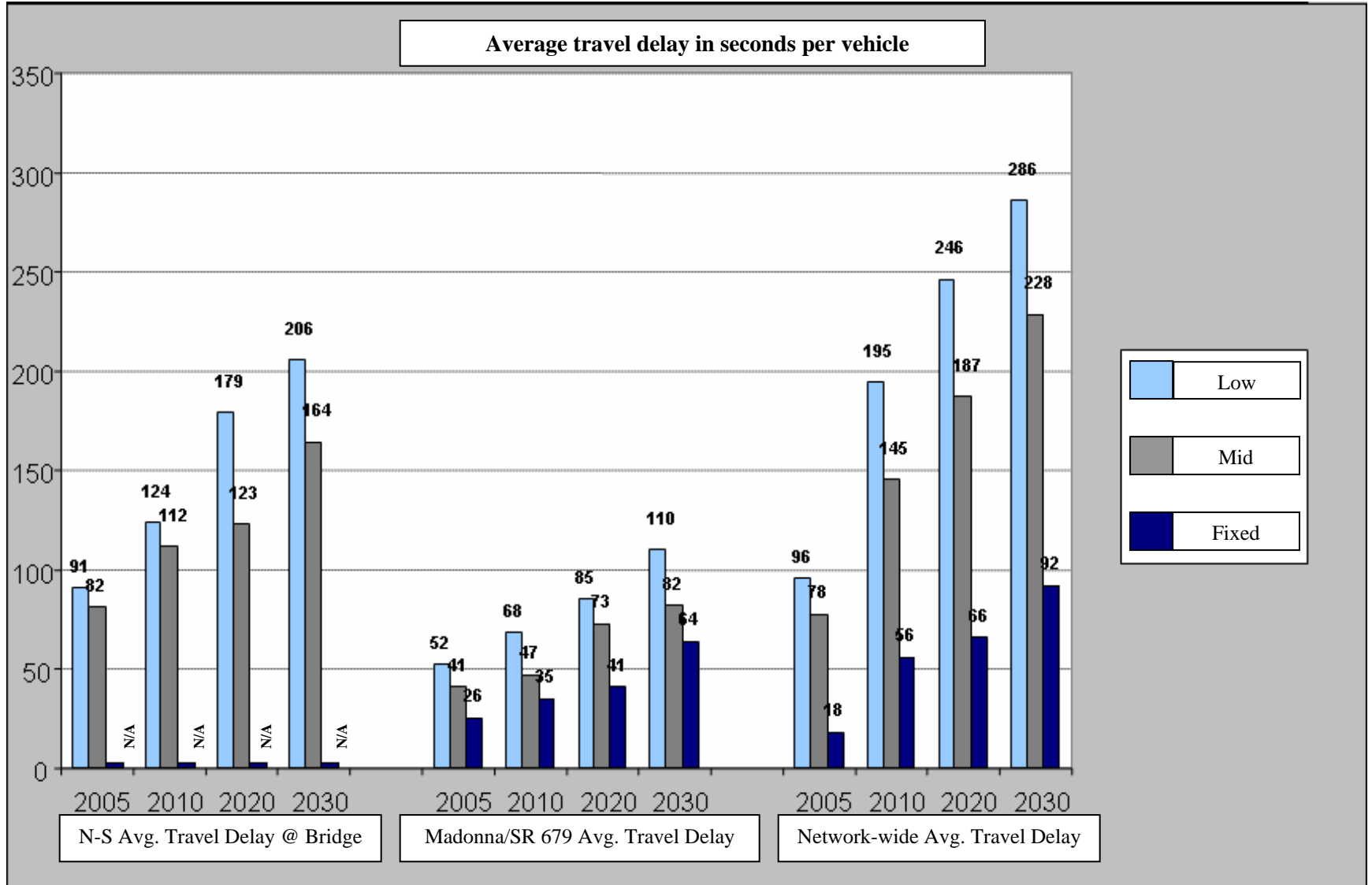
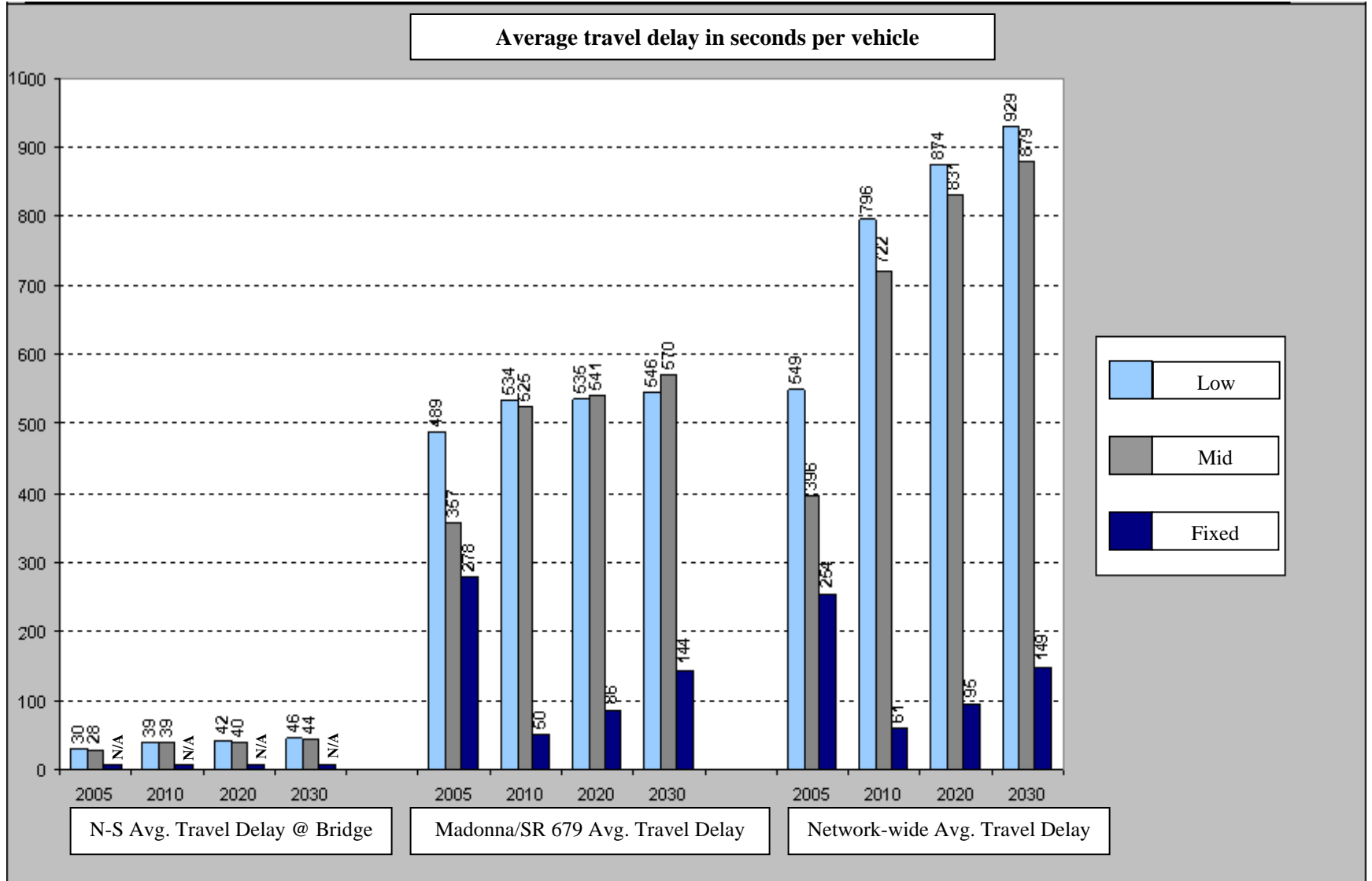


CHART 4-2 SUMMARY OF AVERAGE TRAVEL DELAYS FOR WEEKEND PM PEAK HOUR



Section 5.0

REFERENCES

1. Design Traffic Handbook, Florida Department of Transportation; Tallahassee, Florida, 1996.
2. Quality/Level of Service Handbook, Florida Department of Transportation; Tallahassee, Florida, 2002.
3. Pinellas County Comprehensive Plan Transportation Element;
<http://www.pinellascounty.org/Plan/compendium/Transportation.pdf>
4. VISSIM 4.1 – 09, PTV AG; Karlsruhe, Germany.
5. Synchro 6, Trafficware; Albany, California, 2003.

APPENDICES

- Appendix A: Forty-Eight Hour Class Counts***
- Appendix B: Four Hour Turning Movement Counts***
- Appendix C: Existing WADT and Traffic Characteristics***
- Appendix D: Seasonal Factors***
- Appendix E: Existing DHV***
- Appendix F: VISSIM Outputs, AVI Clips, and Field Videos***
- Appendix G: Model Adjustments and Future WADT***
- Appendix H: Future DHV***
- Appendix I: Noise and Air Traffic Data***

APPENDIX A
FORTY-EIGHT HOUR CLASS COUNTS

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/21/05	0	25	6	0	0	0	0	1	0	0	0	0	1	0	0	33
00:15	0	18	3	0	1	0	0	2	0	0	1	1	0	0	0	26
00:30	0	22	1	0	0	0	0	1	1	0	1	0	0	0	0	26
00:45	0	22	1	1	0	0	0	1	0	0	0	1	0	0	0	26
01:00	1	87	11	1	1	0	0	5	1	0	2	2	1	0	0	111
01:15	1	10	2	1	1	1	1	0	0	0	0	0	0	0	0	17
01:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
01:45	0	22	1	0	0	1	0	1	0	0	0	1	0	0	0	26
02:00	0	15	1	1	0	0	0	0	0	0	0	1	0	0	1	19
02:00	1	70	4	2	1	2	1	1	0	0	0	2	0	0	1	85
02:15	0	12	1	0	0	1	0	0	1	0	0	0	0	0	0	15
02:30	0	6	1	0	1	1	0	1	0	0	1	0	1	0	0	12
02:45	0	5	1	1	1	0	1	0	0	1	1	0	0	0	0	11
02:45	1	15	1	0	0	1	0	1	0	1	0	1	0	0	0	21
03:00	1	38	4	1	2	3	1	2	1	2	2	1	1	0	0	59
03:15	1	7	1	0	0	0	0	1	0	0	0	0	0	0	1	11
03:30	0	5	1	0	0	0	0	0	0	1	1	0	0	0	0	8
03:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
03:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
04:00	1	16	2	0	0	0	0	1	1	2	1	0	1	0	1	26
04:15	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
04:15	1	4	0	1	0	0	1	1	0	1	0	0	1	0	0	10
04:30	1	9	1	0	1	0	0	0	0	1	0	0	0	0	1	14
04:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00	2	19	2	1	1	0	1	3	1	2	0	0	1	0	1	34
05:00	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
05:15	0	10	0	0	0	0	0	1	0	0	0	1	0	0	1	13
05:30	0	6	2	0	0	1	0	0	0	0	1	0	1	0	0	11
05:45	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
06:00	1	37	6	0	0	1	0	2	0	0	1	1	1	0	1	51
06:00	1	18	1	0	0	0	0	1	1	0	0	0	0	0	1	23
06:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
06:30	1	8	2	0	0	0	0	2	0	1	0	0	1	0	1	16
06:45	0	22	6	0	0	1	0	0	0	0	0	0	0	0	0	29
07:00	2	66	12	0	0	1	0	3	1	1	0	0	1	0	2	89
07:00	0	21	6	1	1	0	0	1	0	0	0	0	0	0	1	31
07:15	0	18	4	0	1	0	0	1	1	0	0	0	0	0	0	25
07:30	0	42	7	0	0	0	1	0	1	0	0	0	0	0	1	52
07:45	0	46	7	0	1	1	0	0	0	0	0	0	0	0	0	55
08:00	0	127	24	1	3	1	1	2	2	0	0	0	0	0	2	163
08:00	0	51	8	0	1	0	0	1	0	0	0	0	1	0	0	62
08:15	1	58	14	0	1	0	0	0	0	1	0	0	0	0	0	75
08:30	1	81	14	0	0	0	1	1	0	1	0	0	0	0	0	99
08:45	1	77	9	0	1	0	0	1	0	0	0	1	0	0	1	91
09:00	3	267	45	0	3	0	1	3	0	2	0	1	1	0	1	327
09:00	0	70	3	0	1	1	1	0	0	0	1	0	0	0	0	77
09:15	0	70	5	0	1	1	0	5	0	0	0	0	1	0	2	85
09:30	1	89	19	1	1	0	0	0	0	0	1	0	0	0	0	112
09:45	1	93	13	0	1	0	0	1	0	0	0	0	0	0	0	109
10:00	2	322	40	1	4	2	1	6	0	0	2	0	1	0	2	383
10:00	0	83	13	1	1	0	0	4	1	1	1	0	0	0	3	108
10:15	1	94	14	0	3	0	0	2	0	1	0	0	0	0	1	116
10:30	1	81	11	1	2	0	0	0	1	1	1	0	0	0	0	99
10:45	0	110	18	1	1	0	0	0	0	0	0	1	0	0	0	131
11:00	2	368	56	3	7	0	0	6	2	3	2	1	0	0	4	454
11:00	1	103	13	1	4	0	1	2	0	0	0	0	0	0	1	126
11:15	0	135	24	0	5	0	0	1	0	0	0	1	1	0	0	167
11:30	1	85	14	0	2	0	1	2	0	1	0	0	1	0	0	107
11:45	1	97	13	0	4	0	1	3	0	0	0	0	0	0	0	119
Total	3	420	64	1	15	0	3	8	0	1	0	1	2	0	1	519
Percent	0.8%	79.8%	11.7%	0.5%	1.6%	0.4%	0.4%	1.8%	0.4%	0.6%	0.4%	0.4%	0.4%	0.0%	0.7%	2301

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	86	13	0	5	0	0	2	0	0	1	0	1	0	0	109
12:15	2	116	16	0	2	1	0	1	0	0	0	1	0	0	1	140
12:30	0	78	6	0	1	1	0	1	0	0	0	1	0	0	2	90
12:45	1	115	11	1	0	0	0	6	0	1	0	0	0	0	1	140
	4	399	46	1	8	2	0	10	0	1	1	2	1	0	4	479
13:00	0	105	10	1	0	0	0	3	0	0	0	0	1	0	2	122
13:15	0	105	12	0	0	1	0	4	1	0	0	0	1	0	2	126
13:30	2	116	14	1	0	0	0	2	1	1	1	1	0	0	0	139
13:45	1	120	18	0	2	0	0	4	0	1	0	0	0	0	0	146
	3	446	54	2	2	1	0	13	2	2	1	1	2	0	4	533
14:00	1	125	19	0	1	0	0	1	0	0	0	0	0	0	1	148
14:15	1	120	19	1	1	0	0	14	0	0	0	0	0	0	3	159
14:30	2	125	11	1	1	1	0	6	0	0	0	0	0	0	2	149
14:45	1	174	18	0	0	0	0	2	0	1	0	0	0	0	5	201
	5	544	67	2	3	1	0	23	0	1	0	0	0	0	11	657
15:00	0	168	17	0	4	1	0	8	0	1	0	1	0	0	4	202
15:15	0	120	16	0	2	1	0	5	0	0	0	0	0	0	2	146
15:30	1	207	22	0	4	1	0	7	0	0	0	1	1	0	0	244
15:45	2	198	25	0	1	0	0	28	0	0	0	0	1	0	5	280
	3	693	80	0	11	3	0	46	0	1	0	2	2	0	11	852
16:00	3	198	22	0	0	0	0	10	0	0	0	0	0	0	4	237
16:15	0	129	11	0	2	0	0	2	0	1	0	1	0	0	2	148
16:30	2	261	30	0	4	1	1	12	0	0	1	0	1	0	6	319
16:45	3	228	42	0	3	2	0	21	0	0	1	0	0	0	2	300
	8	816	105	0	9	1	1	45	0	1	2	1	1	0	14	1004
17:00	1	230	30	0	2	0	0	10	1	0	0	0	0	0	2	276
17:15	2	159	19	1	3	1	0	10	0	1	0	0	0	0	4	200
17:30	2	215	22	1	3	0	0	4	1	0	1	1	0	0	2	252
17:45	7	273	30	1	4	0	0	17	1	0	0	0	0	0	1	334
	12	877	101	3	12	1	0	41	3	1	1	1	1	0	9	1062
18:00	1	234	24	1	1	0	0	10	1	1	1	0	0	0	3	276
18:15	2	127	22	1	1	0	0	6	0	1	1	1	0	0	1	163
18:30	0	188	22	0	2	1	0	5	1	0	0	0	0	0	1	220
18:45	1	281	26	0	2	1	1	12	0	1	0	0	0	0	1	326
	4	830	94	2	6	2	1	33	2	3	1	1	0	0	6	985
19:00	1	178	26	1	1	1	0	10	0	0	0	0	0	0	1	219
19:15	0	182	26	0	3	0	1	7	0	0	0	0	1	0	3	223
19:30	0	170	27	1	3	1	0	7	0	0	0	0	0	0	2	211
19:45	2	146	19	0	1	0	0	9	0	0	0	0	1	0	1	179
	3	676	98	2	8	2	1	33	0	0	0	0	2	0	7	832
20:00	1	158	13	1	0	0	0	5	0	1	0	1	1	0	1	182
20:15	4	165	20	1	1	0	0	7	0	0	0	0	1	0	1	200
20:30	1	164	24	0	1	1	0	5	0	0	0	0	0	0	0	196
20:45	0	178	21	1	3	0	1	6	0	0	1	1	0	0	3	215
	6	665	78	3	5	1	1	23	0	1	1	3	1	0	5	793
21:00	2	149	21	0	1	0	0	1	0	0	0	0	1	0	2	177
21:15	0	89	18	0	1	0	0	4	0	0	0	0	0	0	1	113
21:30	2	61	10	0	1	0	0	2	0	1	0	0	0	0	0	77
21:45	1	53	6	0	1	1	0	0	0	0	0	0	0	0	1	63
	5	352	55	0	4	1	0	7	0	1	0	0	1	0	4	430
22:00	0	50	5	0	0	1	0	4	1	1	0	0	0	0	0	62
22:15	0	56	13	0	0	0	0	1	1	0	1	1	1	0	0	74
22:30	2	46	6	0	0	0	0	0	0	0	1	0	1	0	0	56
22:45	0	40	2	0	1	0	0	1	1	0	0	0	1	0	0	46
	2	192	26	0	1	1	0	6	3	1	2	1	3	0	0	238
23:00	1	35	9	0	0	0	0	0	0	0	1	0	0	0	1	47
23:15	0	34	3	0	1	0	0	2	1	0	0	0	0	0	0	41
23:30	0	36	2	0	1	0	0	0	0	1	0	0	0	0	0	40
23:45	0	37	5	0	0	0	0	0	0	1	0	0	0	0	0	43
	1	142	19	0	2	0	0	2	1	2	1	0	0	0	1	171
Total	56	6632	823	15	71	16	4	282	11	15	10	12	13	0	76	8036
Percent	0.7%	82.5%	10.2%	0.2%	0.9%	0.2%	0.0%	3.5%	0.1%	0.2%	0.1%	0.1%	0.2%	0.0%	0.9%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/22/05	0	21	3	0	0	0	0	0	0	0	0	1	1	0	0	26
00:15	1	18	7	0	0	0	0	1	0	0	0	0	0	0	0	27
00:30	0	17	6	0	1	1	0	1	0	0	0	1	0	0	0	27
00:45	0	10	0	0	1	0	1	0	0	0	0	0	0	0	0	12
01:00	1	66	16	0	2	1	1	2	0	0	0	2	1	0	0	92
01:15	0	16	5	1	0	0	0	1	0	0	0	0	0	0	0	23
01:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
01:45	0	6	4	0	0	0	0	1	1	0	0	0	0	0	0	12
02:00	0	8	4	1	0	1	0	0	0	0	0	0	0	0	1	15
02:15	0	41	14	2	0	1	0	2	1	0	0	0	0	0	1	62
02:30	0	11	1	0	0	1	0	0	1	0	0	0	1	0	0	15
02:45	0	10	6	0	1	0	0	0	0	0	1	0	0	0	0	18
03:00	0	2	6	0	0	0	1	0	0	0	0	0	0	0	0	9
03:15	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	4
03:30	0	24	14	0	1	1	1	1	2	0	1	0	1	0	0	46
03:45	0	15	3	1	0	0	0	2	0	0	0	0	0	0	0	21
04:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
04:15	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	2	1	1	1	0	0	1	0	0	0	1	0	0	1	8
04:45	0	25	8	3	2	0	0	3	0	0	0	1	0	0	1	43
05:00	0	0	4	0	0	0	0	1	0	1	0	1	0	0	0	7
05:15	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4
05:30	0	4	2	0	0	0	1	0	1	0	0	0	0	0	0	8
05:45	1	2	2	0	0	0	0	0	0	0	0	0	1	0	1	7
06:00	1	8	8	0	0	1	1	1	1	1	1	1	1	0	1	26
06:15	0	4	1	0	0	0	0	0	0	0	0	1	0	0	0	6
06:30	0	5	1	0	0	0	0	0	0	0	0	1	0	0	0	7
06:45	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
07:00	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	4
07:15	0	14	2	1	1	0	0	1	0	1	0	3	0	0	0	23
07:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45	0	8	0	0	1	0	0	2	0	0	1	0	0	0	0	12
08:00	0	14	0	1	1	0	0	1	0	1	0	0	0	0	0	18
08:15	0	8	0	1	0	0	0	0	1	0	0	0	0	0	0	10
08:30	0	14	0	1	1	0	0	1	0	1	0	0	0	0	0	18
08:45	0	8	0	1	0	0	0	0	1	0	0	0	0	0	0	10
09:00	0	37	0	2	2	0	0	3	1	1	1	1	0	0	0	47
09:15	0	18	0	0	1	0	0	3	0	0	0	0	0	0	0	22
09:30	0	14	0	0	0	1	0	1	0	0	0	1	1	0	0	18
09:45	0	34	0	0	0	0	0	0	1	0	0	1	0	0	0	36
10:00	1	30	0	0	0	1	0	0	0	0	0	0	0	0	0	32
10:15	1	96	0	0	1	2	0	4	1	0	0	2	1	0	0	108
10:30	0	43	0	0	0	1	1	1	0	0	0	1	1	0	0	48
10:45	2	30	5	0	0	0	0	0	0	0	1	0	0	0	0	38
11:00	0	34	5	0	0	1	0	2	0	1	0	0	0	0	0	43
11:15	1	51	12	0	0	0	1	1	0	0	1	0	0	0	0	67
11:30	3	158	22	0	0	2	2	4	0	1	2	1	1	0	0	196
11:45	2	66	12	0	0	0	0	3	0	1	1	0	0	0	0	85
12:00	0	54	7	0	2	0	0	2	0	0	0	1	0	0	1	67
12:15	2	46	12	0	1	0	1	3	0	0	0	0	0	0	1	68
12:30	2	85	15	1	1	0	1	1	0	0	0	1	0	0	1	108
12:45	6	251	46	1	4	0	2	9	0	1	1	2	0	0	3	326
13:00	2	58	0	1	0	0	1	0	0	0	1	0	0	0	1	64
13:15	1	66	8	0	3	0	0	0	1	0	0	0	0	0	1	60
13:30	2	61	0	0	1	1	0	1	1	1	1	1	0	0	0	70
13:45	0	81	11	0	2	0	0	1	0	0	0	0	1	0	3	99
14:00	5	266	19	1	6	1	1	2	2	1	2	1	1	0	5	313
14:15	1	79	8	1	1	0	1	2	0	0	1	0	1	0	0	95
14:30	2	75	13	0	3	0	1	0	0	1	1	1	0	0	0	97
14:45	0	52	5	0	1	0	1	2	0	0	0	0	0	0	0	61
15:00	3	116	10	0	0	1	0	1	1	0	0	0	0	0	0	132
15:15	6	322	36	1	5	1	3	5	1	1	2	1	1	0	0	385
Total	23	1308	185	11	24	10	11	37	9	7	10	14	7	0	11	1667
Percent	1.4%	78.5%	11.1%	0.7%	1.4%	0.6%	0.7%	2.2%	0.5%	0.4%	0.6%	0.8%	0.4%	0.0%	0.7%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	78	8	1	1	0	0	1	1	0	0	0	1	0	0	92
12:15	2	87	11	1	2	1	0	1	0	0	0	0	0	0	1	86
12:30	0	58	13	0	1	1	0	1	0	0	0	1	0	0	1	76
12:45	3	93	19	1	1	0	0	6	0	0	0	0	1	0	3	127
13:00	6	296	51	3	5	2	0	9	1	0	0	1	2	0	5	381
13:15	1	83	16	1	1	1	1	6	1	0	0	1	0	0	2	114
13:30	1	91	15	0	1	0	0	4	0	0	0	0	0	0	0	112
13:45	0	50	11	0	1	0	0	3	0	0	0	1	0	0	0	67
14:00	1	119	18	0	1	0	1	4	0	1	0	1	0	0	2	148
14:15	3	343	60	1	4	1	2	17	1	1	1	3	0	0	4	441
14:30	0	105	14	0	1	0	0	5	0	1	0	0	0	0	1	127
14:45	0	98	17	0	1	0	0	4	0	0	0	0	0	0	1	121
15:00	2	107	14	1	2	1	0	3	0	1	0	1	0	0	3	135
15:15	2	146	12	1	1	0	0	5	1	0	0	1	0	0	0	169
15:30	4	456	57	2	5	1	0	17	1	2	0	2	0	0	5	552
15:45	3	119	19	1	2	0	0	2	0	1	1	1	0	0	2	151
16:00	1	100	18	1	1	0	1	5	1	0	0	0	1	0	3	132
16:15	1	201	24	1	2	0	1	10	2	0	0	0	0	0	4	246
16:30	0	182	22	1	1	0	0	4	0	1	1	0	0	0	2	214
16:45	5	602	83	4	6	0	2	21	3	2	2	1	1	0	11	743
17:00	1	122	22	0	0	0	0	4	0	1	0	0	0	0	2	152
17:15	0	136	30	0	2	1	1	16	2	1	1	0	0	0	0	190
17:30	1	190	25	0	3	0	1	10	0	0	0	0	0	0	1	231
17:45	0	129	20	0	1	0	0	4	1	0	0	0	0	0	2	157
18:00	2	577	97	0	6	1	2	34	3	2	1	0	0	0	5	730
18:15	3	234	23	0	3	0	0	9	1	0	0	0	1	0	2	276
18:30	3	210	41	0	2	0	0	9	0	0	0	1	0	0	2	268
18:45	4	142	21	1	3	0	0	10	2	1	0	0	0	0	4	188
19:00	1	218	29	0	3	1	1	10	0	0	0	0	0	0	1	264
19:15	11	804	114	1	11	1	1	38	3	1	0	1	1	0	9	996
19:30	1	219	35	0	3	0	1	9	1	0	0	0	1	0	4	274
19:45	2	146	22	0	3	1	0	4	2	1	0	0	0	0	2	183
20:00	3	216	38	0	0	0	0	8	1	0	0	0	0	0	2	268
20:15	0	216	29	0	3	0	1	18	0	0	0	0	0	0	1	268
20:30	6	797	124	0	9	1	2	39	4	1	0	0	1	0	9	993
20:45	0	145	14	0	1	0	0	4	0	1	0	0	0	0	2	167
21:00	1	210	34	0	4	0	0	12	1	1	1	0	0	0	3	267
21:15	1	217	40	0	2	1	0	9	0	0	0	1	0	0	3	274
21:30	4	210	30	1	3	0	1	16	1	0	0	0	0	0	1	267
21:45	6	782	118	1	10	1	1	41	2	2	1	1	0	0	9	975
22:00	1	196	36	0	2	1	0	7	1	1	0	1	1	0	3	250
22:15	0	170	30	0	0	0	0	6	2	0	1	0	0	0	4	213
22:30	0	155	21	2	4	0	1	4	4	1	0	1	1	0	7	201
22:45	1	196	21	1	5	0	0	5	3	3	0	0	0	0	3	238
23:00	2	717	108	3	11	1	1	22	10	5	1	2	2	0	17	902
23:15	1	180	20	1	0	0	0	4	9	3	0	0	2	0	4	224
23:30	1	161	45	0	0	0	0	12	4	4	0	1	1	0	2	231
23:45	0	78	10	1	0	0	0	0	0	0	0	0	1	0	0	90
24:00	0	48	6	1	1	1	1	3	0	0	0	0	0	0	0	61
24:15	2	467	81	3	1	1	1	19	13	7	0	1	4	0	6	606
24:30	1	59	2	0	1	0	0	4	0	0	1	0	1	0	0	69
24:45	0	42	8	0	2	0	0	2	0	0	0	0	0	0	0	54
25:00	0	37	6	0	0	0	1	1	1	0	1	0	0	0	1	48
25:15	1	26	7	0	0	0	1	2	0	0	0	0	0	0	0	37
25:30	2	164	23	0	3	0	2	9	1	0	2	0	1	0	1	208
25:45	1	32	6	0	0	0	1	2	0	0	0	0	0	0	0	42
26:00	0	27	2	1	1	0	1	1	1	0	0	0	0	0	0	34
26:15	0	18	3	1	1	0	1	5	0	0	0	0	1	0	0	30
26:30	0	14	6	0	1	0	0	0	1	0	0	1	0	0	0	23
26:45	1	91	17	2	3	0	3	8	2	0	0	1	1	0	0	129
Total	50	6096	933	20	74	10	17	274	44	23	8	13	13	0	81	7656
Percent	0.7%	79.6%	12.2%	0.3%	1.0%	0.1%	0.2%	3.6%	0.6%	0.3%	0.1%	0.2%	0.2%	0.0%	1.1%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/23/05	1	2	3	0	0	0	1	2	0	0	0	0	1	0	1	11
00:15	0	16	1	1	2	0	0	1	0	0	0	1	1	0	0	23
00:30	0	12	0	1	0	0	0	1	1	0	0	0	0	0	0	15
00:45	0	17	6	0	1	0	0	0	0	0	0	0	0	0	1	25
01:00	1	47	10	2	3	0	1	4	1	0	0	1	2	0	2	74
01:15	0	1	2	1	1	0	0	1	1	0	0	0	0	0	1	8
01:30	1	18	2	0	0	0	0	3	0	0	0	0	0	0	0	24
01:45	1	2	5	0	0	1	0	0	1	0	1	1	0	0	1	13
02:00	0	15	7	1	0	0	0	0	0	0	0	0	0	0	0	23
02:15	2	36	16	2	1	1	0	4	2	0	1	1	0	0	2	68
02:30	1	8	2	0	0	0	1	1	0	1	1	1	0	0	0	16
02:45	0	2	3	0	0	0	0	1	0	0	0	0	1	0	0	7
03:00	0	1	2	0	1	0	0	1	0	0	0	0	0	0	0	5
03:15	1	0	7	0	0	0	0	1	0	0	0	0	0	0	0	9
03:30	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
03:45	1	3	6	0	1	0	0	1	1	0	0	0	0	0	1	14
04:00	2	7	13	2	2	2	1	1	2	0	0	0	1	0	1	34
04:15	1	5	5	1	0	1	0	0	0	0	1	0	0	0	0	14
04:30	0	2	5	0	0	0	1	0	0	0	0	1	0	0	0	9
04:45	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00	0	5	2	0	1	0	0	1	0	0	1	0	0	0	0	10
05:15	1	19	16	1	1	1	1	1	0	0	2	1	0	0	0	44
05:30	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
05:45	0	5	5	0	1	0	1	0	0	0	1	0	0	0	0	13
06:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
06:15	0	10	1	0	0	0	0	0	1	0	0	0	1	0	0	14
06:30	0	19	11	0	2	0	1	0	2	1	1	0	1	0	0	38
06:45	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11
07:00	0	18	2	0	0	0	0	0	0	0	0	1	0	0	0	21
07:15	0	16	0	0	1	0	0	0	0	0	1	1	0	0	1	20
07:30	0	18	2	0	0	0	0	0	1	0	0	0	0	0	0	21
07:45	0	62	4	1	1	0	0	0	1	0	1	2	0	0	1	73
08:00	1	17	0	1	1	1	0	0	0	0	0	0	0	0	0	21
08:15	0	25	1	1	0	0	0	0	1	0	0	1	0	0	0	29
08:30	0	41	0	1	1	0	1	0	1	0	0	0	0	0	0	45
08:45	1	41	10	1	2	0	0	1	0	0	0	0	0	0	1	57
09:00	2	124	11	4	4	1	1	1	2	0	0	1	0	0	1	152
09:15	0	56	2	1	3	0	0	1	0	0	1	1	0	0	0	65
09:30	1	54	13	0	0	1	0	0	0	0	0	0	0	0	0	69
09:45	1	52	7	0	2	0	0	2	0	0	0	0	0	0	0	64
10:00	1	67	14	0	1	1	0	0	0	1	0	0	0	0	0	85
10:15	3	229	36	1	6	2	0	3	0	1	1	1	0	0	0	283
10:30	1	76	10	0	1	1	1	6	0	0	0	0	0	0	1	97
10:45	1	50	10	0	3	0	0	5	0	0	0	0	1	0	0	70
11:00	0	80	2	0	1	0	0	1	0	1	1	0	1	0	2	89
11:15	1	78	14	0	1	0	0	9	0	0	0	1	0	0	1	105
11:30	3	284	36	0	6	1	1	21	0	1	1	1	2	0	4	361
11:45	0	86	10	1	1	0	0	2	0	1	0	1	0	0	0	102
12:00	1	106	12	0	2	0	1	1	0	0	1	1	0	0	1	126
12:15	1	83	12	1	3	0	0	5	1	2	0	0	1	0	0	109
12:30	0	128	39	0	5	0	0	7	0	1	0	0	1	0	1	182
12:45	2	403	73	2	11	0	1	15	1	4	1	2	2	0	2	519
13:00	1	394	16	0	2	1	0	2	0	0	0	0	0	0	0	126
13:15	0	104	18	0	0	0	1	6	1	0	0	0	0	0	2	132
13:30	1	88	16	1	1	0	0	1	0	0	0	1	1	0	0	108
13:45	0	139	21	1	2	0	0	2	1	1	0	0	0	0	1	168
14:00	2	433	71	2	5	1	1	11	2	1	0	1	1	0	3	534
Total	20	1674	311	17	43	9	9	65	13	9	9	12	10	0	16	2217
Percent	0.9%	75.5%	14.0%	0.8%	1.9%	0.4%	0.4%	2.9%	0.6%	0.4%	0.4%	0.5%	0.5%	0.0%	0.7%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	81	13	0	0	1	0	3	0	1	0	0	0	0	1	100
12:15	1	124	24	0	3	0	1	5	0	1	0	0	0	0	1	160
12:30	0	94	16	0	2	1	0	1	1	0	0	0	0	0	1	116
12:45	1	107	17	1	2	0	0	1	0	0	0	0	0	0	2	131
	2	406	70	1	7	2	1	10	1	2	0	0	0	0	5	507
13:00	1	102	21	0	2	0	0	4	1	0	0	0	0	0	0	131
13:15	1	111	20	1	1	0	0	0	0	0	0	0	0	0	1	135
13:30	0	96	16	1	3	0	0	1	0	0	0	0	0	0	0	117
13:45	0	95	15	0	2	0	0	3	1	0	0	0	0	0	0	116
	2	404	72	2	8	0	0	8	2	0	0	0	0	0	1	499
14:00	0	109	15	0	2	0	0	5	0	0	0	0	0	0	1	132
14:15	0	104	28	0	8	0	0	3	0	0	0	0	0	0	0	143
14:30	2	100	25	0	0	0	0	6	0	0	0	0	0	0	2	135
14:45	2	89	29	2	5	0	0	3	0	0	0	0	0	0	1	131
	4	402	97	2	15	0	0	17	0	0	0	0	0	0	4	541
15:00	0	98	23	1	3	0	0	1	0	0	0	0	0	0	3	129
15:15	2	106	25	1	1	0	0	1	0	0	0	0	0	0	0	136
15:30	1	102	25	0	3	1	0	6	0	0	0	0	0	0	0	138
15:45	0	92	24	0	2	0	0	1	0	0	0	0	0	0	0	119
	3	398	97	2	9	1	0	9	0	0	0	0	0	0	3	522
16:00	2	111	19	0	0	0	0	1	0	0	0	0	0	0	0	133
16:15	1	104	14	0	3	0	0	5	0	0	0	0	0	0	0	127
16:30	0	101	30	0	4	0	0	3	0	0	0	0	0	0	0	138
16:45	1	92	21	2	2	0	0	2	0	0	0	0	0	0	0	120
	4	408	84	2	9	0	0	11	0	0	0	0	0	0	0	518
17:00	0	93	18	0	1	0	0	1	0	0	0	0	0	0	1	114
17:15	2	87	19	1	1	1	0	1	0	0	0	0	0	0	0	112
17:30	1	98	19	0	3	0	0	3	1	0	0	0	0	0	0	125
17:45	0	92	20	0	1	0	0	1	2	0	0	0	0	0	1	117
	3	370	76	1	6	1	0	6	3	0	0	0	0	0	2	468
18:00	1	106	17	0	1	0	0	3	0	0	0	0	0	0	0	128
18:15	0	76	13	0	3	0	0	0	0	0	0	0	0	0	0	92
18:30	1	89	11	0	1	0	0	2	0	0	0	0	0	0	0	104
18:45	0	81	20	0	2	0	0	3	0	0	0	0	0	0	0	106
	2	352	61	0	7	0	0	8	0	0	0	0	0	0	0	430
19:00	0	86	7	0	1	0	0	2	0	0	0	0	0	0	0	96
19:15	0	83	9	0	0	0	0	0	1	0	0	0	0	0	0	93
19:30	0	70	8	0	4	0	0	2	0	0	0	0	0	0	0	84
19:45	0	59	17	0	3	0	0	3	1	0	0	0	0	0	0	83
	0	298	41	0	8	0	0	7	2	0	0	0	0	0	0	356
20:00	0	71	9	0	1	0	0	1	0	0	0	0	0	0	0	82
20:15	1	49	5	0	1	0	0	0	0	0	0	0	0	0	2	58
20:30	1	45	7	0	2	0	0	0	0	0	0	0	0	0	0	55
20:45	0	59	6	0	1	0	0	0	0	1	0	0	0	0	0	67
	2	224	27	0	5	0	0	1	0	1	0	0	0	0	2	262
21:00	1	46	6	0	0	0	0	0	0	0	0	0	0	0	0	53
21:15	1	53	8	0	0	0	0	0	0	0	0	0	0	0	0	62
21:30	1	32	6	0	0	0	0	1	0	0	0	0	0	0	0	40
21:45	0	34	4	0	1	0	0	0	0	0	0	0	0	0	0	39
	3	165	24	0	1	0	0	1	0	0	0	0	0	0	0	194
22:00	0	28	6	0	0	0	0	1	1	0	0	0	0	0	0	36
22:15	1	19	0	0	1	0	0	1	0	0	0	0	0	0	0	22
22:30	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	19	2	0	0	0	0	1	0	0	0	0	0	0	0	22
	1	82	13	0	1	0	0	3	1	0	0	0	0	0	0	101
23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
23:15	0	9	5	0	1	0	0	0	0	0	0	0	0	0	0	15
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	6	1	0	0	0	0	2	0	0	0	0	0	0	0	9
	0	33	9	0	1	0	0	2	0	0	0	0	0	0	0	45
Total	26	3542	671	10	77	4	1	83	9	3	0	0	0	0	17	4443
Percent	0.6%	79.7%	15.1%	0.2%	1.7%	0.1%	0.0%	1.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	100	24	1	3	0	0	1	0	0	0	0	0	0	1	130
12:15	1	80	22	0	3	0	0	1	0	0	0	0	0	0	0	107
12:30	0	90	14	1	4	0	0	0	0	0	0	0	0	0	0	109
12:45	0	153	13	0	1	1	0	3	0	0	0	0	0	0	1	187
13:00	1	438	73	2	11	1	0	5	0	0	0	0	0	0	2	533
13:15	0	99	21	0	1	0	0	0	0	0	0	0	0	0	0	121
13:30	0	100	15	0	5	0	0	1	0	1	0	0	0	0	0	122
13:45	0	82	13	0	2	0	0	1	0	0	0	0	0	0	0	98
14:00	0	128	31	1	2	0	0	1	0	0	0	0	0	0	1	164
14:15	0	409	80	1	10	0	0	3	0	1	0	0	0	0	1	505
14:30	0	131	22	1	3	0	0	1	0	0	0	0	0	0	1	159
14:45	0	97	29	0	3	0	0	1	0	0	0	0	0	0	0	130
15:00	0	102	16	0	4	0	0	0	0	0	0	0	0	0	1	123
15:15	0	102	16	2	0	1	0	2	0	1	0	0	0	0	0	124
15:30	0	432	83	3	10	1	0	4	0	1	0	0	0	0	2	536
15:45	2	98	26	0	2	0	0	3	0	0	0	0	0	0	0	131
16:00	0	94	25	0	2	0	0	0	0	0	0	0	0	0	0	121
16:15	1	113	25	0	2	0	0	3	0	0	0	0	0	0	1	145
16:30	0	101	26	0	1	0	0	2	2	0	0	0	0	0	0	132
16:45	3	406	102	0	7	0	0	8	2	0	0	0	0	0	1	529
17:00	0	98	14	1	2	0	0	3	0	0	0	0	0	0	0	118
17:15	0	98	12	1	4	0	0	0	0	0	0	0	0	0	0	115
17:30	1	103	18	1	1	1	0	2	0	0	0	0	0	0	0	127
17:45	0	76	19	0	3	0	0	0	0	0	0	0	0	0	0	98
18:00	1	375	63	3	10	1	0	5	0	0	0	0	0	0	0	458
18:15	1	118	13	0	1	0	0	3	0	0	0	0	0	0	0	136
18:30	0	104	12	0	3	0	0	1	0	0	0	0	0	0	1	121
18:45	0	90	16	0	3	0	0	1	0	1	0	0	0	0	0	111
19:00	0	88	13	0	2	1	0	2	0	1	0	0	0	0	0	107
19:15	1	400	54	0	9	1	0	7	0	2	0	0	0	0	1	475
19:30	0	104	13	0	1	0	0	1	0	0	0	0	0	0	0	119
19:45	0	91	10	0	2	0	0	0	0	0	0	0	0	0	1	104
20:00	0	98	14	0	1	1	0	1	0	0	0	0	0	0	0	115
20:15	0	82	11	0	1	0	0	0	0	0	0	0	0	0	0	94
20:30	0	375	48	0	5	1	0	2	0	0	0	0	0	0	1	432
20:45	1	61	12	0	2	0	0	2	0	0	0	0	1	0	0	79
21:00	0	67	12	0	0	0	0	1	0	0	0	0	0	0	0	80
21:15	0	66	5	0	0	0	0	0	0	0	0	0	0	0	0	71
21:30	0	44	13	0	2	0	0	0	0	0	0	0	0	0	0	59
21:45	1	238	42	0	4	0	0	3	0	0	0	0	1	0	0	289
22:00	0	46	6	0	1	0	0	0	0	0	0	0	0	0	0	53
22:15	0	48	10	0	2	0	0	0	0	0	0	0	0	0	0	60
22:30	1	48	5	0	0	0	0	0	0	0	0	0	0	0	0	54
22:45	0	51	9	0	0	0	0	1	0	0	0	0	0	0	0	61
23:00	1	193	30	0	3	0	0	1	0	0	0	0	0	0	0	228
23:15	0	51	5	0	0	0	0	0	0	0	0	0	0	0	0	56
23:30	1	37	4	0	0	0	0	0	0	0	0	0	0	0	0	42
23:45	0	35	2	0	0	0	0	1	0	0	0	0	0	0	0	38
24:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
24:15	1	147	15	0	0	0	0	1	0	0	0	0	0	0	0	164
24:30	0	25	3	0	0	0	0	1	0	0	0	0	0	0	0	29
24:45	0	19	3	0	1	0	0	0	0	0	0	0	0	0	0	23
25:00	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
25:15	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
25:30	0	79	11	0	3	0	0	1	0	0	0	0	0	0	0	94
25:45	0	23	7	0	1	0	0	0	0	0	0	0	0	0	0	31
26:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
26:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
26:30	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
26:45	0	49	8	0	2	0	0	0	0	0	0	0	0	0	0	59
Total	9	3541	609	9	74	5	0	40	2	4	0	0	1	0	8	4302
Percent	0.2%	82.3%	14.2%	0.2%	1.7%	0.1%	0.0%	0.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	110	18	0	8	0	0	2	0	0	0	0	0	0	0	138
12:15	1	107	19	1	1	0	0	0	0	0	0	0	0	0	0	130
12:30	0	107	26	0	4	2	0	2	0	0	0	0	0	0	1	142
12:45	1	111	28	3	4	0	0	1	0	0	0	0	0	0	0	148
13:00	2	435	91	4	17	3	0	5	0	0	0	0	0	0	1	558
13:15	0	109	18	0	5	0	0	2	0	0	0	0	0	0	0	134
13:30	0	82	19	0	1	0	0	2	0	0	0	0	0	0	1	105
13:45	0	84	10	0	1	0	0	0	0	1	0	0	0	0	1	97
14:00	1	100	17	2	1	1	0	2	0	0	0	0	0	0	2	126
14:15	1	375	64	2	8	1	0	6	0	1	0	0	0	0	4	462
14:30	0	149	29	2	2	0	0	0	0	0	0	0	0	0	0	182
14:45	0	101	22	0	1	0	0	3	0	0	0	0	0	0	0	127
15:00	1	87	22	0	2	0	0	1	0	0	0	0	0	0	0	113
15:15	1	109	31	0	3	0	0	3	1	0	0	0	0	0	0	148
15:30	2	446	104	2	8	0	0	7	1	0	0	0	0	0	0	570
15:45	0	119	22	0	2	0	0	1	0	0	0	0	0	0	0	144
16:00	0	112	30	1	0	0	0	1	0	0	0	0	0	0	2	146
16:15	3	120	24	0	3	0	0	0	1	0	0	0	0	0	0	151
16:30	0	139	28	0	2	0	0	0	0	1	0	0	0	0	1	171
16:45	3	490	104	1	7	0	0	2	1	1	0	0	0	0	3	612
17:00	1	115	28	0	2	0	0	1	0	0	0	0	0	0	1	148
17:15	3	111	22	0	1	0	0	3	0	0	0	0	0	0	0	140
17:30	4	127	18	0	0	0	0	3	0	0	0	0	0	0	0	152
17:45	1	92	19	0	1	1	0	2	0	0	0	0	0	0	0	116
18:00	9	445	87	0	4	1	0	9	0	0	0	0	0	0	1	556
18:15	1	107	22	0	3	0	0	0	0	0	0	0	0	0	0	133
18:30	1	118	16	0	3	0	0	0	0	0	0	0	0	0	0	138
18:45	1	102	22	0	1	0	0	0	0	0	0	0	0	0	0	126
19:00	0	101	16	0	1	0	0	0	0	1	0	0	0	0	0	119
19:15	3	428	76	0	8	0	0	0	0	1	0	0	0	0	0	516
19:30	0	87	19	0	3	0	0	0	0	0	0	0	0	0	0	109
19:45	0	90	20	0	1	0	0	1	0	0	0	0	0	0	0	112
20:00	1	90	8	0	2	0	0	0	0	0	0	0	0	0	0	101
20:15	0	109	9	0	0	0	0	2	0	1	0	0	0	0	0	121
20:30	1	376	56	0	6	0	0	3	0	1	0	0	0	0	0	443
20:45	1	99	8	0	1	0	0	1	0	0	0	0	0	0	0	110
21:00	0	93	15	0	1	0	0	0	1	0	0	0	0	0	0	110
21:15	1	72	10	0	1	0	0	1	0	0	0	0	0	0	0	85
21:30	1	72	11	0	0	0	0	0	0	0	0	0	0	0	0	84
21:45	3	336	44	0	3	0	0	2	1	0	0	0	0	0	0	389
22:00	1	57	1	0	0	0	0	0	0	0	0	0	0	0	0	59
22:15	2	60	6	0	2	0	0	0	0	0	0	0	0	0	0	70
22:30	0	60	12	0	1	0	0	1	0	0	0	0	0	0	0	74
22:45	0	51	6	0	3	0	0	0	0	0	0	0	0	0	0	80
23:00	3	228	25	0	6	0	0	1	0	0	0	0	0	0	0	263
23:15	0	41	10	0	0	0	0	2	0	0	0	0	0	0	0	53
23:30	0	28	3	0	1	0	0	1	0	0	0	0	0	0	0	33
23:45	0	23	6	0	1	0	0	1	0	0	0	0	0	0	0	31
24:00	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	25
24:15	0	114	21	0	3	0	0	4	0	0	0	0	0	0	0	142
24:30	1	52	7	0	0	0	0	0	0	0	0	0	0	0	0	60
24:45	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
25:00	1	25	6	0	0	1	0	1	0	0	0	0	0	0	0	34
25:15	1	19	4	0	1	0	0	0	0	0	0	0	0	0	0	25
25:30	3	131	18	0	1	1	0	1	0	0	0	0	0	0	0	155
25:45	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
26:00	0	14	4	0	0	0	0	1	0	0	0	0	0	0	0	19
26:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
26:30	1	16	3	0	0	0	0	0	0	0	0	0	0	0	0	20
26:45	1	60	13	0	0	0	0	1	0	0	0	0	0	0	0	75
Total	31	3864	703	9	71	6	0	41	3	4	0	0	0	0	9	4741
Percent	0.7%	81.5%	14.8%	0.2%	1.5%	0.1%	0.0%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05:27:05	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	1	11	0	0	1	0	0	0	0	0	0	0	0	0	0	13
00:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:00	1	33	4	0	1	0	0	0	0	0	0	0	0	0	0	39
01:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
02:15	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	7	2	0	0	0	0	1	0	0	0	0	0	0	0	10
03:30	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
05:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	16	2	0	0	0	0	1	1	0	0	0	0	0	0	20
06:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
06:15	0	10	2	0	0	0	0	1	0	0	0	0	0	0	0	13
06:30	0	12	3	0	2	0	0	0	0	0	0	0	0	0	0	17
06:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
07:00	0	50	5	0	2	0	0	1	0	0	0	0	0	0	0	58
07:15	1	19	5	0	0	0	0	1	0	0	0	0	0	0	0	26
07:30	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	38
07:45	0	43	8	0	1	0	0	0	1	0	0	0	0	0	0	53
08:00	0	57	9	0	1	0	0	1	0	0	0	0	0	0	0	68
08:15	1	148	31	0	2	0	0	2	1	0	0	0	0	0	0	185
08:30	0	51	19	1	1	0	0	0	0	0	0	0	0	0	0	72
08:45	0	117	14	0	2	0	0	1	0	0	0	0	0	0	0	134
09:00	1	122	14	0	1	0	0	0	0	0	0	0	0	0	0	138
09:15	0	130	10	0	4	1	0	0	0	0	0	0	0	0	0	145
09:30	1	420	57	1	8	1	0	1	0	0	0	0	0	0	0	489
09:45	0	102	20	0	2	1	0	1	0	0	0	0	0	0	0	126
10:00	0	145	22	0	1	0	0	0	0	0	0	0	0	0	0	168
10:15	0	137	21	0	3	1	0	0	0	0	0	0	0	0	0	162
10:30	0	115	12	0	2	1	0	2	0	1	0	0	0	0	0	133
10:45	0	499	75	0	8	3	0	3	0	1	0	0	0	0	0	589
11:00	1	107	19	0	0	1	0	3	0	0	0	0	0	0	1	132
11:15	0	121	19	0	4	0	0	1	0	1	0	0	0	0	0	146
11:30	0	86	18	0	5	0	0	5	0	0	0	0	0	0	0	114
11:45	0	105	20	0	1	0	0	1	0	0	0	0	0	0	1	128
12:00	1	419	76	0	10	1	0	10	0	1	0	0	0	0	2	520
12:15	0	98	20	2	2	1	0	0	1	0	0	0	0	0	0	124
12:30	0	104	12	0	3	0	0	3	0	1	0	0	0	0	0	123
12:45	0	118	19	1	2	0	0	1	0	0	0	0	0	0	0	141
13:00	1	108	17	0	2	0	0	1	0	0	0	0	0	0	1	130
13:15	1	428	88	3	9	1	0	5	1	1	0	0	0	0	1	518
13:30	0	102	19	0	1	0	0	1	0	0	0	0	0	0	0	123
13:45	1	96	18	0	2	0	0	1	0	1	0	0	0	0	1	120
14:00	0	115	23	1	3	0	0	1	0	0	0	0	0	0	0	143
14:15	0	145	19	0	5	0	0	4	1	0	0	0	0	0	0	174
14:30	1	458	79	1	11	0	0	7	1	1	0	0	0	0	1	560
Total	6	2514	407	5	52	6	0	31	4	4	0	0	0	0	4	3033
Percent	0.2%	82.9%	13.4%	0.2%	1.7%	0.2%	0.0%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	133	22	0	7	0	0	2	0	0	0	0	0	0	1	166
12:15	0	133	19	2	4	0	0	2	0	1	0	0	0	0	1	162
12:30	1	100	18	1	3	0	0	4	0	0	0	0	0	0	0	127
12:45	0	118	26	0	6	0	0	1	0	0	0	0	0	0	2	153
	2	484	85	3	20	0	0	9	0	1	0	0	0	0	4	608
13:00	0	113	24	0	4	0	0	1	0	1	0	0	0	0	5	148
13:15	1	137	29	1	1	0	0	1	0	0	0	0	0	0	0	170
13:30	0	159	21	0	2	1	0	3	0	0	0	0	0	0	0	186
13:45	1	160	37	0	2	0	0	3	0	0	0	0	0	0	2	205
	2	569	111	1	9	1	0	8	0	1	0	0	0	0	7	709
14:00	0	156	32	3	5	0	0	2	0	0	0	0	0	0	1	199
14:15	0	123	26	0	3	0	0	4	0	0	0	0	0	0	1	157
14:30	2	189	40	0	4	0	0	7	1	0	0	0	0	0	0	243
14:45	0	119	22	1	2	0	0	3	0	0	0	0	0	0	0	147
	2	587	120	4	14	0	0	16	1	0	0	0	0	0	2	746
15:00	2	177	27	0	1	2	0	1	1	0	0	0	0	0	1	212
15:15	0	156	23	0	5	0	0	6	0	0	0	0	0	0	0	190
15:30	3	136	27	0	5	0	0	3	1	0	0	0	0	0	0	175
15:45	1	150	39	0	2	0	0	6	0	0	0	0	0	0	1	199
	6	619	116	0	13	2	0	16	2	0	0	0	0	0	2	776
16:00	1	146	27	1	1	1	0	1	0	0	0	0	0	0	2	180
16:15	0	158	24	2	5	0	0	7	0	0	0	0	0	0	1	195
16:30	3	110	19	0	1	0	0	1	1	0	0	0	0	0	0	135
16:45	1	178	23	0	2	0	0	3	1	0	0	0	0	0	3	211
	5	590	93	3	9	1	0	12	2	0	0	0	0	0	6	721
17:00	0	142	33	0	0	1	0	2	0	0	0	0	0	0	0	178
17:15	0	121	15	0	2	0	0	4	0	0	0	0	0	0	1	143
17:30	0	120	11	0	0	0	0	3	0	1	0	0	0	0	0	135
17:45	1	110	13	0	1	0	0	2	0	0	0	0	0	0	0	127
	1	493	72	0	3	1	0	11	0	1	0	0	0	0	1	583
18:00	0	153	16	0	1	0	0	3	1	0	0	0	0	0	1	175
18:15	0	116	20	0	3	0	0	1	0	1	0	0	0	0	0	141
18:30	2	136	7	0	1	0	0	2	0	0	0	0	0	0	0	148
18:45	0	130	24	0	0	0	0	1	0	0	0	0	0	0	0	155
	2	535	67	0	5	0	0	7	1	1	0	0	0	0	1	619
19:00	0	115	8	1	0	0	0	2	0	0	0	0	0	0	0	128
19:15	1	96	15	0	3	0	0	0	0	0	0	0	0	0	0	115
19:30	3	77	17	0	2	0	0	0	0	0	0	0	0	0	1	100
19:45	1	81	18	0	3	0	0	5	0	0	0	0	0	0	0	108
	5	369	58	1	8	0	0	7	0	0	0	0	0	0	1	449
20:00	0	90	16	0	1	0	0	0	0	0	0	0	0	0	0	107
20:15	0	58	15	0	1	0	0	2	0	0	0	0	0	0	0	76
20:30	1	113	18	0	3	0	0	2	1	0	0	0	0	0	1	139
20:45	0	80	8	0	1	0	0	0	0	0	0	0	0	0	1	90
	1	341	57	0	6	0	0	4	1	0	0	0	0	0	2	412
21:00	0	104	14	0	1	0	0	3	0	0	0	0	0	0	0	122
21:15	0	62	11	0	0	0	0	0	0	0	0	0	0	0	0	73
21:30	0	63	4	0	0	0	0	1	0	0	0	0	0	0	0	68
21:45	0	60	7	0	0	0	0	1	0	0	0	0	0	0	0	68
	0	289	36	0	1	0	0	5	0	0	0	0	0	0	0	331
22:00	0	46	4	0	2	0	0	3	0	0	0	0	0	0	0	55
22:15	0	48	5	0	0	0	0	0	0	0	0	0	0	0	0	51
22:30	0	46	6	0	1	0	0	0	0	0	0	0	0	0	0	53
22:45	0	30	4	0	0	0	0	1	0	0	0	0	0	0	0	35
	0	168	19	0	3	0	0	4	0	0	0	0	0	0	0	194
23:00	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
23:15	0	31	4	0	3	0	1	0	0	0	0	0	0	0	1	40
23:30	0	29	4	0	1	0	0	1	0	0	0	0	0	0	0	35
23:45	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	1	102	15	0	4	0	1	1	0	0	0	0	0	0	1	125
Total	27	5146	849	12	95	5	1	100	7	4	0	0	0	0	27	6273
Percent	0.4%	82.0%	13.5%	0.2%	1.5%	0.1%	0.0%	1.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05:28/05	0	30	7	0	0	0	0	1	0	0	0	0	0	0	0	38
00:15	0	21	4	0	0	0	0	2	0	0	0	0	0	0	0	27
00:30	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
00:45	0	17	1	0	0	0	0	1	0	0	0	0	0	0	0	19
01:00	0	91	13	0	0	0	0	4	0	0	0	0	0	0	0	108
01:15	1	11	2	0	1	0	0	0	0	0	0	0	0	0	0	15
01:30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:45	0	17	1	0	0	0	0	1	0	0	0	0	0	0	0	19
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	12
03:00	0	33	4	0	0	0	0	2	0	0	0	0	0	0	0	39
03:15	1	5	1	0	0	0	0	1	0	0	0	0	0	0	0	8
03:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	1	22	2	0	0	0	0	1	0	0	0	0	0	0	0	26
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
05:15	0	9	0	0	0	0	0	1	1	0	0	0	0	0	0	11
05:30	1	32	2	0	0	0	0	1	1	0	0	0	0	0	0	37
05:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	11
06:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
06:30	0	7	3	0	0	0	0	1	0	0	0	0	0	0	0	11
06:45	0	37	7	0	0	0	0	2	0	0	0	0	0	0	0	46
07:00	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	19
07:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
07:30	0	12	3	0	0	0	0	2	0	0	0	0	0	0	0	17
07:45	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
08:00	1	68	16	0	0	0	0	2	0	0	0	0	0	0	0	87
08:15	0	26	8	0	1	0	0	1	0	0	0	0	0	0	0	36
08:30	0	26	5	0	1	0	0	0	1	0	0	0	0	0	0	33
08:45	0	51	9	0	0	0	0	0	0	0	0	0	0	0	0	60
09:00	0	47	9	0	1	0	0	0	0	0	0	0	0	0	0	57
09:15	0	150	31	0	3	0	0	1	1	0	0	0	0	0	0	186
09:30	0	56	10	0	1	0	0	0	0	0	0	0	0	0	0	67
09:45	1	68	14	0	1	0	0	0	0	0	0	0	0	0	0	84
10:00	1	91	15	0	0	0	0	0	0	0	0	0	0	0	0	107
10:15	1	81	11	0	1	0	0	1	0	0	0	0	0	0	0	95
10:30	3	296	50	0	3	0	0	1	0	0	0	0	0	0	0	353
10:45	0	75	4	0	1	1	0	0	0	0	0	0	0	0	0	81
11:00	0	80	6	0	1	0	0	5	0	0	0	0	0	0	2	94
11:15	1	98	21	0	1	0	0	0	0	0	0	0	0	0	0	121
11:30	1	101	13	0	1	0	0	1	0	0	0	0	0	0	0	117
11:45	2	354	44	0	4	1	0	6	0	0	0	0	0	0	2	413
12:00	0	97	16	0	1	0	0	4	0	0	0	0	0	0	3	121
12:15	1	98	15	0	3	0	0	2	0	0	0	0	0	0	0	119
12:30	1	89	11	0	2	0	0	0	0	1	0	0	0	0	0	104
12:45	0	115	20	0	1	0	0	0	0	0	0	0	0	0	0	136
13:00	2	399	62	0	7	0	0	6	0	1	0	0	0	0	3	480
13:15	1	104	13	0	4	0	0	2	0	0	0	0	0	0	1	125
13:30	0	143	27	0	5	0	0	1	0	0	0	0	0	0	0	176
13:45	1	92	15	0	2	0	0	2	0	1	0	0	0	0	0	113
14:00	0	111	13	0	4	0	0	3	0	0	0	0	0	0	0	131
14:15	2	450	68	0	15	0	0	8	0	1	0	0	0	0	1	545
14:30	1	1989	303	0	33	0	0	35	0	0	0	0	0	0	6	2384
Total	13	1989	303	0	33	0	0	35	2	2	0	0	0	0	6	2384
Percent	0.5%	83.4%	12.7%	0.0%	1.4%	0.0%	0.0%	1.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	99	13	0	5	0	0	2	0	0	0	0	0	0	0	120
12:15	2	125	17	0	2	0	0	1	0	0	0	0	0	0	0	148
12:30	0	86	7	0	1	1	0	1	0	0	0	0	0	0	0	98
12:45	1	139	14	1	0	0	0	6	0	1	0	0	0	0	0	152
	4	439	51	1	8	1	0	10	0	1	0	0	0	0	3	518
13:00	0	116	13	1	0	0	0	3	0	0	0	0	0	0	2	135
13:15	0	116	12	0	0	0	0	4	0	0	0	0	0	0	2	134
13:30	2	125	15	0	0	0	0	2	1	1	0	0	0	0	0	146
13:45	1	138	19	0	2	0	0	4	0	0	0	0	0	0	0	164
	3	495	59	1	2	0	0	13	1	1	0	0	0	0	4	579
14:00	0	135	21	0	1	0	0	1	0	0	0	0	0	0	1	159
14:15	1	130	21	1	1	0	0	11	0	0	0	0	0	0	3	168
14:30	2	135	11	1	0	0	0	6	0	0	0	0	0	0	2	157
14:45	1	189	20	0	0	0	0	2	0	1	0	0	0	0	5	218
	4	589	73	2	2	0	0	20	0	1	0	0	0	0	11	702
15:00	0	181	18	0	4	0	0	6	0	1	0	0	0	0	4	214
15:15	0	130	17	0	2	1	0	5	0	0	0	0	0	0	2	157
15:30	1	224	25	0	4	0	0	7	0	0	0	0	0	0	0	261
15:45	2	227	28	0	1	0	0	25	0	0	0	0	0	0	5	288
	3	762	88	0	11	1	0	43	0	1	0	0	0	0	11	920
16:00	3	213	25	0	0	0	0	10	0	0	0	0	0	0	4	255
16:15	0	139	14	0	2	0	0	2	0	1	0	0	0	0	2	160
16:30	2	281	35	0	4	0	0	12	0	0	0	0	0	0	6	340
16:45	3	246	46	0	3	0	0	18	0	0	0	0	0	0	2	318
	8	879	120	0	9	0	0	42	0	1	0	0	0	0	14	1073
17:00	1	256	31	0	2	0	0	10	1	0	0	0	0	0	2	303
17:15	2	177	21	1	3	0	0	10	0	1	0	0	0	0	4	219
17:30	2	232	25	1	3	0	0	4	1	0	0	0	0	0	2	270
17:45	7	303	32	1	4	0	0	14	1	0	0	0	0	0	1	363
	12	968	109	3	12	0	0	38	3	1	0	0	0	0	9	1155
18:00	1	261	27	0	0	0	0	10	1	1	0	0	0	0	3	304
18:15	2	146	25	0	1	0	0	6	0	0	0	0	0	0	0	180
18:30	0	215	24	0	2	1	0	5	1	0	0	0	0	0	1	249
18:45	0	303	30	0	2	0	0	12	0	1	0	0	0	0	1	349
	3	925	106	0	5	1	0	33	2	2	0	0	0	0	5	1082
19:00	1	198	28	1	1	0	0	10	0	0	0	0	0	0	1	240
19:15	0	197	30	0	3	0	0	7	0	0	0	0	0	0	3	240
19:30	0	184	29	1	3	0	0	7	0	0	0	0	0	0	2	226
19:45	2	168	21	0	0	0	0	9	0	0	0	0	1	0	1	202
	3	747	108	2	7	0	0	33	0	0	0	0	1	0	7	908
20:00	1	175	16	1	0	0	0	5	0	1	0	0	0	0	1	200
20:15	4	178	22	0	1	0	0	7	0	0	0	0	0	0	0	212
20:30	1	182	27	0	1	0	0	5	0	0	0	0	0	0	0	216
20:45	0	197	23	1	3	0	0	6	0	0	0	0	0	0	3	233
	6	732	88	2	5	0	0	23	0	1	0	0	0	0	4	861
21:00	2	161	23	0	0	0	0	0	0	0	0	0	0	0	2	188
21:15	0	99	19	0	1	0	0	4	0	0	0	0	0	0	1	124
21:30	2	66	13	0	1	0	0	2	0	0	0	0	0	0	0	84
21:45	1	57	8	0	1	0	0	0	0	0	0	0	0	0	1	68
	5	383	63	0	3	0	0	6	0	0	0	0	0	0	4	464
22:00	0	57	6	0	0	0	0	4	1	0	0	0	0	0	0	68
22:15	0	61	13	0	0	0	0	0	0	0	0	0	0	0	0	74
22:30	2	52	8	0	0	0	0	0	0	0	0	0	0	0	0	62
22:45	0	44	2	0	0	0	0	0	0	0	0	0	0	0	0	46
	2	214	29	0	0	0	0	4	1	0	0	0	0	0	0	250
23:00	1	38	11	0	0	0	0	0	0	0	0	0	0	0	0	50
23:15	0	37	4	0	0	0	0	2	0	0	0	0	0	0	0	43
23:30	0	39	3	0	1	0	0	0	0	0	0	0	0	0	0	43
23:45	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
	1	154	24	0	1	0	0	2	0	0	0	0	0	0	0	182
Total	54	7287	918	11	65	3	0	267	7	9	0	0	1	0	72	8694
Percent	0.6%	83.8%	10.6%	0.1%	0.7%	0.0%	0.0%	3.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.8%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05:29:05	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
00:15	1	24	4	0	0	0	0	1	0	0	0	0	0	0	0	30
00:30	0	26	1	0	1	0	0	0	0	0	0	0	0	0	0	28
00:45	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
01:00	1	93	9	0	2	0	0	1	0	0	0	0	0	0	0	106
01:15	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
01:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
01:30	0	7	1	0	0	0	0	1	1	0	0	0	0	0	0	10
01:45	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	53	11	1	0	0	0	1	1	0	0	0	0	0	0	67
02:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
02:45	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
03:00	0	42	7	0	0	0	0	1	0	0	0	0	0	0	0	50
03:00	0	18	7	0	0	0	0	2	0	0	0	0	0	0	0	27
03:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	31	13	0	1	0	0	2	0	0	0	0	0	0	0	47
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	23	3	0	1	0	0	0	0	0	0	0	0	0	0	27
06:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
06:15	0	15	1	0	0	0	0	2	0	0	0	0	0	0	0	18
06:30	0	20	5	0	1	0	0	1	0	0	0	0	0	0	0	27
06:45	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	60	13	0	1	0	0	3	0	0	0	0	0	0	0	77
07:00	0	24	2	0	1	0	0	3	0	0	0	0	0	0	0	30
07:15	0	22	6	0	0	0	0	1	0	0	0	0	0	0	0	29
07:30	0	44	7	0	0	0	0	0	0	0	0	0	0	0	0	51
07:45	0	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43
08:00	0	126	22	0	1	0	0	4	0	0	0	0	0	0	0	153
08:00	0	56	7	0	0	0	0	1	0	0	0	0	0	0	0	64
08:15	2	38	6	0	0	0	0	0	0	0	0	0	0	0	0	46
08:30	0	49	7	0	0	0	0	2	0	0	0	0	0	0	0	58
08:45	0	80	10	0	0	0	0	1	0	0	0	0	0	0	0	91
09:00	2	223	30	0	0	0	0	4	0	0	0	0	0	0	0	259
09:00	2	89	13	0	0	0	0	3	0	1	0	0	0	0	0	108
09:15	0	78	8	0	2	0	0	2	0	0	0	0	0	0	1	91
09:30	2	67	11	0	1	0	0	3	0	0	0	0	0	0	1	85
09:45	2	124	13	0	1	0	0	1	0	0	0	0	0	0	1	142
10:00	6	358	45	0	4	0	0	9	0	1	0	0	0	0	3	426
10:00	2	82	5	0	0	0	0	0	0	0	0	0	0	0	1	90
10:15	1	160	10	0	3	0	0	0	0	0	0	0	0	0	1	115
10:30	2	83	9	0	1	0	0	0	0	1	0	0	0	0	0	96
10:45	0	104	15	0	2	0	0	1	0	0	0	0	0	0	3	125
11:00	5	369	39	0	6	0	0	1	0	1	0	0	0	0	5	426
11:00	1	108	15	1	1	0	0	2	0	0	0	0	0	0	0	128
11:15	2	105	11	0	3	0	0	0	0	0	0	0	0	0	0	121
11:30	0	79	6	0	1	0	0	2	0	0	0	0	0	0	0	88
11:45	3	155	12	0	0	1	0	1	1	0	0	0	0	0	0	173
Total	6	447	44	1	5	1	0	5	1	0	0	0	0	0	0	510
Percent	0.9%	85.0%	11.0%	0.1%	1.0%	0.0%	0.0%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	2171

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	105	10	0	1	0	0	0	0	0	0	0	0	0	0	117
12:15	2	93	11	0	2	0	0	1	0	0	0	0	0	0	1	110
12:30	0	78	13	0	0	0	0	1	0	0	0	0	0	0	1	93
12:45	3	129	21	1	1	0	0	6	0	0	0	0	0	0	3	164
	6	405	55	1	4	0	0	8	0	0	0	0	0	0	5	484
13:00	1	115	17	1	0	0	0	6	1	0	0	0	0	0	2	143
13:15	1	123	16	0	1	0	0	4	0	0	0	0	0	0	0	145
13:30	0	72	11	0	1	0	0	3	0	0	0	0	0	0	0	87
13:45	1	165	19	0	0	0	0	4	0	1	0	0	0	0	2	192
	3	475	63	1	2	0	0	17	1	1	0	0	0	0	4	567
14:00	0	146	15	0	1	0	0	5	0	1	0	0	0	0	0	168
14:15	0	135	18	0	1	0	0	4	0	0	0	0	0	0	1	159
14:30	2	145	14	0	2	1	0	3	0	1	0	0	0	0	3	171
14:45	2	197	15	1	1	0	0	5	0	0	0	0	0	0	0	221
	4	623	62	1	5	1	0	17	0	2	0	0	0	0	4	719
15:00	3	161	21	0	2	0	0	2	0	0	0	0	0	0	2	191
15:15	1	135	20	0	1	0	0	5	0	0	0	0	0	0	3	165
15:30	0	271	27	1	2	0	0	10	2	0	0	0	0	0	4	317
15:45	0	246	24	0	1	0	0	4	0	1	0	0	0	0	2	278
	4	813	92	1	6	0	0	21	2	1	0	0	0	0	11	951
16:00	1	170	25	0	0	0	0	4	0	0	0	0	0	0	2	202
16:15	0	189	32	0	2	0	0	13	2	0	0	0	0	0	0	238
16:30	0	264	28	0	3	0	0	10	0	0	0	0	0	0	1	306
16:45	0	173	22	0	1	0	0	4	0	0	0	0	0	0	2	202
	1	796	107	0	6	0	0	31	2	0	0	0	0	0	5	948
17:00	3	315	26	0	3	0	0	9	1	0	0	0	1	0	2	360
17:15	3	291	45	0	2	0	0	9	0	0	0	0	0	0	2	352
17:30	4	198	23	0	3	0	0	10	2	0	0	0	0	0	4	244
17:45	1	294	33	0	3	1	0	10	0	0	0	0	0	0	1	343
	11	1098	127	0	11	1	0	38	3	0	0	0	1	0	9	1299
18:00	1	296	38	0	3	0	0	9	1	0	0	0	0	0	4	352
18:15	2	198	25	0	3	0	0	4	2	1	0	0	0	0	2	237
18:30	3	308	42	0	0	0	0	8	1	0	0	0	0	0	2	364
18:45	0	300	33	0	3	0	0	15	0	0	0	0	0	0	0	351
	6	1102	138	0	9	0	0	36	4	1	0	0	0	0	8	1304
19:00	0	195	15	0	1	0	0	4	0	0	0	0	0	0	2	217
19:15	1	290	37	0	4	0	0	12	0	0	0	0	0	0	3	347
19:30	1	293	44	0	2	0	0	8	0	0	0	0	0	0	3	352
19:45	4	292	34	1	3	0	0	13	1	0	0	0	0	0	1	349
	6	1070	130	1	10	0	0	38	1	0	0	0	0	0	9	1265
20:00	1	272	39	0	2	0	0	7	1	1	0	0	0	0	3	326
20:15	0	243	35	0	0	0	0	6	2	0	0	0	0	0	4	290
20:30	0	221	23	2	4	0	0	4	4	1	0	0	0	0	7	266
20:45	1	272	23	1	5	0	0	5	3	3	0	0	0	0	3	316
	2	1008	120	3	11	0	0	22	10	5	0	0	0	0	17	1198
21:00	0	250	22	1	0	0	0	4	9	3	0	0	2	0	4	295
21:15	1	223	50	0	0	0	0	12	4	4	0	0	1	0	2	297
21:30	0	105	13	0	0	0	0	0	0	0	0	0	0	0	0	118
21:45	0	65	7	0	1	0	0	3	0	0	0	0	0	0	0	76
	1	643	92	1	1	0	0	19	13	7	0	0	3	0	6	786
22:00	1	80	2	0	1	0	0	4	0	0	0	0	0	0	0	88
22:15	0	59	10	0	2	0	0	2	0	0	0	0	0	0	0	73
22:30	0	49	8	0	0	0	0	1	1	0	0	0	0	0	0	59
22:45	0	35	9	0	0	0	0	2	0	0	0	0	0	0	0	48
	1	223	29	0	3	0	0	9	1	0	0	0	0	0	0	266
23:00	0	47	7	0	0	0	0	2	0	0	0	0	0	0	0	56
23:15	0	37	3	0	1	0	0	1	0	0	0	0	0	0	0	42
23:30	0	26	4	0	1	0	0	5	0	0	0	0	0	0	0	36
23:45	0	20	7	0	1	0	0	0	1	0	0	0	0	0	0	29
	0	130	21	0	3	0	0	8	1	0	0	0	0	0	0	163
Total	45	8386	1036	9	71	2	0	264	38	17	0	0	4	0	78	9950
Percent	0.5%	84.3%	10.4%	0.1%	0.7%	0.0%	0.0%	2.7%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05:30/05	0	19	3	0	0	0	0	2	0	0	0	0	0	0	0	24
00:15	0	26	5	0	2	0	0	1	0	0	0	0	0	0	0	34
00:30	0	16	5	0	0	0	0	1	0	0	0	0	0	0	0	22
00:45	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
01:00	0	85	14	0	2	0	0	4	0	0	0	0	0	0	0	105
01:15	0	9	2	0	1	0	0	1	0	0	0	0	0	0	0	13
01:30	0	18	5	0	0	0	0	3	0	0	0	0	0	0	0	26
01:45	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
02:15	0	45	12	0	1	0	0	4	0	0	0	0	0	0	0	62
02:30	0	13	2	0	0	0	0	1	0	0	0	0	0	0	0	16
02:45	0	5	3	0	0	0	0	1	0	0	0	0	0	0	0	9
03:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
03:15	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
03:30	0	27	9	0	0	0	0	3	0	0	0	0	0	0	0	39
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
05:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	1	22	5	0	0	0	0	0	0	0	0	0	0	0	0	28
06:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
06:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
06:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
07:15	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
07:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
07:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
08:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
08:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
08:30	0	69	10	0	0	0	0	0	0	0	0	0	0	0	0	79
08:45	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
09:00	0	28	2	0	0	0	0	0	1	0	0	0	0	0	0	31
09:15	0	45	4	0	1	0	0	0	1	0	0	0	0	0	0	51
09:30	0	44	12	0	2	0	0	1	0	0	0	0	0	0	0	59
09:45	0	143	22	0	3	0	0	1	2	0	0	0	0	0	0	171
10:00	0	68	7	1	3	0	0	1	0	0	0	0	0	0	0	80
10:15	1	58	13	0	0	0	0	0	0	0	0	0	0	0	0	72
10:30	0	57	8	0	2	0	0	2	0	0	0	0	0	0	0	69
10:45	1	74	12	0	1	1	0	0	0	0	0	0	0	0	0	89
11:00	2	257	40	1	6	1	0	3	0	0	0	0	0	0	0	310
11:15	1	78	12	0	1	0	0	6	0	0	0	0	0	0	0	99
11:30	0	60	10	0	3	0	0	5	0	0	0	0	0	0	0	78
11:45	0	88	9	0	1	0	0	1	0	0	0	0	0	0	0	101
12:00	0	80	14	0	1	0	0	9	0	0	0	0	0	0	0	104
12:15	1	306	45	0	6	0	0	21	0	0	0	0	0	0	0	382
12:30	0	94	13	1	1	0	0	2	0	1	0	0	0	0	0	112
12:45	1	121	10	0	2	0	0	1	0	0	0	0	0	0	0	136
13:00	1	92	11	0	3	0	0	5	0	2	0	0	0	0	0	114
13:15	0	147	36	0	5	0	0	7	0	1	0	0	0	0	0	197
13:30	2	454	70	1	11	0	0	15	0	4	0	0	0	0	0	559
13:45	0	121	19	0	2	0	0	2	0	0	0	0	0	0	0	144
14:00	0	118	20	0	0	0	0	6	0	0	0	0	0	0	0	146
14:15	0	88	17	0	1	0	0	1	0	0	0	0	0	0	0	107
14:30	0	151	23	0	2	0	0	2	1	1	0	0	0	0	0	181
14:45	0	478	79	0	5	0	0	11	1	1	0	0	0	0	0	578
Total	6	1940	314	2	34	1	0	62	3	5	0	0	0	0	0	2375
Percent	0.3%	81.7%	13.2%	0.1%	1.4%	0.0%	0.0%	2.6%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

NORTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	87	13	0	0	0	0	3	0	1	0	0	0	0	0	104
12:15	1	134	27	0	3	0	0	5	0	1	0	0	0	0	1	172
12:30	0	140	15	0	1	0	0	4	0	1	0	0	0	0	2	163
12:45	0	87	20	0	0	0	0	5	0	1	0	0	1	0	0	114
13:00	1	448	75	0	4	0	0	17	0	4	0	0	1	0	3	553
13:15	0	110	13	0	0	0	0	8	0	0	0	0	0	0	1	132
13:30	2	129	14	0	1	0	0	3	1	0	0	0	0	0	1	151
13:45	0	163	23	1	1	0	0	3	0	0	0	0	0	0	1	192
14:00	2	191	25	0	3	1	0	9	0	0	0	0	0	0	1	232
14:15	4	593	75	1	5	1	0	23	1	0	0	0	0	0	4	707
14:30	3	167	16	0	0	0	0	2	1	0	0	0	0	0	2	191
14:45	1	105	12	0	2	0	0	0	0	0	0	0	0	0	2	122
15:00	0	261	27	2	1	0	0	7	0	1	0	0	0	0	1	300
15:15	0	193	23	0	0	0	0	5	0	0	0	0	0	0	3	224
15:30	4	726	78	2	3	0	0	14	1	1	0	0	0	0	8	837
15:45	0	226	30	0	2	0	0	6	0	0	0	0	0	0	0	264
16:00	0	140	27	0	1	0	0	4	0	0	0	0	0	0	1	173
16:15	1	287	20	0	2	0	0	12	0	2	0	0	0	0	6	330
16:30	3	275	30	0	2	0	0	9	0	0	0	0	0	0	7	326
16:45	4	928	107	0	7	0	0	31	0	2	0	0	0	0	14	1093
17:00	2	218	29	0	5	0	0	5	1	0	0	0	0	0	2	262
17:15	4	320	26	0	1	0	0	4	0	0	0	0	0	0	3	358
17:30	1	211	23	0	0	0	0	10	0	1	0	0	0	0	4	250
17:45	1	264	35	1	4	0	0	5	1	0	0	0	0	0	2	313
18:00	8	1013	113	1	10	0	0	24	2	1	0	0	0	0	11	1183
18:15	1	214	25	0	4	0	0	5	0	0	0	0	0	0	1	250
18:30	1	233	27	0	1	0	0	3	0	0	0	0	0	0	3	268
18:45	1	323	34	0	1	0	0	10	1	0	0	0	0	0	2	372
19:00	0	296	32	0	3	0	0	9	1	0	0	0	0	0	2	343
19:15	3	1066	118	0	9	0	0	27	2	0	0	0	0	0	8	1233
19:30	3	301	26	0	1	0	0	6	0	1	0	0	0	0	4	342
19:45	0	303	36	0	2	0	0	9	1	0	0	0	0	0	3	354
20:00	1	286	26	0	6	0	0	4	4	4	0	0	1	0	2	334
20:15	2	292	26	0	5	1	0	6	3	1	0	0	0	0	3	339
20:30	6	1182	114	0	14	1	0	25	8	6	0	0	1	0	12	1369
20:45	4	307	28	0	4	0	0	6	0	0	0	0	0	0	3	352
21:00	2	307	37	0	2	0	0	5	0	0	0	0	0	0	3	356
21:15	1	250	32	0	2	1	0	3	3	2	0	0	0	0	6	300
21:30	0	213	30	0	1	0	0	4	4	3	0	0	0	0	3	258
21:45	7	1077	127	0	9	1	0	18	7	5	0	0	0	0	15	1266
22:00	1	256	28	0	3	0	0	4	0	0	0	0	0	0	0	292
22:15	1	243	26	0	2	0	0	5	0	1	0	0	0	0	1	279
22:30	0	201	21	1	3	0	0	1	0	0	0	0	0	0	1	228
22:45	0	167	24	0	1	0	0	2	0	1	0	0	0	0	0	195
23:00	2	867	99	1	9	0	0	12	0	2	0	0	0	0	2	994
23:15	4	130	21	0	1	0	0	2	0	0	0	0	0	0	1	159
23:30	0	45	6	0	0	0	0	3	0	0	0	0	0	0	0	54
23:45	0	74	12	0	1	0	0	3	0	0	0	0	0	0	0	90
24:00	0	35	3	0	0	0	0	2	0	0	0	0	0	0	0	40
24:15	4	284	42	0	2	0	0	10	0	0	0	0	0	0	1	343
24:30	1	33	4	0	0	0	0	0	0	0	0	0	0	0	0	38
24:45	0	39	6	0	1	0	0	1	0	0	0	0	0	0	0	47
25:00	0	31	1	0	1	0	0	0	0	0	0	0	0	0	0	33
25:15	0	24	4	0	2	0	0	0	0	0	0	0	0	0	0	30
25:30	1	127	15	0	4	0	0	1	0	0	0	0	0	0	0	148
25:45	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
26:00	1	17	1	0	1	0	0	0	0	0	0	0	0	0	0	20
26:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
26:30	1	11	2	0	0	0	0	0	1	0	0	0	0	0	0	15
26:45	2	68	5	0	1	0	0	0	1	0	0	0	0	0	0	77
Total	46	8379	968	5	77	3	0	202	22	21	0	0	2	0	78	9803
Percent	0.5%	85.5%	9.9%	0.1%	0.8%	0.0%	0.0%	2.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%	
Grand Total	492	77716	11447	170	1124	113	53	1977	200	144	47	60	62	0	549	94154
Percent	0.5%	82.5%	12.2%	0.2%	1.2%	0.1%	0.1%	2.1%	0.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.6%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05:21:05	1	29	2	0	0	0	0	2	0	0	0	0	0	0	0	34
00:15	0	19	1	0	1	0	0	0	0	1	1	1	0	0	0	24
00:30	0	26	2	0	1	0	0	1	0	1	0	0	0	0	0	31
00:45	0	26	2	0	1	0	0	1	0	0	0	1	0	0	0	31
01:00	1	100	7	0	3	0	0	4	0	2	1	2	0	0	0	120
01:15	0	8	1	0	1	0	1	0	0	0	1	0	0	0	1	13
01:30	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
01:30	0	13	2	0	0	0	0	0	1	0	0	0	0	0	0	16
01:45	0	14	1	1	1	0	1	0	0	0	0	0	1	0	1	20
02:00	0	48	5	1	3	0	2	0	1	0	1	0	1	0	2	64
02:00	0	3	1	0	1	0	0	0	1	0	0	0	0	0	1	7
02:15	0	15	1	0	1	0	1	1	0	0	1	0	0	0	0	20
02:30	0	9	0	0	1	0	0	0	0	0	1	1	0	0	1	13
02:45	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	3
03:00	0	27	3	0	3	0	1	2	1	1	2	1	0	0	2	43
03:15	0	3	1	0	1	0	0	1	0	1	0	0	0	0	0	7
03:15	1	4	1	1	0	0	0	1	1	0	0	1	0	0	0	10
03:30	0	2	0	1	0	0	0	1	0	1	0	0	0	0	0	5
03:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	1	12	4	2	1	0	0	3	1	2	0	1	0	0	0	27
04:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	1	5
04:15	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
04:30	1	3	2	1	1	1	0	0	1	0	0	0	0	0	1	11
04:45	0	5	1	0	1	1	0	0	1	0	0	0	0	0	0	9
05:00	2	12	4	1	2	2	0	0	3	0	0	1	0	0	2	29
05:00	1	6	4	0	1	0	0	1	1	0	0	0	0	0	1	15
05:15	0	11	3	0	0	0	0	1	1	0	0	0	0	0	0	16
05:30	0	14	4	0	1	1	0	8	0	0	0	0	0	0	1	29
05:45	1	22	6	0	2	0	1	17	0	0	0	1	1	0	0	51
06:00	2	53	17	0	4	1	1	27	2	0	0	1	1	0	2	111
06:00	0	22	8	1	0	0	0	18	1	0	0	0	1	0	0	51
06:15	0	22	13	0	0	0	0	10	2	0	0	1	1	0	0	49
06:30	0	24	8	1	2	0	0	16	0	0	0	0	0	0	0	51
06:45	0	29	14	1	2	1	0	10	0	1	0	0	0	0	0	58
07:00	0	97	43	3	4	1	0	54	3	1	0	1	2	0	0	209
07:00	0	34	12	0	0	0	0	15	1	0	1	0	0	0	0	63
07:15	1	47	15	0	0	0	0	7	0	0	0	0	0	0	1	71
07:30	1	42	16	0	2	0	0	20	1	0	1	0	0	0	0	83
07:45	2	56	18	1	3	1	0	9	0	0	0	0	0	0	0	90
08:00	4	179	61	1	5	1	0	51	2	0	2	0	0	0	1	307
08:00	0	65	16	1	1	1	0	5	1	0	0	0	1	0	0	91
08:15	0	81	25	1	4	0	0	8	1	0	1	1	0	0	0	122
08:30	0	85	30	0	3	0	1	21	1	0	0	0	0	0	0	141
08:45	1	99	37	0	3	1	1	7	1	0	0	0	0	0	1	151
09:00	1	330	108	2	11	2	2	41	4	0	1	1	1	0	1	505
09:00	0	110	21	1	5	1	0	9	2	1	0	1	0	0	1	152
09:15	1	138	24	1	1	0	0	12	3	0	0	0	0	0	0	180
09:30	0	154	33	0	1	0	1	7	0	0	1	0	0	0	1	198
09:45	2	175	30	0	6	0	0	15	0	0	0	0	1	0	2	231
10:00	3	577	108	2	13	1	1	43	5	1	1	1	1	0	4	781
10:00	1	171	23	1	2	0	1	5	0	0	1	0	0	0	0	205
10:15	1	156	21	0	4	0	0	9	2	0	1	0	0	0	1	195
10:30	1	190	38	2	7	0	0	14	1	1	0	0	0	0	6	260
10:45	2	142	18	1	5	0	0	3	3	3	1	0	0	0	8	186
11:00	5	659	100	4	18	0	1	31	6	4	3	0	0	0	15	846
11:00	1	199	28	0	7	0	0	16	3	1	1	1	1	0	2	260
11:15	2	138	17	0	3	0	0	7	0	0	0	0	0	0	0	167
11:30	3	139	25	0	1	0	0	4	0	1	1	0	1	0	0	175
11:45	2	134	23	0	7	1	0	6	1	0	0	0	0	0	0	174
Total	8	610	93	0	18	1	0	33	4	2	2	2	2	0	2	776
Percent	0.7%	71.2%	14.6%	0.4%	2.2%	0.2%	0.2%	7.6%	0.8%	0.3%	0.3%	0.3%	0.2%	0.0%	0.8%	3798

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	157	18	0	2	0	0	1	0	0	0	0	0	0	0	179
12:15	4	139	17	1	2	0	0	5	0	1	0	1	1	0	2	173
12:30	3	185	38	2	1	0	0	6	1	1	1	0	1	0	0	239
12:45	1	160	21	1	4	3	0	2	0	1	0	0	0	0	3	196
	9	641	94	4	9	3	0	14	1	3	1	1	2	0	5	787
13:00	0	119	12	5	1	0	0	1	4	2	0	1	1	0	4	150
13:15	0	219	26	1	4	0	0	7	1	1	0	0	1	0	2	262
13:30	1	189	23	1	6	0	0	5	2	0	0	1	1	0	4	233
13:45	2	201	28	0	6	1	1	3	3	0	0	0	3	0	2	250
	3	728	89	7	17	1	1	16	10	3	0	2	6	0	12	895
14:00	1	101	9	3	1	1	1	0	0	2	0	0	0	0	4	123
14:15	2	106	13	1	5	0	0	1	2	1	0	0	1	0	5	137
14:30	2	148	18	2	8	1	0	2	4	2	0	0	1	0	7	195
14:45	3	129	16	3	5	0	0	3	1	1	0	1	0	0	4	166
	8	484	56	9	19	2	1	6	7	6	0	1	2	0	20	621
15:00	2	127	26	1	3	0	0	1	1	1	1	1	0	0	0	164
15:15	3	134	18	1	3	0	0	3	1	0	0	0	0	0	1	164
15:30	4	114	23	4	1	1	0	1	1	1	1	1	0	0	0	152
15:45	1	100	10	0	0	1	0	0	0	0	0	1	1	0	0	114
	10	475	77	6	7	2	0	5	3	2	2	3	1	0	1	594
16:00	2	114	22	0	1	0	0	2	0	0	0	0	1	0	1	143
16:15	2	118	18	0	1	0	0	2	1	0	0	0	0	0	0	142
16:30	1	88	15	0	0	1	0	1	1	0	0	0	0	0	2	109
16:45	3	98	11	0	2	0	0	2	0	0	0	0	0	0	0	116
	8	418	66	0	4	1	0	7	2	0	0	0	1	0	3	510
17:00	1	95	15	1	2	0	1	1	1	0	0	0	0	0	1	118
17:15	3	88	15	1	3	1	1	2	1	0	0	0	1	0	0	116
17:30	1	89	12	1	3	0	0	3	0	0	0	0	1	0	1	111
17:45	1	102	15	1	2	0	1	2	0	0	0	0	0	0	0	124
	6	374	57	4	10	1	3	8	2	0	0	0	2	0	2	469
18:00	2	78	15	1	0	0	0	1	0	0	0	1	1	0	1	100
18:15	0	101	18	1	0	1	0	1	1	0	0	0	0	0	0	123
18:30	5	93	15	0	4	0	0	0	1	1	0	0	0	0	0	119
18:45	0	86	9	1	0	0	0	0	0	1	0	0	0	0	1	78
	7	338	57	3	4	1	0	2	2	2	0	1	1	0	2	420
19:00	0	79	6	0	3	0	0	1	0	0	0	1	1	0	0	91
19:15	3	90	15	0	1	1	0	1	1	1	0	0	1	0	0	113
19:30	2	75	9	1	0	0	1	1	0	0	1	0	0	0	0	90
19:45	0	62	4	0	0	1	0	2	0	0	0	0	0	0	0	69
	5	306	34	1	4	2	1	5	1	1	1	1	1	0	0	363
20:00	2	56	6	1	2	0	0	0	0	1	0	0	0	0	0	68
20:15	1	58	6	0	1	0	0	3	0	1	0	0	0	0	1	71
20:30	0	60	7	0	5	0	0	1	1	0	0	0	1	0	1	76
20:45	3	54	7	0	0	1	0	1	0	0	0	0	0	0	1	67
	6	228	26	1	8	1	0	5	1	2	0	0	1	0	3	282
21:00	1	49	5	1	1	1	0	0	1	0	0	0	0	0	1	60
21:15	1	51	7	0	2	0	0	1	1	0	0	0	0	0	0	63
21:30	1	51	9	0	1	0	0	1	1	0	0	0	0	0	0	64
21:45	1	38	6	0	1	0	0	1	1	0	0	0	0	0	0	48
	4	189	27	1	5	1	0	3	4	0	0	0	0	0	1	235
22:00	1	43	7	1	0	0	0	1	1	0	0	1	0	0	0	55
22:15	1	45	10	0	0	0	0	0	0	0	0	0	0	0	0	56
22:30	1	34	8	0	0	1	0	0	0	0	0	0	0	0	0	44
22:45	1	37	5	1	1	0	1	1	1	0	0	1	0	0	1	50
	4	159	30	2	1	1	1	2	2	0	0	2	0	0	1	205
23:00	1	36	10	1	1	0	1	0	0	0	0	0	1	0	0	51
23:15	1	38	6	0	0	0	0	0	0	0	1	0	0	0	0	46
23:30	2	40	6	0	0	0	1	1	0	0	1	0	0	0	0	51
23:45	0	30	2	0	0	0	0	1	0	1	0	0	0	0	0	34
	4	144	24	1	1	0	2	2	0	1	2	0	1	0	0	182
Total	74	4484	637	39	89	16	9	75	35	20	6	11	18	0	50	5563
Percent	1.3%	80.6%	11.5%	0.7%	1.6%	0.3%	0.2%	1.3%	0.6%	0.4%	0.1%	0.2%	0.3%	0.0%	0.9%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/22/05	0	35	7	1	0	0	0	0	0	0	0	1	0	0	0	44
00:15	1	27	2	1	1	0	0	1	1	0	0	0	0	0	0	34
00:30	0	17	0	1	1	1	0	0	0	0	0	1	0	0	1	22
00:45	1	23	7	0	0	1	0	1	0	0	0	1	0	0	0	34
01:00	2	102	16	3	2	2	0	2	1	0	0	3	0	0	1	134
01:15	1	23	0	0	1	0	0	0	1	0	0	0	0	0	1	27
01:30	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	11
01:45	0	14	1	1	0	0	0	0	0	1	1	0	0	0	1	19
02:00	1	13	6	0	0	0	0	0	0	0	1	0	1	0	0	22
02:15	2	58	8	1	1	0	1	1	1	1	2	0	1	0	2	79
02:30	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	14
02:45	0	14	3	0	1	0	0	0	1	0	0	0	0	0	0	19
03:00	1	14	1	0	1	0	0	0	1	0	0	0	0	0	0	18
03:15	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
03:30	1	44	5	0	4	0	0	0	3	0	0	0	0	0	0	57
03:45	1	0	6	1	1	0	0	0	0	1	0	0	0	0	0	10
04:00	0	2	5	1	1	0	0	1	0	1	0	0	1	0	1	13
04:15	0	13	4	0	1	1	0	1	0	0	0	1	0	0	0	21
04:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45	1	20	19	2	3	1	0	2	0	2	0	1	1	0	1	53
05:00	0	3	2	0	1	0	0	0	0	0	0	0	1	0	0	7
05:15	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
05:30	1	4	2	0	1	0	0	1	0	0	0	0	0	0	0	9
05:45	0	0	2	0	0	0	0	2	0	1	0	0	0	0	0	5
06:00	1	8	6	0	3	0	1	3	0	1	0	0	1	0	0	24
06:15	0	6	0	0	0	0	0	2	0	0	0	0	1	0	1	10
06:30	0	14	0	0	0	0	0	2	0	1	0	0	0	0	0	17
06:45	0	12	1	0	1	0	0	3	0	0	0	0	1	0	0	18
07:00	0	21	0	0	0	0	0	1	1	0	1	0	1	0	0	25
07:15	0	53	1	0	1	0	0	8	1	1	1	0	3	0	1	70
07:30	1	21	8	0	1	0	1	6	1	0	0	0	1	0	0	40
07:45	1	34	1	1	2	0	0	9	0	0	1	1	0	0	0	50
08:00	1	32	16	0	1	1	0	5	0	1	0	0	0	0	0	57
08:15	0	48	9	0	1	0	0	8	0	0	0	0	0	0	1	67
08:30	3	135	34	1	5	1	1	28	1	1	1	1	1	0	1	214
08:45	1	49	16	0	2	1	0	9	0	0	0	0	0	0	0	78
09:00	1	51	18	0	3	0	0	17	1	0	0	0	0	0	0	91
09:15	0	80	16	0	0	0	0	10	0	1	0	0	1	0	1	109
09:30	0	94	29	0	2	0	1	19	0	1	0	0	1	0	0	147
09:45	2	274	79	0	7	1	1	55	1	2	0	0	2	0	1	425
10:00	1	110	17	0	1	1	0	10	1	0	0	0	1	0	0	142
10:15	2	110	17	0	4	0	0	17	1	1	0	0	0	0	0	152
10:30	3	134	38	1	6	0	0	11	0	1	0	0	0	0	1	195
10:45	1	134	21	0	1	0	0	7	0	1	0	0	0	0	0	165
11:00	7	488	93	1	12	1	0	45	2	3	0	0	1	0	1	654
11:15	3	165	38	0	1	1	0	13	0	0	0	0	0	0	0	221
11:30	1	178	38	1	6	0	0	10	0	0	0	0	0	0	2	236
11:45	0	195	28	1	4	0	0	14	1	1	0	0	0	0	1	245
12:00	1	178	32	0	1	0	1	11	1	2	1	0	2	0	5	235
12:15	5	716	136	2	12	1	1	48	2	3	1	0	2	0	8	937
12:30	3	182	46	0	3	0	0	6	1	2	0	1	0	0	4	248
12:45	2	134	17	0	4	0	1	3	3	1	0	0	2	0	7	174
13:00	2	183	32	0	1	0	0	6	2	2	0	1	0	0	6	235
13:15	1	163	23	1	7	1	0	6	1	2	1	1	0	0	5	212
13:30	8	662	118	1	15	1	1	21	7	7	1	3	2	0	22	869
13:45	3	131	21	2	1	0	0	4	2	3	0	0	1	0	2	170
14:00	2	133	24	1	3	0	0	2	2	2	1	0	0	0	6	176
14:15	2	190	24	1	2	0	0	4	1	2	0	0	0	0	3	229
14:30	2	162	24	1	1	0	0	5	1	1	0	0	0	0	5	202
14:45	9	616	93	5	7	0	0	15	6	8	1	0	1	0	16	777
Total	41	3176	608	16	72	8	6	228	25	29	7	8	15	0	54	4293
Percent	1.0%	74.0%	14.2%	0.4%	1.7%	0.2%	0.1%	5.3%	0.6%	0.7%	0.2%	0.2%	0.3%	0.0%	1.3%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	141	21	1	5	0	0	2	3	1	0	0	1	0	3	180
12:15	3	117	24	0	4	1	0	3	4	3	0	0	2	0	8	169
12:30	2	162	26	2	0	1	0	6	3	1	0	1	1	0	6	211
12:45	2	138	15	0	3	0	0	6	2	1	0	0	1	0	9	177
13:00	9	558	86	3	12	2	0	17	12	6	0	1	5	0	26	737
13:15	2	104	8	1	2	0	0	6	3	2	0	0	1	0	8	137
13:30	1	196	26	2	6	0	0	1	4	0	0	0	1	0	7	244
13:30	2	182	27	1	3	0	0	10	3	2	1	1	0	0	1	233
13:45	1	147	16	1	2	1	0	3	3	2	0	0	2	0	6	184
14:00	6	629	77	5	13	1	0	20	13	6	1	1	4	0	22	798
14:00	3	97	18	1	2	0	0	1	2	3	0	0	1	0	3	131
14:15	2	112	15	6	4	0	0	1	2	4	1	0	1	0	4	152
14:30	1	161	20	5	2	0	0	3	3	3	0	0	1	0	6	205
14:45	3	201	29	0	7	0	1	8	1	0	0	0	1	0	3	254
15:00	9	571	82	12	15	0	1	13	8	10	1	0	4	0	16	742
15:00	5	112	14	0	4	0	0	3	1	0	0	0	1	0	9	149
15:15	4	118	22	1	6	1	1	1	1	1	1	1	3	0	2	163
15:30	0	126	17	4	8	0	0	6	7	0	0	0	2	0	6	176
15:45	1	151	19	0	4	0	0	1	1	1	0	0	0	0	3	181
16:00	10	507	72	5	22	1	1	11	10	2	1	1	6	0	20	669
16:00	2	133	11	1	5	0	0	1	1	0	0	0	1	0	1	156
16:15	1	112	15	1	1	0	0	1	1	0	0	0	1	0	0	133
16:30	2	81	10	1	1	0	1	4	1	0	0	0	0	0	0	101
16:45	1	122	12	0	3	0	0	0	1	0	0	0	0	0	0	139
17:00	6	448	48	3	10	0	1	6	4	0	0	0	2	0	1	529
17:00	2	89	15	0	3	0	1	0	0	0	0	1	0	0	0	111
17:15	1	89	18	0	2	0	0	2	1	0	0	0	0	0	2	115
17:30	1	90	13	2	1	0	1	1	0	0	0	0	0	0	2	111
17:45	1	109	18	0	1	0	1	1	0	0	0	0	0	0	0	131
18:00	5	377	64	2	7	0	3	4	1	0	0	1	0	0	4	468
18:00	1	88	4	0	2	0	1	0	0	0	0	1	1	0	2	100
18:15	0	78	10	0	2	0	0	0	0	0	1	1	1	0	2	95
18:30	6	68	3	0	0	0	0	0	0	0	0	0	0	0	0	77
18:45	2	61	11	0	1	0	0	0	0	0	1	0	0	0	1	77
19:00	9	295	28	0	5	0	1	0	0	0	2	2	2	0	5	349
19:00	1	87	12	0	2	0	1	3	0	0	0	0	1	0	0	107
19:15	0	56	8	0	1	1	0	1	1	0	0	0	1	0	1	70
19:30	0	39	6	1	2	0	0	0	0	0	0	0	0	0	0	48
19:45	1	55	4	1	2	0	0	0	0	1	0	0	0	0	1	65
20:00	2	237	30	2	7	1	1	4	1	1	0	0	2	0	2	290
20:00	1	59	11	0	0	0	1	1	0	0	0	0	0	0	1	74
20:15	3	44	7	0	0	0	1	1	0	0	0	0	0	0	0	56
20:30	3	37	2	1	1	0	0	0	0	1	0	1	0	0	1	47
20:45	2	36	2	1	1	1	0	3	0	0	0	0	0	0	1	49
21:00	9	178	22	2	2	1	2	5	0	1	0	1	0	0	3	226
21:00	5	36	6	0	0	1	1	0	0	0	0	0	0	0	0	49
21:15	1	40	6	0	1	0	0	1	0	0	1	0	0	0	1	51
21:30	1	42	3	0	1	0	0	0	1	0	0	0	0	0	0	48
21:45	0	49	6	1	2	1	0	1	1	0	1	1	0	0	1	64
22:00	7	167	21	1	4	2	1	2	2	0	2	1	0	0	2	212
22:00	1	41	7	1	1	0	0	0	0	0	0	0	0	0	0	51
22:15	0	32	8	0	0	0	0	1	0	0	0	0	0	0	0	41
22:30	0	30	8	0	1	0	0	2	0	0	0	0	1	0	1	43
22:45	1	34	2	1	1	1	0	1	0	0	1	0	0	0	0	42
23:00	2	137	25	2	3	1	0	4	0	0	1	0	1	0	1	177
23:00	0	22	5	0	0	1	0	1	0	1	1	0	0	0	0	31
23:15	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	23
23:30	0	25	3	1	0	1	1	0	0	0	0	0	0	0	0	31
23:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	1	86	13	1	0	2	1	1	0	1	1	0	0	0	0	107
Percent	75	4190	568	38	100	11	12	87	51	27	9	8	26	0	102	5304
	1.4%	79.0%	10.7%	0.7%	1.9%	0.2%	0.2%	1.6%	1.0%	0.5%	0.2%	0.2%	0.5%	0.0%	1.9%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05:23:05	0	16	2	1	0	0	0	0	0	0	0	1	0	0	0	20
00:15	1	9	0	0	1	0	0	1	0	0	1	0	0	0	0	13
00:30	1	5	4	1	1	0	1	0	0	0	1	0	0	0	0	14
00:45	1	0	8	0	1	0	1	0	0	0	0	0	0	0	0	9
01:00	3	30	12	2	3	0	2	1	0	0	2	1	0	0	0	56
01:15	0	3	2	0	1	0	0	1	0	1	0	0	0	0	0	8
01:30	0	1	0	1	0	0	0	1	0	0	0	0	0	0	1	4
01:45	0	6	5	0	0	0	0	1	0	1	1	0	0	0	0	14
02:00	0	5	2	0	0	0	0	0	0	0	0	1	0	0	0	8
02:15	0	15	9	1	1	0	0	3	0	2	1	1	0	0	1	34
02:30	0	5	1	0	0	0	0	0	0	0	0	1	0	0	0	7
02:45	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	5
03:00	1	4	2	0	0	0	0	0	0	1	1	1	0	0	0	10
03:15	0	1	2	0	1	0	1	1	0	0	0	0	0	0	1	7
03:30	1	12	7	0	1	0	1	1	0	1	1	3	0	0	1	29
03:45	0	6	2	1	0	1	0	0	0	0	0	1	0	0	0	12
04:00	1	2	5	0	1	0	0	0	0	0	0	0	0	0	0	9
04:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	5	3	0	0	0	0	0	0	1	1	0	0	0	1	11
04:45	1	15	12	1	1	1	0	0	0	2	1	1	0	0	2	37
05:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	8
05:30	1	5	6	0	1	0	0	2	0	1	0	1	0	0	0	17
05:45	1	5	0	0	0	0	0	1	0	1	0	1	0	0	0	9
06:00	3	13	13	1	2	0	0	3	0	2	0	2	0	0	0	39
06:15	1	4	4	0	0	0	0	0	1	1	0	0	0	0	0	10
06:30	1	5	5	1	0	0	0	2	1	0	0	0	0	0	1	16
06:45	0	16	2	1	0	0	0	5	0	1	0	1	0	0	0	26
07:00	0	16	2	1	1	1	1	4	0	1	1	0	0	0	0	28
07:15	2	41	13	3	1	1	1	11	1	3	1	1	0	0	1	80
07:30	0	14	10	0	1	1	0	6	0	0	0	0	0	0	1	33
07:45	0	14	0	0	2	1	0	6	0	0	0	0	0	0	1	24
08:00	0	13	6	0	0	0	1	11	0	0	0	0	0	0	1	32
08:15	0	12	8	0	0	1	0	5	0	0	0	0	0	0	0	28
08:30	0	53	24	0	3	3	1	28	0	0	0	0	0	0	3	115
08:45	1	9	7	1	1	0	1	3	0	0	0	0	0	0	0	23
09:00	0	25	15	1	2	0	1	6	0	0	0	1	0	0	0	51
09:15	0	44	8	0	2	0	0	5	1	0	0	0	0	0	0	60
09:30	2	37	14	0	2	1	1	5	0	1	0	0	1	0	0	64
09:45	3	115	44	2	7	1	3	19	1	1	0	1	1	0	0	198
10:00	0	47	15	1	1	0	0	6	1	0	0	0	0	0	0	71
10:15	2	48	22	0	3	0	0	6	0	1	0	0	0	0	0	82
10:30	1	46	25	1	5	0	0	2	0	0	0	1	0	0	0	81
10:45	3	56	22	0	3	0	0	5	1	0	0	0	0	0	0	90
11:00	6	197	84	2	12	0	0	19	2	1	0	1	0	0	0	324
11:15	1	61	26	0	3	1	0	6	1	0	0	0	0	0	1	100
11:30	1	41	22	1	2	0	0	4	4	1	0	0	1	0	5	82
11:45	1	87	26	1	3	0	0	5	0	1	0	0	0	0	1	125
12:00	1	105	34	1	1	0	0	7	1	0	0	0	0	0	1	151
12:15	4	294	108	3	9	1	0	22	6	2	0	0	1	0	8	458
12:30	2	144	43	1	2	0	0	7	0	0	1	0	0	0	1	201
12:45	1	98	23	2	8	0	0	8	1	0	0	0	2	0	4	147
13:00	0	128	25	0	10	1	0	6	1	2	0	0	3	0	7	183
13:15	0	90	18	1	7	0	0	2	2	2	0	0	2	0	6	130
13:30	3	460	109	4	27	1	0	23	4	4	1	0	7	0	18	661
13:45	0	95	29	2	6	0	0	7	0	1	0	1	2	0	4	147
14:00	2	93	18	0	1	0	0	3	4	3	0	0	0	0	6	130
14:15	0	95	18	1	8	0	0	3	2	0	1	0	0	0	3	131
14:30	2	97	21	0	3	0	1	2	1	1	0	1	1	0	6	136
14:45	4	380	86	3	18	0	1	15	7	5	2	1	3	0	19	544
Total	30	1625	521	22	85	8	9	145	21	23	9	12	12	0	53	2575
Percent	1.2%	63.1%	20.2%	0.9%	3.3%	0.3%	0.3%	5.6%	0.8%	0.9%	0.3%	0.5%	0.5%	0.0%	2.1%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	94	19	1	4	0	0	3	5	1	0	0	0	0	2	131
12:15	3	86	14	1	2	1	0	4	1	4	0	0	0	0	4	120
12:30	4	69	11	1	2	0	0	1	0	0	0	0	0	0	0	88
12:45	1	86	19	1	3	0	0	2	1	0	0	0	0	0	0	113
13:00	10	335	63	4	11	1	0	10	7	5	0	0	0	0	6	452
13:15	0	86	14	0	4	0	0	1	0	0	0	0	0	0	0	105
13:30	0	93	20	1	7	0	0	3	0	0	0	0	0	0	0	124
13:45	1	84	27	0	4	0	0	2	0	0	0	0	0	0	0	118
14:00	2	334	81	2	22	0	0	9	0	0	0	0	0	0	0	450
14:15	0	81	16	0	2	0	0	2	0	0	0	0	0	0	0	101
14:30	4	84	10	1	7	0	0	0	0	0	0	0	0	0	0	100
14:45	1	77	16	0	1	1	0	1	0	0	0	0	0	0	0	97
15:00	1	64	12	0	3	0	1	1	0	0	0	0	0	0	2	84
15:15	6	306	54	1	7	1	1	4	0	0	0	0	0	0	2	382
15:30	1	73	16	1	3	1	0	0	0	0	0	0	0	0	0	95
15:45	2	77	10	0	4	0	0	2	0	0	0	0	0	0	2	97
16:00	0	79	15	0	4	0	0	0	0	0	0	0	0	0	0	98
16:15	4	92	11	0	0	1	0	1	0	0	0	0	0	0	0	109
16:30	7	321	52	1	11	2	0	3	0	0	0	0	0	0	2	399
16:45	1	87	14	2	2	0	0	0	0	0	0	0	0	0	0	106
17:00	2	95	25	1	3	0	0	1	0	0	0	0	0	0	0	127
17:15	0	84	15	0	4	0	0	1	0	1	0	0	0	0	1	106
17:30	1	95	17	1	1	0	0	1	0	0	0	0	0	0	0	118
17:45	4	361	71	4	10	0	0	3	0	1	0	0	0	0	1	455
18:00	0	73	21	0	3	0	0	3	0	0	0	0	0	0	0	100
18:15	0	95	18	0	2	0	0	0	0	0	0	0	0	0	0	115
18:30	0	91	13	0	1	0	0	1	0	0	0	0	0	0	0	106
18:45	1	95	14	0	3	0	0	1	0	0	0	0	0	0	0	114
19:00	1	354	66	0	9	0	0	5	0	0	0	0	0	0	0	435
19:15	1	98	12	0	1	0	0	1	0	0	0	0	0	0	0	113
19:30	0	97	9	0	2	0	0	0	0	0	0	0	0	0	0	108
19:45	1	95	18	0	3	0	0	1	0	0	0	0	0	0	0	118
20:00	0	95	14	0	0	1	0	0	0	0	0	0	0	0	0	110
20:15	2	385	53	0	6	1	0	2	0	0	0	0	0	0	0	449
20:30	0	77	9	0	3	0	0	1	1	0	0	0	0	0	0	91
20:45	1	77	15	0	4	0	0	0	0	0	0	0	0	0	0	97
21:00	1	74	7	0	2	0	0	1	0	0	0	0	0	0	0	85
21:15	0	60	10	0	1	0	0	0	0	0	0	0	0	0	0	71
21:30	2	288	41	0	10	0	0	2	1	0	0	0	0	0	0	344
21:45	1	44	7	0	1	0	0	0	0	0	0	0	0	0	0	53
22:00	0	54	11	0	3	0	0	1	0	0	0	0	0	0	0	69
22:15	0	47	3	0	1	0	0	0	0	0	0	0	0	0	0	51
22:30	0	49	7	0	1	0	0	0	0	0	0	0	0	0	0	57
22:45	1	194	28	0	6	0	0	1	0	0	0	0	0	0	0	230
23:00	2	53	5	0	0	0	0	0	0	0	0	0	0	0	0	60
23:15	0	54	6	0	2	0	0	0	0	0	0	0	0	0	0	62
23:30	1	44	4	0	1	0	0	1	0	0	0	0	0	0	0	51
23:45	0	36	6	0	1	0	0	0	0	0	0	0	0	0	0	43
24:00	3	187	21	0	4	0	0	1	0	0	0	0	0	0	0	216
24:15	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
24:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
24:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
25:00	0	17	4	0	2	0	0	1	0	0	0	0	0	0	0	24
25:15	0	85	12	0	2	0	0	1	0	0	0	0	0	0	0	100
25:30	0	9	6	0	1	0	0	1	0	0	0	0	0	0	0	17
25:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
26:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
26:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
26:30	0	24	9	0	1	0	0	2	0	0	0	0	0	0	0	36
Total	38	3174	551	12	99	5	1	43	8	6	0	0	0	0	11	3948
Percent	1.0%	80.4%	14.0%	0.3%	2.5%	0.1%	0.0%	1.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
12:00	2	157	20	0	7	0	0	7	0	0	0	0	0	0	0	193	
12:15	1	123	19	0	7	0	0	4	0	0	0	0	0	0	0	154	
12:30	0	120	26	0	2	0	0	1	0	0	0	0	0	0	0	149	
12:45	0	135	29	1	3	0	0	2	0	0	0	0	0	0	0	170	
13:00	3	535	94	1	19	0	0	14	0	0	0	0	0	0	0	666	
13:15	0	122	20	0	1	0	0	1	1	0	0	0	0	0	0	145	
13:30	1	116	24	1	9	0	0	5	0	0	0	0	1	0	0	157	
13:45	2	144	27	0	3	0	0	2	0	0	0	0	0	0	0	178	
14:00	1	123	23	0	4	0	0	1	0	0	0	0	0	0	0	152	
14:15	4	505	94	1	17	0	0	9	1	0	0	0	1	0	0	632	
14:30	1	124	25	0	1	0	0	4	0	0	0	0	0	0	0	155	
14:45	3	145	27	0	6	0	0	3	1	0	0	0	0	0	0	185	
15:00	0	112	21	1	1	0	0	3	0	0	0	0	0	0	2	140	
15:15	4	111	23	0	5	2	0	3	0	0	0	0	0	0	0	148	
15:30	8	492	96	1	13	2	0	13	1	0	0	0	0	0	2	628	
15:45	2	131	21	1	4	1	0	0	0	0	0	0	0	0	0	160	
16:00	0	92	23	0	2	0	0	2	0	0	0	0	0	0	0	119	
16:15	1	114	23	1	2	0	0	6	0	0	0	0	0	0	0	147	
16:30	3	121	19	2	2	0	0	3	0	0	0	0	0	0	0	150	
16:45	6	458	86	4	10	1	0	11	0	0	0	0	0	0	0	576	
17:00	1	123	22	0	5	0	0	3	0	0	0	0	0	0	0	154	
17:15	2	116	18	0	0	0	0	1	1	0	0	0	0	0	1	139	
17:30	0	100	20	1	1	0	0	4	1	0	0	0	0	0	1	128	
17:45	1	135	30	0	4	0	0	1	0	0	0	0	0	0	0	171	
18:00	4	474	90	1	10	0	0	9	2	0	0	0	0	0	2	592	
18:15	1	120	20	0	2	0	0	5	0	0	0	0	0	0	1	149	
18:30	1	131	21	0	5	0	0	1	0	0	0	0	0	0	0	159	
18:45	0	133	25	0	2	0	0	3	0	0	0	0	0	0	0	163	
19:00	0	146	19	0	1	0	0	2	0	0	0	0	0	0	1	169	
19:15	2	530	85	0	10	0	0	11	0	0	0	0	0	0	2	640	
19:30	1	124	19	1	0	0	0	4	0	0	0	0	0	0	0	149	
19:45	0	134	20	0	1	0	0	3	0	0	0	0	0	0	0	158	
20:00	1	110	25	0	0	0	0	2	0	0	0	0	0	0	1	139	
20:15	0	126	24	0	2	0	0	2	0	0	0	0	0	0	0	154	
20:30	2	494	88	1	3	0	0	11	0	0	0	0	0	0	1	600	
20:45	0	130	17	0	4	0	0	1	0	0	0	0	0	0	0	152	
21:00	0	93	11	0	1	0	0	4	0	0	0	0	0	0	0	109	
21:15	0	100	18	0	7	0	0	3	1	0	0	0	0	0	0	127	
21:30	2	88	12	0	1	0	0	3	0	0	0	0	0	0	0	106	
21:45	2	411	56	0	13	0	0	11	1	0	0	0	0	0	0	494	
22:00	0	77	20	1	1	0	0	3	0	0	0	0	0	0	0	102	
22:15	0	70	16	0	4	0	0	2	0	0	0	0	0	0	0	92	
22:30	0	97	11	0	1	0	0	2	0	0	0	0	0	0	0	111	
22:45	2	68	17	0	1	0	0	3	0	0	0	0	0	0	0	91	
23:00	2	312	64	1	7	0	0	10	0	0	0	0	0	0	0	396	
23:15	0	64	12	0	2	0	0	1	0	0	0	0	0	0	0	79	
23:30	1	68	12	0	1	0	0	2	0	0	0	0	0	0	0	84	
23:45	2	76	11	0	2	0	0	1	0	0	0	0	0	0	0	92	
24:00	0	54	10	0	2	0	0	2	0	0	0	0	0	0	0	68	
24:15	3	262	45	0	7	0	0	6	0	0	0	0	0	0	0	323	
24:30	0	53	11	1	0	0	0	1	0	0	0	0	0	0	0	66	
24:45	0	68	6	0	1	0	0	0	0	0	0	0	0	0	0	75	
25:00	0	47	9	0	0	0	0	1	0	0	0	0	0	0	0	57	
25:15	2	49	10	0	0	0	0	0	0	0	0	0	0	0	0	61	
25:30	2	217	36	1	1	0	0	2	0	0	0	0	0	0	0	259	
25:45	0	37	4	0	0	0	0	0	0	0	0	0	0	0	0	41	
26:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33	
26:15	0	28	4	0	0	0	0	1	0	0	0	0	0	0	0	33	
26:30	0	31	4	0	0	0	0	1	0	0	0	0	0	0	0	36	
26:45	0	124	17	0	0	0	0	2	0	0	0	0	0	0	0	143	
Total	38	4814	851	11	110	3	0	109	5	0	0	0	0	1	0	7	5949
Percent	0.6%	80.9%	14.3%	0.2%	1.8%	0.1%	0.0%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/28/05	1	29	2	0	0	0	0	2	0	0	0	0	0	0	0	34
00:15	0	26	0	0	1	0	0	0	0	0	0	0	0	0	0	27
00:30	0	29	3	0	1	0	0	1	0	0	0	0	0	0	0	34
00:45	0	29	3	0	0	0	0	1	0	0	0	0	0	0	0	33
01:00	1	113	8	0	2	0	0	4	0	0	0	0	0	0	0	128
01:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
01:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
01:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
02:15	0	47	5	0	1	0	0	0	0	0	0	0	0	0	0	53
02:30	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
02:45	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
03:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
03:30	0	40	2	0	2	0	0	0	0	0	0	0	0	0	0	44
03:45	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	28	4	0	0	0	0	1	0	0	0	0	0	0	0	33
05:00	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
05:45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
06:00	0	26	5	0	1	0	0	0	2	0	0	0	0	0	0	34
06:15	0	8	5	0	0	0	0	1	0	0	0	0	0	0	0	14
06:30	0	13	4	0	0	0	0	1	0	0	0	0	0	0	0	18
06:45	0	16	5	0	1	0	0	8	0	0	0	0	0	0	0	30
07:00	0	20	8	0	2	0	0	14	0	0	0	0	0	0	0	44
07:15	0	57	22	0	3	0	0	24	0	0	0	0	0	0	0	106
07:30	0	17	10	0	0	0	0	15	0	0	0	0	0	0	0	42
07:45	0	24	13	0	0	0	0	10	2	0	0	0	0	0	0	49
08:00	0	29	10	0	2	0	0	13	0	0	0	0	0	0	0	54
08:15	0	32	14	1	2	1	0	10	0	0	0	0	0	0	0	60
08:30	0	102	47	1	4	1	0	48	2	0	0	0	0	0	0	205
08:45	0	43	12	0	0	0	0	12	0	0	0	0	0	0	0	67
09:00	1	49	16	0	0	0	0	7	0	0	0	0	0	0	0	73
09:15	1	47	17	0	2	0	0	17	1	0	0	0	0	0	0	85
09:30	2	67	19	0	3	0	0	9	0	0	0	0	0	0	0	100
09:45	4	206	64	0	5	0	0	45	1	0	0	0	0	0	0	325
10:00	0	75	17	1	1	0	0	5	1	0	0	0	0	0	0	100
10:15	0	97	28	1	4	0	0	8	1	0	0	0	0	0	0	139
10:30	0	87	35	0	3	0	0	18	1	0	0	0	0	0	0	144
10:45	0	104	40	0	3	1	0	7	0	0	0	0	0	0	1	156
11:00	0	363	120	2	11	1	0	38	3	0	0	0	0	0	1	539
11:15	0	122	23	0	5	1	0	9	2	1	0	0	0	0	1	164
11:30	1	154	27	1	1	0	0	12	3	0	0	0	0	0	0	199
11:45	0	176	35	0	1	0	0	7	0	0	0	0	0	0	1	220
12:00	2	185	35	0	6	0	0	12	0	0	0	0	0	0	2	242
12:15	3	637	120	1	13	1	0	40	5	1	0	0	0	0	4	825
12:30	1	186	26	1	2	0	0	5	0	0	0	0	0	0	0	221
12:45	1	166	23	0	4	0	0	9	2	0	0	0	0	0	1	206
13:00	1	209	42	2	7	0	0	11	1	1	0	0	0	0	6	280
13:15	2	147	19	0	5	0	0	3	3	3	0	0	0	0	8	190
13:30	5	708	110	3	18	0	0	28	6	4	0	0	0	0	15	897
13:45	1	212	32	0	7	0	0	13	3	1	0	0	1	0	2	272
14:00	2	152	18	0	3	0	0	7	0	0	0	0	0	0	0	182
14:15	3	155	28	0	1	0	0	4	0	0	0	0	0	0	0	192
14:30	2	146	26	0	7	1	0	6	0	0	0	0	0	0	0	188
14:45	8	666	104	0	18	1	0	30	3	1	0	0	1	0	2	834
Total	21	2993	611	7	78	4	0	258	22	6	0	0	1	0	22	4023
Percent	0.5%	74.4%	15.2%	0.2%	1.9%	0.1%	0.0%	6.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	170	20	0	2	0	0	1	0	0	0	0	0	0	0	193
12:15	4	155	18	1	2	0	0	5	0	0	0	0	0	0	2	187
12:30	3	205	42	2	1	0	0	6	1	0	0	0	0	0	0	260
12:45	1	172	23	1	4	3	0	2	0	1	0	0	0	0	3	210
	8	702	103	4	9	3	0	14	1	1	0	0	0	0	5	850
13:00	0	129	12	5	0	0	0	1	4	2	0	0	0	0	4	157
13:15	0	243	28	1	4	0	0	7	1	1	0	0	1	0	2	288
13:30	1	204	28	1	6	0	0	5	2	0	0	0	1	0	4	250
13:45	2	217	32	0	6	0	0	3	3	0	0	0	3	0	2	288
	3	793	98	7	16	0	0	16	10	3	0	0	5	0	12	963
14:00	1	109	11	3	1	1	0	0	0	2	0	0	0	0	4	132
14:15	2	115	13	1	5	0	0	1	2	1	0	0	1	0	5	146
14:30	2	160	19	2	8	0	0	2	4	2	0	0	0	0	7	206
14:45	3	139	17	3	5	0	0	3	1	1	0	0	0	0	4	176
	8	523	60	9	19	1	0	6	7	6	0	0	1	0	20	660
15:00	2	146	30	0	3	0	0	1	1	0	0	0	0	0	0	183
15:15	3	144	19	1	3	0	0	3	1	0	0	0	0	0	1	175
15:30	4	127	26	4	1	0	0	0	0	0	0	0	0	0	0	162
15:45	1	108	13	0	0	0	0	0	0	0	0	0	0	0	0	122
	10	525	88	5	7	0	0	4	2	0	0	0	0	0	1	642
16:00	2	130	24	0	1	0	0	2	0	0	0	0	0	0	1	160
16:15	2	126	20	0	1	0	0	2	0	0	0	0	0	0	0	153
16:30	1	95	16	0	0	0	0	1	0	0	0	0	0	0	2	115
16:45	3	105	14	0	2	0	0	2	0	0	0	0	0	0	0	126
	8	458	74	0	4	0	0	7	0	0	0	0	0	0	3	554
17:00	1	110	16	1	2	0	0	1	0	0	0	0	0	0	1	132
17:15	3	98	16	1	3	0	0	2	1	0	0	0	1	0	0	125
17:30	1	102	15	0	3	0	0	3	0	0	0	0	0	0	1	125
17:45	1	113	16	1	2	0	0	2	0	0	0	0	0	0	0	135
	6	423	63	3	10	0	0	8	1	0	0	0	1	0	2	517
18:00	2	84	16	0	0	0	0	1	0	0	0	0	0	0	1	104
18:15	0	109	20	1	0	0	0	0	1	0	0	0	0	0	0	131
18:30	5	100	16	0	4	0	0	0	0	0	0	0	0	0	0	125
18:45	0	74	11	1	0	0	0	0	0	0	0	0	0	0	0	86
	7	367	63	2	4	0	0	1	1	0	0	0	0	0	1	446
19:00	0	90	8	0	3	0	0	0	0	0	0	0	0	0	0	101
19:15	3	98	16	0	1	0	0	1	0	0	0	0	0	0	0	119
19:30	2	82	11	1	0	0	0	1	0	0	0	0	0	0	0	97
19:45	0	67	5	0	0	0	0	2	0	0	0	0	0	0	0	74
	5	337	40	1	4	0	0	4	0	0	0	0	0	0	0	391
20:00	2	62	8	1	2	0	0	0	0	1	0	0	0	0	0	76
20:15	1	63	7	0	1	0	0	3	0	0	0	0	0	0	0	75
20:30	0	65	9	0	5	0	0	1	0	0	0	0	0	0	0	80
20:45	3	59	9	0	0	0	0	1	0	0	0	0	0	0	0	72
	6	249	33	1	8	0	0	5	0	1	0	0	0	0	0	303
21:00	0	52	6	0	1	0	0	0	0	0	0	0	0	0	1	60
21:15	1	58	9	0	2	0	0	1	0	0	0	0	0	0	0	71
21:30	1	55	11	0	1	0	0	1	0	0	0	0	0	0	0	69
21:45	1	42	8	0	1	0	0	1	0	0	0	0	0	0	0	53
	3	207	34	0	5	0	0	3	0	0	0	0	0	0	1	253
22:00	0	47	9	0	0	0	0	1	0	0	0	0	0	0	0	57
22:15	1	50	12	0	0	0	0	0	0	0	0	0	0	0	0	63
22:30	0	40	10	0	0	0	0	0	0	0	0	0	0	0	0	50
22:45	1	40	6	1	1	0	0	1	1	0	0	0	0	0	0	51
	2	177	37	1	1	0	0	2	1	0	0	0	0	0	0	221
23:00	1	42	12	0	1	0	0	0	0	0	0	0	0	0	0	56
23:15	1	42	8	0	0	0	0	0	0	0	0	0	0	0	0	51
23:30	2	44	7	0	0	0	0	1	0	0	0	0	0	0	0	54
23:45	0	35	2	0	0	0	0	1	0	0	0	0	0	0	0	36
	4	163	29	0	1	0	0	2	0	0	0	0	0	0	0	199
Total	70	4924	722	33	88	4	0	72	23	11	0	0	7	0	45	5999
Percent	1.2%	82.1%	12.0%	0.6%	1.5%	0.1%	0.0%	1.2%	0.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.8%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/29/05	0	37	4	0	0	0	0	0	0	0	0	0	0	0	0	41
05:15	0	29	4	0	1	0	0	0	0	0	0	0	0	0	0	34
06:30	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	19
06:45	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	20
07:00	1	101	10	0	2	0	0	0	0	0	0	0	0	0	0	114
07:15	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
07:30	0	16	2	0	0	0	0	1	0	0	0	0	0	0	0	19
07:45	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	17
08:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
08:15	0	68	8	1	0	0	0	1	0	0	0	0	0	0	0	78
08:30	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
08:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
09:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
09:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	40	7	0	1	0	0	0	0	0	0	0	0	0	0	48
09:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	8
10:15	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	12
10:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	21	1	0	2	0	0	2	0	0	0	0	0	0	0	26
11:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
11:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	11
11:45	0	4	1	0	0	0	0	2	0	0	0	0	0	0	0	7
12:00	0	28	3	0	0	0	0	3	0	0	0	0	0	0	0	34
12:15	0	9	3	0	0	0	0	2	0	0	0	0	0	0	0	14
12:30	0	14	4	0	0	0	0	2	0	0	0	0	0	0	0	20
12:45	0	14	4	0	0	0	0	3	0	0	0	0	0	0	0	21
13:00	0	22	6	0	0	0	0	1	0	0	0	0	0	0	0	29
13:15	0	59	17	0	0	0	0	8	0	0	0	0	0	0	0	84
13:30	0	23	11	0	1	0	0	6	1	0	0	0	0	0	0	42
13:45	0	35	9	0	2	0	0	9	0	0	0	0	0	0	0	55
14:00	0	38	21	0	1	0	0	5	0	0	0	0	0	0	0	65
14:15	0	52	11	0	1	0	0	8	0	0	0	0	0	0	0	72
14:30	0	148	52	0	5	0	0	28	1	0	0	0	0	0	0	234
14:45	0	56	20	0	2	0	0	9	0	0	0	0	0	0	0	87
15:00	1	52	21	0	3	0	0	14	0	0	0	0	0	0	0	91
15:15	0	87	17	0	0	0	0	10	0	0	0	0	0	0	0	114
15:30	0	97	27	0	2	0	0	16	0	0	0	0	0	0	0	142
15:45	1	292	85	0	7	0	0	49	0	0	0	0	0	0	0	434
16:00	1	122	20	0	1	1	0	10	0	0	0	0	0	0	0	155
16:15	2	114	20	0	4	0	0	14	0	0	0	0	0	0	0	154
16:30	3	145	36	1	6	0	0	11	0	0	0	0	0	0	0	202
16:45	1	147	26	0	1	0	0	7	0	1	0	0	0	0	0	183
17:00	7	528	102	1	12	1	0	42	0	1	0	0	0	0	0	694
17:15	3	183	37	0	1	0	0	13	0	0	0	0	0	0	0	237
17:30	1	209	39	0	6	0	0	10	0	0	0	0	0	0	2	267
17:45	0	211	31	0	4	0	0	11	1	0	0	0	0	0	1	259
18:00	0	192	41	0	1	0	0	11	1	2	0	0	2	0	5	255
18:15	4	795	148	0	12	0	0	45	2	2	0	0	2	0	8	1018
18:30	3	207	49	0	3	0	0	6	1	2	0	0	0	0	4	275
18:45	2	146	19	0	4	0	0	3	3	1	0	0	2	0	7	189
19:00	2	201	42	0	1	0	0	6	2	2	0	0	0	0	6	262
19:15	1	179	18	1	7	0	0	6	1	2	0	0	0	0	5	220
19:30	8	735	128	1	15	0	0	21	7	7	0	0	2	0	22	946
19:45	3	147	21	2	1	0	0	4	2	3	0	0	1	0	2	186
20:00	2	145	31	1	3	0	0	2	2	2	0	0	0	0	6	194
20:15	2	204	32	1	2	0	0	4	1	2	0	0	0	0	3	251
20:30	2	173	32	1	1	0	0	5	1	1	0	0	0	0	5	221
20:45	9	669	116	5	7	0	0	15	6	8	0	0	1	0	16	852
Total	30	3484	677	8	63	1	0	214	16	18	0	0	5	0	46	4562
Percent	0.7%	76.4%	14.8%	0.2%	1.4%	0.0%	0.0%	4.7%	0.4%	0.4%	0.0%	0.0%	0.1%	0.0%	1.0%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	161	23	1	5	0	0	2	3	1	0	0	0	0	3	201
12:15	3	134	27	0	4	1	0	3	4	3	0	0	2	0	8	189
12:30	2	184	29	2	0	1	0	6	3	1	0	0	1	0	6	235
12:45	2	157	16	0	3	0	0	6	2	1	0	0	1	0	9	197
	9	636	95	3	12	2	0	17	12	6	0	0	4	0	26	822
13:00	2	115	10	1	2	0	0	6	3	2	0	0	1	0	8	150
13:15	1	211	29	2	6	0	0	1	4	0	0	0	1	0	7	262
13:30	2	202	31	1	3	0	0	10	3	2	0	0	0	0	1	255
13:45	1	159	17	1	2	1	0	3	3	2	0	0	2	0	6	197
	6	687	87	5	13	1	0	20	13	6	0	0	4	0	22	864
14:00	3	108	19	1	2	0	0	1	2	3	0	0	1	0	3	143
14:15	2	125	16	6	4	0	0	1	2	4	0	0	1	0	4	165
14:30	1	173	22	5	2	0	0	3	3	3	0	0	1	0	6	219
14:45	3	223	33	0	7	0	0	8	0	0	0	0	1	0	3	278
	9	629	90	12	15	0	0	13	7	10	0	0	4	0	16	805
15:00	5	121	14	0	4	0	0	3	1	0	0	0	1	0	9	158
15:15	4	131	24	1	6	0	0	1	1	0	0	0	3	0	2	173
15:30	0	136	18	4	8	0	0	6	7	0	0	0	2	0	6	187
15:45	1	168	21	0	4	0	0	1	0	0	0	0	0	0	3	198
	10	556	77	5	22	0	0	11	9	0	0	0	6	0	20	716
16:00	2	148	11	1	5	0	0	1	0	0	0	0	0	0	1	169
16:15	1	128	16	0	1	0	0	1	0	0	0	0	0	0	0	147
16:30	2	87	12	1	1	0	0	4	0	0	0	0	0	0	0	107
16:45	1	131	12	0	3	0	0	0	1	0	0	0	0	0	0	148
	6	494	51	2	10	0	0	6	1	0	0	0	0	0	1	571
17:00	2	99	16	0	3	0	0	0	0	0	0	0	0	0	0	120
17:15	1	96	20	0	2	0	0	2	0	0	0	0	0	0	2	123
17:30	1	98	13	2	1	0	0	1	0	0	0	0	0	0	2	118
17:45	1	118	19	0	0	0	0	0	0	0	0	0	0	0	0	138
	5	411	68	2	6	0	0	3	0	0	0	0	0	0	4	499
18:00	1	95	5	0	2	0	0	0	0	0	0	0	0	0	2	105
18:15	0	85	12	0	2	0	0	0	0	0	0	0	0	0	2	101
18:30	6	73	4	0	0	0	0	0	0	0	0	0	0	0	0	83
18:45	2	66	11	0	1	0	0	0	0	0	0	0	0	0	1	81
	9	319	32	0	5	0	0	0	0	0	0	0	0	0	5	370
19:00	1	97	12	0	2	0	0	3	0	0	0	0	0	0	0	115
19:15	0	61	10	0	1	0	0	1	0	0	0	0	1	0	0	74
19:30	0	46	7	0	2	0	0	0	0	0	0	0	0	0	0	55
19:45	1	61	5	1	2	0	0	0	0	0	0	0	0	0	1	71
	2	265	34	1	7	0	0	4	0	0	0	0	1	0	1	315
20:00	1	65	11	0	0	0	0	1	0	0	0	0	0	0	0	78
20:15	3	46	9	0	0	0	0	0	0	0	0	0	0	0	0	60
20:30	3	40	2	0	1	0	0	0	0	0	0	0	0	0	0	46
20:45	2	42	2	1	1	0	0	3	0	0	0	0	0	0	1	52
	9	195	24	1	2	0	0	4	0	0	0	0	0	0	1	236
21:00	5	39	7	0	0	0	0	0	0	0	0	0	0	0	0	51
21:15	1	44	8	0	0	0	0	0	0	0	0	0	0	0	1	54
21:30	0	46	4	0	1	0	0	0	0	0	0	0	0	0	0	51
21:45	0	52	7	0	2	0	0	1	1	0	0	0	0	0	0	63
	6	181	26	0	3	0	0	1	1	0	0	0	0	0	1	219
22:00	1	45	9	0	1	0	0	0	0	0	0	0	0	0	0	56
22:15	0	34	10	0	0	0	0	1	0	0	0	0	0	0	0	45
22:30	0	31	10	0	1	0	0	2	0	0	0	0	0	0	0	44
22:45	0	40	2	0	1	0	0	1	0	0	0	0	0	0	0	44
	1	150	31	0	3	0	0	4	0	0	0	0	0	0	0	189
23:00	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
23:15	1	22	3	0	0	0	0	0	0	0	0	0	0	0	0	26
23:30	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
23:45	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	1	97	14	0	0	0	0	0	0	0	0	0	0	0	0	112
Total	73	4620	629	31	98	3	0	83	43	22	0	0	19	0	97	5718
Percent	1.3%	80.8%	11.0%	0.5%	1.7%	0.1%	0.0%	1.5%	0.8%	0.4%	0.0%	0.0%	0.3%	0.0%	1.7%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/30/05	0	29	4	1	0	0	0	0	0	0	0	0	0	0	0	34
00:15	0	17	3	0	0	0	0	1	0	0	0	0	0	0	0	21
00:30	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
00:45	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	67	15	1	1	0	0	1	0	0	0	0	0	0	0	85
01:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30	0	13	1	0	0	0	0	1	0	0	0	0	0	0	0	15
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
02:15	0	40	3	0	0	0	0	1	0	0	0	0	0	0	0	44
02:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
02:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
03:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	8
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	3	3	0	0	0	0	2	0	0	0	0	0	0	0	8
04:45	0	7	2	0	0	0	0	1	0	0	0	0	0	0	0	10
05:00	0	15	7	0	0	0	0	3	0	0	0	0	0	0	0	25
05:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30	1	8	4	0	0	0	0	2	1	0	0	0	0	0	0	16
05:45	0	18	6	1	0	0	0	5	0	0	0	0	0	0	0	30
06:00	0	21	3	1	0	0	0	4	0	0	0	0	0	0	0	29
06:15	1	54	15	2	0	0	0	11	1	0	0	0	0	0	0	84
06:30	0	31	10	0	0	1	0	6	0	0	0	0	0	0	0	48
06:45	0	31	9	0	2	0	0	6	0	0	0	0	0	0	1	49
07:00	0	32	14	0	0	0	0	11	0	0	0	0	0	0	0	57
07:15	0	41	14	0	0	0	0	5	0	0	0	0	0	0	0	60
07:30	0	135	47	0	2	1	0	28	0	0	0	0	0	0	1	214
07:45	0	58	16	1	1	0	0	3	0	0	0	0	0	0	0	79
08:00	0	65	19	0	2	0	0	6	0	0	0	0	0	0	0	92
08:15	0	65	16	0	2	0	0	5	0	0	0	0	0	0	0	88
08:30	2	102	18	0	2	1	0	5	0	0	0	0	0	0	0	130
08:45	2	290	69	1	7	1	0	19	0	0	0	0	0	0	0	389
09:00	0	109	24	0	1	0	0	6	1	0	0	0	0	0	0	141
09:15	2	138	31	0	3	0	0	6	0	0	0	0	0	0	0	180
09:30	0	137	27	0	5	0	0	2	0	0	0	0	0	0	0	171
09:45	3	183	35	0	3	0	0	5	0	0	0	0	0	0	0	229
10:00	5	567	117	0	12	0	0	19	1	0	0	0	0	0	0	721
10:15	1	188	43	0	3	0	0	6	1	0	0	0	0	0	1	243
10:30	1	161	31	0	2	0	0	4	4	1	0	0	0	0	5	209
10:45	0	242	43	1	3	0	0	5	0	0	0	0	0	0	0	294
11:00	0	235	49	1	1	0	0	7	0	0	0	0	0	0	1	294
11:15	2	826	166	2	9	0	0	22	5	1	0	0	0	0	7	1040
11:30	2	281	57	0	2	0	0	7	0	0	0	0	0	0	0	349
11:45	0	198	32	2	8	0	0	8	1	0	0	0	2	0	4	255
12:00	0	150	27	0	10	1	0	6	1	2	0	0	3	0	7	207
12:15	0	173	23	1	7	0	0	2	2	2	0	0	2	0	6	218
12:30	2	802	139	3	27	1	0	23	4	4	0	0	7	0	17	1029
12:45	0	213	37	2	6	0	0	7	0	1	0	0	2	0	4	272
13:00	2	129	19	0	1	0	0	3	4	3	0	0	0	0	6	167
13:15	0	213	23	1	8	0	0	3	2	0	0	0	0	0	3	253
13:30	2	192	28	0	3	0	0	2	1	1	0	0	0	0	6	235
13:45	4	747	107	3	18	0	0	15	7	5	0	0	2	0	19	927
Total	16	3591	691	12	78	3	0	142	18	10	0	0	9	0	44	4614
Percent	0.3%	77.8%	15.0%	0.3%	1.7%	0.1%	0.0%	3.1%	0.4%	0.2%	0.0%	0.0%	0.2%	0.0%	1.0%	

PINELLAS
 SR-679,N/O BRIDGE [STRUCTURE E]

Site Code: 140122900000
 Station ID: 150002111100

SOUTH BOUND

Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	166	27	1	4	0	0	3	5	1	0	0	0	0	2	211
12:15	3	107	20	1	2	1	0	4	1	4	0	0	0	0	4	147
12:30	1	198	40	1	4	0	0	4	1	0	0	0	1	0	8	258
12:45	3	238	28	0	6	0	1	4	0	1	0	0	0	0	4	285
	9	709	115	3	16	1	1	15	7	6	0	0	1	0	18	901
13:00	2	131	18	1	1	1	0	1	6	0	0	0	1	0	7	169
13:15	1	222	32	2	3	0	0	4	1	0	0	0	0	0	2	267
13:30	0	182	20	2	3	0	0	1	1	1	0	0	2	0	7	219
13:45	5	227	27	2	1	0	0	2	0	0	0	0	0	0	2	266
	8	762	97	7	8	1	0	8	8	1	0	0	3	0	18	921
14:00	0	150	22	0	2	0	0	3	4	0	0	0	1	0	3	185
14:15	1	128	6	0	2	0	0	3	2	1	0	0	2	0	8	153
14:30	1	156	11	4	6	0	0	0	2	3	0	0	1	0	9	193
14:45	4	159	26	3	5	0	0	3	1	1	0	0	0	0	3	205
	6	593	65	7	15	0	0	9	9	5	0	0	4	0	23	736
15:00	3	154	19	0	2	0	0	2	0	0	0	0	0	0	0	180
15:15	2	140	23	0	0	0	0	3	0	0	0	0	0	0	0	168
15:30	2	132	13	0	2	0	0	1	1	0	0	0	0	0	0	151
15:45	5	102	9	0	1	0	0	1	0	0	0	0	0	0	1	119
	12	528	64	0	5	0	0	7	1	0	0	0	0	0	1	618
16:00	1	108	11	0	1	0	0	0	0	0	0	0	0	0	0	121
16:15	0	107	20	0	0	0	0	1	0	0	0	0	0	0	2	130
16:30	1	114	15	0	2	0	0	0	0	0	0	0	0	0	0	132
16:45	1	121	15	0	5	0	0	1	0	0	0	0	0	0	1	144
	3	450	61	0	8	0	0	2	0	0	0	0	0	0	3	527
17:00	2	101	14	0	0	0	0	1	0	0	0	0	0	0	0	118
17:15	1	99	9	0	3	0	0	1	0	0	0	0	0	0	0	113
17:30	2	88	13	0	1	0	0	1	0	1	0	0	0	0	0	106
17:45	1	73	5	0	1	0	0	1	0	0	0	0	0	0	0	81
	6	361	41	0	5	0	0	4	0	1	0	0	0	0	0	418
18:00	1	82	9	0	6	0	0	1	0	0	0	0	0	0	1	100
18:15	3	67	9	1	1	0	0	1	0	0	0	0	0	0	1	83
18:30	5	65	8	1	2	0	0	0	2	0	0	0	0	0	1	84
18:45	5	52	9	0	1	0	0	1	0	0	0	0	0	0	2	70
	14	266	35	2	10	0	0	3	2	0	0	0	0	0	5	337
19:00	0	48	8	0	1	0	0	0	0	0	0	0	0	0	0	57
19:15	0	49	10	0	0	0	0	1	0	0	0	0	0	0	1	61
19:30	6	53	4	0	0	0	0	0	0	0	0	0	0	0	0	63
19:45	2	45	5	0	1	0	0	0	0	0	0	0	0	0	0	53
	8	195	27	0	2	0	0	1	0	0	0	0	0	0	1	234
20:00	0	42	4	0	0	0	0	0	0	0	0	0	0	0	1	47
20:15	1	35	3	0	0	0	0	0	0	0	0	0	0	0	0	39
20:30	1	37	4	0	1	0	0	0	0	0	0	0	0	0	0	43
20:45	0	46	4	0	1	0	0	0	0	0	0	0	0	0	0	51
	2	160	15	0	2	0	0	0	0	0	0	0	0	0	1	180
21:00	0	51	7	0	1	0	0	0	0	0	0	0	0	0	0	59
21:15	0	36	4	0	2	0	0	0	0	0	0	0	0	0	0	42
21:30	0	33	5	0	1	0	0	0	0	0	0	0	0	0	0	39
21:45	1	40	5	0	1	0	0	0	0	0	0	0	0	0	0	47
	1	160	21	0	5	0	0	0	0	0	0	0	0	0	0	187
22:00	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	37
22:15	0	23	4	0	1	0	0	0	0	0	0	0	0	0	0	28
22:30	0	26	6	0	1	0	0	0	0	0	0	0	0	0	0	33
22:45	0	25	4	0	1	0	0	0	0	0	0	0	0	0	0	30
	0	108	17	0	3	0	0	0	0	0	0	0	0	0	0	128
23:00	0	21	3	0	0	0	0	0	1	0	0	0	0	0	0	25
23:15	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
23:30	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	13
23:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	66	9	0	0	0	0	1	1	0	0	0	0	0	0	77
Total	69	4358	567	19	79	2	1	50	28	13	0	0	8	0	70	5264
Percent	1.3%	82.8%	10.8%	0.4%	1.5%	0.0%	0.0%	0.9%	0.5%	0.2%	0.0%	0.0%	0.2%	0.0%	1.3%	
Grand Total	740	67218	11745	315	1709	113	46	2118	350	203	44	49	131	0	667	85448
Percent	0.9%	78.7%	13.7%	0.4%	2.0%	0.1%	0.1%	2.5%	0.4%	0.2%	0.1%	0.1%	0.2%	0.0%	0.8%	

APPENDIX B
FOUR HOUR TURNING MOVEMENT COUNTS

Florida Transportation Engineering, Inc.
 8250 Pascal Drive
 Punta Gorda, FL 33950
 P# (941)6392818, Fax# (941)6394861

Counter: 2131
 Counted By: JASON
 Weather: FAIR
 Other: 7-11 DRIVEWAY S/O MADONNA-BANK2

File Name : sr679@madonna
 Site Code : 00002131
 Start Date : 5/29/2005
 Page No : 1

Groups Printed- 7-11 DRIVEWAY(R-IN-R-OUT)

Start Time	SR-679 Southbound			SR-679 Northbound			MADONNA Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00	9	0	0	0	0	0	1	0	0	0
11:15	10	0	0	0	0	0	3	0	0	0
11:30	8	0	0	0	0	0	3	0	0	0
11:45	11	0	0	0	0	0	3	0	0	0
Total	38	0	0	0	0	0	10	0	0	0
12:00	8	0	0	0	0	0	3	0	0	0
12:15	9	0	0	0	0	0	4	0	0	0
12:30	9	0	0	0	0	0	3	0	0	0
12:45	8	0	0	0	0	0	3	0	0	0
Total	34	0	0	0	0	0	14	0	0	0

BREAK

16:00	4	0	0	0	0	0	1	0	0	0
16:15	4	0	0	0	0	0	2	0	0	0
16:30	5	0	0	0	0	0	2	0	0	0
16:45	2	0	0	0	0	0	4	0	0	0
Total	15	0	0	0	0	0	9	0	0	0
17:00	6	0	0	0	0	0	4	0	0	0
17:15	5	0	0	0	0	0	1	0	0	0
17:30	4	0	0	0	0	0	2	0	0	0
17:45	7	0	0	0	0	0	2	0	0	0
Total	22	0	0	0	0	0	9	0	0	0
Grand Total	109	0	0	0	0	0	42	0	0	0
Approach %	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0
Total %	72.2	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	0.0

Start Time	SR-679 Southbound			SR-679 Northbound			MADONNA Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 to 12:45 - Peak 1 of 1	37	0	0	0	0	0	0	0	0	0
Intersection Volume	37	0	0	0	0	0	0	0	0	0
Percent	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Factor	11	0	0	0	0	0	0	0	0	0
High Int. Volume	11	0	0	0	0	0	0	0	0	0
Peak Factor	11	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	4	0	0	0
17:00 to 17:45 - Peak 1 of 1	22	0	0	0	0	0	0	0	0	0
Intersection Volume	22	0	0	0	0	0	0	0	0	0
Percent	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Factor	6	0	0	0	0	0	4	0	0	0
High Int. Volume	7	0	0	0	0	0	0	0	0	0
Peak Factor	7	0	0	0	0	0	4	0	0	0
Grand Total	109	0	0	0	0	0	42	0	0	0
Approach %	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0
Total %	72.2	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	0.0

APPENDIX C
EXISTING WADT AND TRAFFIC CHARACTERISTICS

SR 679 North of Bridge (Structure E)
Traffic Characteristics Estimates
Weekend Traffic

ESTIMATED K

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Sat 05/21/05	4:30-5:30	19606	1540	7.85%
Sun 05/22/05	5:00-6:00	18920	1464	7.74%
Average		19263	N/A	7.80%
Estimated K100 = Avg. Pk-Daily / Avg. MOCF Estimated K100 = 7.80% / 0.88 = 8.86%				
Estimated K30 = Est. K100 X FDOT's Urban Area Conversion Factor Estimated K30 = 8.86% X 1.07 = 9.48%				

Year	MOCF
2002	0.88
2003	0.88
2004	0.87
Avg.	0.88

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		NB + SB	NB	SB	
Sat 05/21/05	4:30-5:30	1540	1081	459	70.19%
Sun 05/22/05	5:00-6:00	1464	996	468	68.03%
Average		Estimated D =			69.11%

ESTIMATED T

Measured Day	Daily Count	Daily Truck Count		
		Med	Heavy	Total
Sat 05/21/05	19606	363	1128	1491
Sun 05/22/05	18920	355	1312	1667
Average	19263	359	1220	1579
% T of Average Daily Count		1.86%	6.33%	8.20%

SR 679 North of Bridge (Structure E)
Traffic Characteristics Estimates
Weekday Traffic

ESTIMATED K

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 05/24/2005	5:00-6:00	13481	1011	7.50%
Wed 05/25/2005	5:00-6:00	14645	1134	7.74%
Thr 05/26/2005	4:30-5:30	15966	1229	7.70%
Average		14697	N/A	7.65%
Estimated K100 = Avg. Pk-Daily / Avg. MOCF				
Estimated K100 = 7.65% / 0.88 = 8.69%				
Estimated K30 = Est. K100 X FDOT's Urban Area Conversion Factor				
Estimated K30 = 8.69% X 1.07 = 9.30%				

<u>Year</u>	<u>MOCF</u>
2002	0.88
2003	0.88
2004	0.87
Avg.	0.88

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		NB + SB	NB	SB	
Tue 05/24/2005	5:00-6:00	1011	474	537	53.12%
Wed 05/25/2005	5:00-6:00	1134	516	618	54.50%
Thr 05/26/2005	4:30-5:30	1229	627	602	51.02%
Average		Estimated D =			52.88%

ESTIMATED T

Measured Day	Daily Count	Daily Truck Count		
		Med	Heavy	Total
Tue 05/24/2005	13481	322	180	502
Wed 05/25/2005	14645	279	169	448
Thr 05/26/2005	15966	321	261	582
Average		307	203	511
% T of Average Daily Count		2.09%	1.38%	3.47%

SR 679 North of Bridge (Structure E)

Traffic Characteristics Estimates Memorial Weekend Traffic

ESTIMATED K

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio		
Sat 05/28/2005	4:30-5:30	21102	1664	7.89%		
Sun 05/29/2005	5:00-6:00	22400	1798	8.03%		
Mon 05/30/2005	3:30-4:30	22056	1797	8.15%		
Average		21853	N/A	8.02%		
Estimated K100 = Avg. Pk-Daily / Avg. MOCF						
Estimated	K100 =	8.02%	/	0.88	=	9.11%
Estimated K30 = Est. K100 X FDOT's Urban Area Conversion Factor						
Estimated	K30 =	9.11%	X	1.07	=	9.75%

Year	MOCF
2002	0.88
2003	0.88
<u>2004</u>	<u>0.87</u>
Avg.	0.88

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		NB + SB	NB	SB	
Sat 05/28/2005	4:30-5:30	1664	1166	498	70.07%
Sun 05/29/2005	5:00-6:00	1798	1299	499	72.25%
Mon 05/30/2005	3:30-4:30	1797	1276	521	71.01%
Average		Estimated D =			71.11%

ESTIMATED T

Measured Day	Daily Count	Daily Truck Count		
		Med	Heavy	Total
Sat 05/28/2005	21102	320	803	1123
Sun 05/29/2005	22400	302	1014	1316
Mon 05/30/2005	22056	306	805	1111
Average	21853	309	874	1183
% T of Average Daily Count		1.42%	4.00%	5.42%

APPENDIX D
SEASONAL FACTORS

Florida Department of Transportation
Transportation Statistics Office
2004 Peak Season Factor Category Report

PINELLAS COUNTYWIDE

MOCF = 0.94

Category: 1500

<u>Week</u>	<u>Dates</u>	<u>SF</u>	<u>PSCF</u>
1	01/01/2004 - 01/03/2004	1.05	1.12
2	01/04/2004 - 01/10/2004	1.04	1.11
3	01/11/2004 - 01/17/2004	1.03	1.10
4	01/18/2004 - 01/24/2004	1.02	1.09
5	01/25/2004 - 01/31/2004	1.00	1.06
6	02/01/2004 - 02/07/2004	0.98	1.04
* 7	02/08/2004 - 02/14/2004	0.97	1.03
* 8	02/15/2004 - 02/21/2004	0.95	1.01
* 9	02/22/2004 - 02/28/2004	0.94	1.00
* 10	02/29/2004 - 03/06/2004	0.93	0.99
* 11	03/07/2004 - 03/13/2004	0.92	0.98
* 12	03/14/2004 - 03/20/2004	0.91	0.97
* 13	03/21/2004 - 03/27/2004	0.92	0.98
* 14	03/28/2004 - 04/03/2004	0.93	0.99
* 15	04/04/2004 - 04/10/2004	0.93	0.99
* 16	04/11/2004 - 04/17/2004	0.94	1.00
* 17	04/18/2004 - 04/24/2004	0.95	1.01
* 18	04/25/2004 - 05/01/2004	0.96	1.02
* 19	05/02/2004 - 05/08/2004	0.97	1.03
20	05/09/2004 - 05/15/2004	0.98	1.04
21	05/16/2004 - 05/22/2004	0.98	1.04
22	05/23/2004 - 05/29/2004	0.99	1.05
23	05/30/2004 - 06/05/2004	0.99	1.05
24	06/06/2004 - 06/12/2004	0.99	1.05
25	06/13/2004 - 06/19/2004	1.00	1.06
26	06/20/2004 - 06/26/2004	1.00	1.06
27	06/27/2004 - 07/03/2004	1.00	1.06
28	07/04/2004 - 07/10/2004	1.00	1.06
29	07/11/2004 - 07/17/2004	1.00	1.06
30	07/18/2004 - 07/24/2004	1.01	1.07
31	07/25/2004 - 07/31/2004	1.02	1.09
32	08/01/2004 - 08/07/2004	1.03	1.10
33	08/08/2004 - 08/14/2004	1.04	1.11
34	08/15/2004 - 08/21/2004	1.05	1.12
35	08/22/2004 - 08/28/2004	1.07	1.14
36	08/29/2004 - 09/04/2004	1.08	1.15
37	09/05/2004 - 09/11/2004	1.10	1.17
38	09/12/2004 - 09/18/2004	1.11	1.18
39	09/19/2004 - 09/25/2004	1.09	1.16
40	09/26/2004 - 10/02/2004	1.06	1.13
41	10/03/2004 - 10/09/2004	1.03	1.10
42	10/10/2004 - 10/16/2004	1.01	1.07
43	10/17/2004 - 10/23/2004	1.01	1.07
44	10/24/2004 - 10/30/2004	1.02	1.09
45	10/31/2004 - 11/06/2004	1.02	1.09
46	11/07/2004 - 11/13/2004	1.03	1.10
47	11/14/2004 - 11/20/2004	1.04	1.11
48	11/21/2004 - 11/27/2004	1.04	1.11
49	11/28/2004 - 12/04/2004	1.04	1.11
50	12/05/2004 - 12/11/2004	1.04	1.11
51	12/12/2004 - 12/18/2004	1.05	1.12
52	12/19/2004 - 12/25/2004	1.04	1.11
53	12/26/2004 - 12/31/2004	1.03	1.10

2004 Peak Season Factor Category Report

MOCF = 0.95

PINELLAS I275
Category: 1527

<u>Week</u>	<u>Dates</u>	<u>SF</u>	<u>PSCF</u>
1	01/01/2004 - 01/03/2004	1.01	1.06
2	01/04/2004 - 01/10/2004	1.01	1.06
3	01/11/2004 - 01/17/2004	1.02	1.07
4	01/18/2004 - 01/24/2004	1.01	1.06
5	01/25/2004 - 01/31/2004	1.00	1.05
* 6	02/01/2004 - 02/07/2004	0.98	1.03
* 7	02/08/2004 - 02/14/2004	0.97	1.02
* 8	02/15/2004 - 02/21/2004	0.96	1.01
* 9	02/22/2004 - 02/28/2004	0.95	1.00
* 10	02/29/2004 - 03/06/2004	0.94	0.99
* 11	03/07/2004 - 03/13/2004	0.94	0.99
* 12	03/14/2004 - 03/20/2004	0.93	0.98
* 13	03/21/2004 - 03/27/2004	0.94	0.99
* 14	03/28/2004 - 04/03/2004	0.94	0.99
* 15	04/04/2004 - 04/10/2004	0.94	0.99
* 16	04/11/2004 - 04/17/2004	0.95	1.00
* 17	04/18/2004 - 04/24/2004	0.96	1.01
* 18	04/25/2004 - 05/01/2004	0.98	1.03
19	05/02/2004 - 05/08/2004	0.99	1.04
20	05/09/2004 - 05/15/2004	1.00	1.05
21	05/16/2004 - 05/22/2004	1.00	1.05
22	05/23/2004 - 05/29/2004	1.01	1.06
23	05/30/2004 - 06/05/2004	1.01	1.06
24	06/06/2004 - 06/12/2004	1.02	1.07
25	06/13/2004 - 06/19/2004	1.02	1.07
26	06/20/2004 - 06/26/2004	1.02	1.07
27	06/27/2004 - 07/03/2004	1.02	1.07
28	07/04/2004 - 07/10/2004	1.02	1.07
29	07/11/2004 - 07/17/2004	1.02	1.07
30	07/18/2004 - 07/24/2004	1.02	1.07
31	07/25/2004 - 07/31/2004	1.03	1.08
32	08/01/2004 - 08/07/2004	1.03	1.08
33	08/08/2004 - 08/14/2004	1.04	1.09
34	08/15/2004 - 08/21/2004	1.04	1.09
35	08/22/2004 - 08/28/2004	1.05	1.11
36	08/29/2004 - 09/04/2004	1.06	1.12
37	09/05/2004 - 09/11/2004	1.06	1.12
38	09/12/2004 - 09/18/2004	1.07	1.13
39	09/19/2004 - 09/25/2004	1.06	1.12
40	09/26/2004 - 10/02/2004	1.04	1.09
41	10/03/2004 - 10/09/2004	1.02	1.07
42	10/10/2004 - 10/16/2004	1.01	1.06
43	10/17/2004 - 10/23/2004	1.01	1.06
44	10/24/2004 - 10/30/2004	1.00	1.05
45	10/31/2004 - 11/06/2004	1.00	1.05
46	11/07/2004 - 11/13/2004	0.99	1.04
47	11/14/2004 - 11/20/2004	0.99	1.04
48	11/21/2004 - 11/27/2004	1.00	1.05
49	11/28/2004 - 12/04/2004	1.00	1.05
50	12/05/2004 - 12/11/2004	1.00	1.05
51	12/12/2004 - 12/18/2004	1.01	1.06
52	12/19/2004 - 12/25/2004	1.01	1.06
53	12/26/2004 - 12/31/2004	1.02	1.07

APPENDIX E
EXISTING DHV

Structure E (SR679)
2005 PM Design Hour Volume Calculations.

SR679 @ Madonna

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 PM Peak Hr. Vol	143	1132	N/A	110	39	N/A	N/A
2005 % Turns	11%	89%	0%	18%	19%	0%	0%
2005 Weekend ADT	19300		19300				
K30	0.0948		0.0948				
D	0.6710		0.3290				
2005 PM DHV	135	1093	N/A	160	38	N/A	N/A
Rev. 2005 PM DHV			458				

711 Driveway South of Madonna - (R-in-R-out)

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 PM Peak Hr. Vol	N/A	N/A	N/A	N/A	9	N/A	N/A
2005 % Turns	0%	0%	100%	0%	100%	0%	0%
2005 Weekend ADT							
K30							
D							
2005 PM DHV	N/A	N/A	N/A	N/A	9	N/A	N/A
Rev. 2005 PM DHV							

SR679 @ Subway Village (North of Madonna)

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 PM Peak Hr. Vol	0	1284	10	43	574	23	4
2005 % Turns	0%	99%	1%	7%	90%	4%	4%
2005 Weekend ADT	19300		19300				
K30	0.0948		0.0948				
D	0.6710		0.3290				
2005 PM DHV	8	1246	12	42	542	18	4
Rev. 2005 PM DHV	10	1231		31	0	17	4

West of Madonna

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 PM Peak Hr. Vol	2	5	63	25	7	16	71
2005 % Turns	3%	7%	90%	52%	15%	33%	28%
2005 Weekend ADT							
K30							
D							
2005 PM DHV	2	5	62	24	7	16	66
Rev. 2005 PM DHV				10	112	8	125

Notes:
 2005 peak hour volumes and 2005 percent turns were developed from the existing count data collected for this study.
 K and D factors were reviewed and approved by District 7 Staff.
 K and D factors used here are based on classification counts completed for SR679 north of Structure E.
 2005 PM Peak Hr. Vol. refer to the turning movement counts completed on the weekend of May 21 and 22, 2005.
 The dominate direction for the D30 factor is based on existing count data.
 Revised DHVs reflect insignificant growth on particular approaches or reflect the balancing between intersections.
 In some instances, 2005 ADT volumes were not available, therefore, growth on adjacent intersection / intersection legs (i.e. ratio of 2005 PM DHV to 2005 Peak Hr. Vol.) were used to develop the side street DHV.

Summary of K₃₀, D₃₀, T, and ADT for SR679 (Structure E)

		Source: Existing Daily Counts.		
		Weekday	Weekend	Memorial Weekend
SR679 North of Structure E	K ₃₀	0.0930	0.0948	0.0975
	D ₃₀	0.5288	0.6911	0.7111
	T	0.0347	0.0820	0.0542
	ADT	14697	19263	21853
SR679 South of Pinellas Bayway	K ₃₀	0.0929	0.1053	0.1060
	D ₃₀	0.5337	0.5606	0.6751
	T	0.0584	0.0842	0.1151
	ADT	15896	19903	21812
SR679 South of Madonna Blvd.	K ₃₀	0.0951	0.1108	0.1099
	D ₃₀	0.5901	0.5607	0.5930
	T	0.0418	0.0729	0.0906
	ADT	14829	20470	23504
		Source: Florida Traffic Information CD 2004		
SR679 North of Structure E (0081, MP = 9.720)	K ₃₀	0.0993		
	D ₃₀	0.5918		
	T	0.0552		
	AADT	16000		
SR679 South of Structure E (5324, MP = 6.875)	K ₃₀	0.0993		
	D ₃₀	0.5918		
	T	0.0766		
	AADT	9100		

APPENDIX F
VISSIM OUTPUTS, AVI CLIPS, AND FIELD VIDEOS

Appendix F

DVD VISSIM Outputs (AVI Clips), and Field Videos

The following are the list and description of files included in the DVD. Please note that the optical drive must be DVD compatible to read this disc.

FILENAME	DESCRIPTION
Vissim Videos	
existing_2005_PM_20.avi	Existing condition, 2005 PM, Low-level bascule bridge opening every 20 minutes
realigned_2030_PM_fixd.avi	Realigned Condition, 2030 PM, Fixed bridge
Field Videos (28th May, 2005)	
AM Bridge Up.MPG	AM, Backup when bridge is open
AM north of bridge 1.avi	AM, North of bridge
AM north queue growing.avi	AM, North of bridge, growing queue
AM south of bridge family 1.avi	AM, South of bridge, towards the intersection
AM south of bridge family 2.avi	AM, South of bridge, towards the bridge
AM SR 682 WB1.avi	AM, SR 682 WB, toll plaza
AM SR 682 WB2.avi	AM, SR 682 WB, toll plaza continued
AM SR 682 WB3 queue.avi	AM, SR 682 WB, queue
Bridge Opening.MPG	Bridge opening
Madonna median stack 1.MPG	Madonna median stacked vehicles
Madonna median stack 2.MPG	Madonna median stacked vehicles continued
PM south of bridge 1.MPG	PM, South of bridge, facing west
PM south of bridge 2.MPG	PM, South of bridge, traveling southbound
PM south of bridge 3.MPG	PM, South of bridge, traveling northbound
PM south of bridge 4.MPG	PM, South of bridge, facing east

APPENDIX G
MODEL ADJUSTMENTS AND FUTURE WADT

2025 Cost Affordable LRTP Traffic Adjustment										
	1	2	3	4 = 1 st model 00 Model Validation AADT	MOCF = 5 = 2 nd model Model AADT	0.94 6 = (3/4)*5 Adj Ratio AADT	7 = (3-4)+5 Smoothing Adj Diff AADT	8 = (6+7)/2 2025 Average AADT	9 = (4/3) 2000 Vol/Count AADT	10 = (8/3) 2025/2000 Growth Ratio
North of Structure E	13693	16603	14400	12,871	15,607	17,460	17,135	17,298	0.89	1.20

Notes:
2025 model AADT adjustment was completed based on NCHRP 255 average adjustment method.

2025 Weekend ADT Calculation									
Description	2005 Weekday Count	SF	2005 Weekday AADT	2025 Model Output	2025 Model AADT	MOCF	2025 Adj. Model AADT	2005 Weekend Count AADT	2025 Weekend AADT
North of Structure E	14697	1	14697	16603	15607	0.94	17298	19300	22700

Notes:
2025 weekend ADT was developed upon multiplying the 2005 weekend count ADT by the ratio of 2025 adj. model AADT over 2005 weekday AADT.

Adjustments made to 2025 TBRPM Cost Feasible Model

- Increased attractions for the Ft. De Soto Park.
- Adjusted centroid locations on either side of SR 679 south of SR 682 to better reflect the local traffic pattern.

2010, 2020, and 2030 ADT Calculation					
	2005 Weekend Count ADT	2010 Interpolated ADT	2020 Interpolated ADT	2025 Weekend ADT	2030 Extrapolated ADT
North of Structure	19300	20200	21900	22700	23600

Notes:

2010 ADT is interpolated between 2005 weekend count ADT and 2025 weekend ADT

2020 ADT is interpolated between 2005 weekend count ADT and 2025 weekend ADT

2030 ADT is extrapolated from 2005 weekend count ADT and 2025 weekend ADT

APPENDIX H
FUTURE DHV

Structure E (SR679)
2010 AM Design Hour Volume Calculations

SR679 @ Madonna

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 AM DHV	181	421	N/A	107	N/A	98	N/A
2005 % Turns	30%	70%	0%	52%	0%	48%	0%
2010 Weekend ADT	20200	20200	20200	143	N/A	104	N/A
K30	0.0948	1915	1915	143	N/A	104	N/A
D	0.3290	630	1285	143	N/A	104	N/A
2010 AM DHV	189	441	0	143	N/A	104	N/A
Rev. 2010 AM DHV	502	1139	1139	128	N/A	128	N/A

7111 Driveway South of Madonna - (R-in-R-out)

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 AM DHV	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2005 % Turns	0%	0%	0%	0%	0%	0%	0%
2010 AM DHV	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rev. 2010 AM DHV	N/A	N/A	N/A	N/A	N/A	N/A	N/A

SR679 @ Subway Village (North of Madonna)

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 AM DHV	6	510	12	23	2	9	2
2005 % Turns	1%	97%	1%	29%	3%	39%	9%
2010 Weekend ADT	20200	1915	20200	25	2	10	2
K30	0.0948	1915	1285	25	2	10	2
D	0.3290	630	1285	25	2	10	2
2010 AM DHV	6	541	13	25	2	10	2
Rev. 2010 AM DHV	7	610	1195	5	5	5	5

West of Madonna

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Thru
2005 AM DHV	14	4	19	32	118	90	122
2005 % Turns	38%	11%	51%	18%	68%	30%	40%
2010 AM DHV	15	4	20	34	123	94	127
Rev. 2010 AM DHV	21	5	78	133	133	94	127

Notes:
2005 PM DHV were developed based on existing weekend ADT, K, and D completed for north of Structure E along with the existing percent turns.
K and D factors were reviewed and approved by District 7 Staff.
K and D factors used here are based on classification counts completed for SR679 north of Structure E.
The dominate direction for the D30 factor is based on existing count data.
Revised DHVs reflect insignificant growth on particular approaches or reflect the balancing between intersections.
In some instances, 2010 ADT volumes were not available, therefore, growth on adjacent intersection / intersection legs (i.e. ratio of 2010 AM DHV to 2005 AM DHV) were used to develop the side street DHV.

Structure E (SR679)
2020 AM Design Hour Volume Calculations

SR679 @ Madonna

2005 AM DHV		2005 % Turns		2020 AM DHV		2020 % Turns	
2005 AM DHV	181	421	N/A	2005 AM DHV	121	98	48%
2005 % Turns	30%	70%	0%	2005 % Turns	0%	90%	10%
2020 Weekend ADT	21900			2020 Weekend ADT	21900		
K30	0.0948			K30	0.0948		
D	0.3290			D	0.6710		
2020 AM DHV	205	476	N/A	2020 AM DHV	0	1254	435
Rev. 2020 AM DHV		543		Rev. 2020 AM DHV		1234	137

711 Driveway South of Madonna - (R-in-R-out)

2005 AM DHV		2005 % Turns		2020 AM DHV		2020 % Turns	
2005 AM DHV	N/A	N/A	N/A	2005 AM DHV	46	16	100%
2005 % Turns	0%	0%	0%	2005 % Turns	0%	0%	100%
2020 AM DHV	N/A	N/A	N/A	2020 AM DHV	N/A	N/A	18

SR679 @ Subway Village (North of Madonna)

2005 AM DHV		2005 % Turns		2020 AM DHV		2020 % Turns	
2005 AM DHV	6	510	12	2005 AM DHV	74	55	69%
2005 % Turns	1%	97%	2%	2005 % Turns	25%	3%	69%
2020 Weekend ADT	21900			2020 Weekend ADT	21900		
K30	0.0948			K30	0.0948		
D	0.3290			D	0.6710		
2020 AM DHV	7	661	14	2020 AM DHV	14	1295	84
Rev. 2020 AM DHV		8		Rev. 2020 AM DHV		1234	65

West of Madonna

2005 AM DHV		2005 % Turns		2020 AM DHV		2020 % Turns	
2005 AM DHV	14	4	19	2005 AM DHV	32	23	13%
2005 % Turns	38%	11%	51%	2005 % Turns	18%	68%	13%
2020 AM DHV	16	6	24	2020 AM DHV	37	145	26
Rev. 2020 AM DHV		7		Rev. 2020 AM DHV		135	145

Notes:

2005 AM DHV were developed based on existing weekend ADT, K, and D completed for north of Structure E along with the existing percent turns. K and D factors were reviewed and approved by District 7 Staff.
K and D factors used here are based on classification counts completed for SR679 north of Structure E.
The dominate direction for the D30 factor is based on existing count data.
Revised DHVs reflect insignificant growth on particular approaches or reflect the balancing between intersections.
In some instances, 2020 ADT volumes were not available, therefore, growth on adjacent intersection / intersection legs (i.e. ratio of 2020 AM DHV to 2005 AM DHV) were used to develop the side street DHV.

Structure E (SR679)
2020 PM Design Hour Volume Calculations

SR679 @ Madonna

NB		SB		EB		WB		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
135	1093	N/A	0	458	104	N/A	N/A	N/A
11%	89%	0%	0%	81%	19%	0%	0%	0%
21900	21900	21900	21900	21900	21900	21900	21900	21900
K30	0.0948	2076	K30	0.0948	2076	K30	0.0948	2076
D	0.6710	1393	D	0.3290	683	D	0.3290	683
2020 PM DHV	153	1240	2020 PM DHV	0	565	2020 PM DHV	186	44
Rev. 2020 PM DHV	1223	1223	Rev. 2020 PM DHV	519	122	Rev. 2020 PM DHV	183	183

711 Driveway South of Madonna - (R-in-R-out)

NB		SB		EB		WB		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
0%	0%	0%	0%	0%	100%	0%	0%	0%
2020 PM DHV	N/A	N/A	2020 PM DHV	N/A	22	2020 PM DHV	N/A	N/A
Rev. 2020 PM DHV	N/A	N/A	Rev. 2020 PM DHV	N/A	22	Rev. 2020 PM DHV	N/A	N/A

SR679 @ Subway Village (North of Madonna)

NB		SB		EB		WB		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10	1231	12	42	542	18	31	0	4
1%	98%	1%	7%	90%	3%	65%	0%	57%
21900	21900	21900	21900	21900	21900	21900	21900	21900
K30	0.0948	2076	K30	0.0948	2076	K30	0.0948	2076
D	0.6710	1393	D	0.3290	683	D	0.3290	683
2020 PM DHV	14	1245	2020 PM DHV	48	615	2020 PM DHV	35	19
Rev. 2020 PM DHV	1378	1378	Rev. 2020 PM DHV	615	20	Rev. 2020 PM DHV	7	7

West of Madonna

NB		SB		EB		WB		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2	5	62	24	7	16	10	112	8
3%	7%	90%	51%	15%	34%	8%	88%	6%
2020 PM DHV	7	71	2020 PM DHV	28	9	2020 PM DHV	12	10
Rev. 2020 PM DHV	7	71	Rev. 2020 PM DHV	9	19	Rev. 2020 PM DHV	128	10

Notes:

2005 PM DHV were developed based on existing weekend ADT, K, and D completed for north of Structure E along with the existing percent turns.
K and D factors were reviewed and approved by District 7 Staff.
K and D factors used here are based on classification counts completed for SR679 north of Structure E.
The dominate direction for the D30 factor is based on existing count data.
Revised DHVs reflect insignificant growth on particular approaches or reflect the balancing between intersections.
In some instances, 2020 ADT volumes were not available, therefore, growth on adjacent intersection / intersection legs (i.e. ratio of 2020 PM DHV to 2005 PM DHV) were used to develop the side street DHV.

Structure E (SR679)
2030 AM Design Hour Volume Calculations

SR679 @ Madonna

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2005 AM DHV		181	421	N/A	0	1085	121	107	N/A	88	N/A	N/A	N/A
2005 % Turns		30%	70%	0%	0%	90%	10%	52%	0%	48%	0%	0%	0%
2030 Weekend ADT		23600			23600								
K30	0.0948	2237			2237								
D	0.3290	736			1501								
2030 AM DHV		221	545	N/A	0	2351	147	132	N/A	121	N/A	N/A	N/A
Rev. 2030 AM DHV			588			1331	147	151					

711 Driveway South of Madonna - (R-in-R-out)

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2005 AM DHV		N/A	N/A	N/A	N/A	N/A	46	N/A	N/A	16	N/A	N/A	N/A
2005 % Turns		0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%
2030 AM DHV		N/A	N/A	N/A	N/A	N/A	57	N/A	N/A	20	N/A	N/A	N/A
Rev. 2030 AM DHV													

SR679 @ Subway Village (North of Madonna)

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2005 AM DHV		6	510	12	12	1142	74	23	2	55	9	2	12
2005 % Turns		1%	97%	2%	1%	93%	6%	25%	3%	69%	39%	9%	52%
2030 Weekend ADT		23600			23600								
K30	0.0948	2237			2237								
D	0.3290	736			1501								
2030 AM DHV		7	714	15	15	1396	90	29	3	70	11	3	45
Rev. 2030 AM DHV			10					10			12		10

West of Madonna

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2005 AM DHV		14	4	19	68	19	32	32	118	23	80	122	90
2005 % Turns		38%	11%	51%	57%	16%	27%	18%	68%	13%	30%	40%	30%
2030 AM DHV		17	6	24	84	24	40	40	146	28	110	148	110
Rev. 2030 AM DHV			10								141	161	141

Notes:
 2005 PM DHV were developed based on existing weekend ADT, K, and D completed for north of Structure E along with the existing percent turns.
 K and D factors were reviewed and approved by District 7 Staff.
 K and D factors used here are based on classification counts completed for SR679 north of Structure E.
 The dominate direction for the D30 factor is based on existing count data.
 Revised DHVs reflect insignificant growth on particular approaches or reflect the balancing between intersections.
 In some instances, 2030 ADT volumes were not available, therefore, growth on adjacent intersection / intersection legs (i.e. ratio of 2030 AM DHV to 2005 AM DHV) were used to develop the side street DHV.

Structure E (SR679)
2030 PM Design Hour Volume Calculations

SR679 @ Madonna

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Right
135	1093	N/A	0	458	104	N/A	N/A
11%	89%	0%	0%	81%	19%	0%	0%
2030 Weekend ADI		23600	2030 PM DHV		180	2030 PM DHV	
K30	0.0948	2237	2030 % Turns		81%	2030 % Turns	
D	0.6710	1501	2030 Weekend ADI		0	2030 PM DHV	
		165	K30 0.0948		736	2030 PM DHV	
		1304	D 0.3290		0	2030 PM DHV	
			2030 PM DHV		562	2030 PM DHV	
			Rev. 2030 PM DHV		131	2030 PM DHV	
			Rev. 2030 PM DHV		197	2030 PM DHV	

711 Driveway South of Madonna - (R-in-R-out)

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Right
N/A	N/A	N/A	N/A	N/A	9	N/A	N/A
0%	0%	0%	0%	0%	100%	0%	0%
2030 PM DHV		2237	2030 PM DHV		9	2030 PM DHV	
2030 % Turns		2237	2030 % Turns		0%	2030 % Turns	
2030 PM DHV		1501	2030 PM DHV		0	2030 PM DHV	
2030 PM DHV		15	2030 PM DHV		0	2030 PM DHV	
2030 PM DHV		1471	2030 PM DHV		10	2030 PM DHV	
2030 PM DHV		15	2030 PM DHV		10	2030 PM DHV	
2030 PM DHV		15	2030 PM DHV		10	2030 PM DHV	

SR679 @ Subway Village (North of Madonna)

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Right
10	1231	12	42	542	18	3	0
1%	98%	1%	7%	90%	3%	43%	0%
2030 Weekend ADI		23600	2030 PM DHV		31	2030 PM DHV	
K30	0.0948	2237	2030 % Turns		65%	2030 % Turns	
D	0.6710	1501	2030 Weekend ADI		0	2030 PM DHV	
		15	K30 0.0948		0	2030 PM DHV	
			D 0.3290		0	2030 PM DHV	
			2030 PM DHV		10	2030 PM DHV	
			2030 PM DHV		10	2030 PM DHV	
			2030 PM DHV		10	2030 PM DHV	

West of Madonna

NB		SB		EB		WB	
Left	Thru	Right	Left	Thru	Right	Left	Right
2	5	62	24	7	16	66	125
3%	7%	90%	51%	15%	34%	28%	52%
2030 PM DHV		77	2030 PM DHV		13	2030 PM DHV	
2030 PM DHV		10	2030 PM DHV		137	2030 PM DHV	
2030 PM DHV		10	2030 PM DHV		10	2030 PM DHV	
2030 PM DHV		10	2030 PM DHV		10	2030 PM DHV	
2030 PM DHV		10	2030 PM DHV		10	2030 PM DHV	
2030 PM DHV		10	2030 PM DHV		10	2030 PM DHV	
2030 PM DHV		10	2030 PM DHV		10	2030 PM DHV	

Notes:
 2005 PM DHV were developed based on existing weekend ADT, K, and D completed for north of Structure E along with the existing percent turns.
 K and D factors were reviewed and approved by District 7 Staff.
 K and D factors used here are based on classification counts completed for SR679 north of Structure E.
 The dominate direction for the D30 factor is based on existing count data.
 Revised DHVs reflect insignificant growth on particular approaches or reflect the balancing between intersections.
 In some instances, 2020 ADT volumes were not available, therefore, growth on adjacent intersection / intersection legs (i.e. ratio of 2020 PM DHV to 2005 PM DHV) were used to develop the side street DHV.

APPENDIX I
NOISE AND AIR TRAFFIC DATA

**DISTRICT 7 PD&E STUDY
TRAFFIC DATA FOR AIR STUDY SCREENING TEST**

DATE: 1/13/2006
PREPARED BY: SK

Financial Project Number(s): 410755-1-22-01
Work Program Item No.: 410755-1
Federal Aid Numbers (s): _____
Project Description: S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway PD&E Study

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

OPENING YEAR: 2010

<u>"Build"</u>	<u>"No-Build"</u>
Signalized Intersection: <u>S.R. 679 and Madonna Boulevard</u>	Signalized Intersection: <u>S.R. 679 and Madonna Boulevard</u>
Design or Peak Hour Traffic for most congested leg: <u>1285</u> vph	Design or Peak Hour Traffic for most congested leg: <u>1285</u> vph
Specify leg: <u>SB in AM</u>	Specify leg: <u>SB in AM</u>
Approach Speed: <u>45</u> mph	Approach Speed: <u>45</u> mph

DESIGN YEAR: 2030

<u>"Build"</u>	<u>"No-Build"</u>
Signalized Intersection: <u>S.R. 679 and Madonna Boulevard</u>	Signalized Intersection: <u>S.R. 679 and Madonna Boulevard</u>
Design or Peak Hour Traffic for most congested leg: <u>1501</u> vph	Design or Peak Hour Traffic for most congested leg: <u>1501</u> vph
Specify leg: <u>SB in AM</u>	Specify leg: <u>SB in AM</u>
Approach Speed: <u>45</u> mph	Approach Speed: <u>45</u> mph

**PD&E
TRAFFIC DATA FOR NOISE STUDIES**

DATE: 1/13/2006
PREPARED BY: SK

Financial Project Number(s): 410755-1-22-01
Federal Aid Numbers (s): _____
Project Description: S.R. 679 (Pinellas Bayway) at Intracoastal Waterway Project Development and Environmental Study

Segment Description: 1 segment only
(data sheets are to be filled out for every segment having a change in traffic parameters such as volumes. Posted speeds, typical section, etc.)

NOTE: ADT is the LOS (C) volume references in the FDOT LOS tables or Demand, whichever is less.

Existing Facility	No-Build (design year)	Build (design year)
Year: <u>2005</u>	Year: <u>2030</u>	Year: <u>2030</u>
ADT: LOS (C) <u>13,800</u>	ADT: LOS (C) <u>13,800</u>	ADT: LOS (C) <u>13,800</u>
ADT: Demand <u>19,300</u> (weekend ADT)	ADT: Demand <u>23,600</u> (weekend ADT)	ADT: Demand <u>23,600</u> (weekend ADT)
Posted Speed: <u>45</u> mph	Posted Speed: <u>45</u> mph	Posted Speed: <u>45</u> mph
<u> </u> km/h	<u> </u> km/h	<u> </u> km/h
K = <u>9.48</u> %	K = <u>9.48</u> %	K = <u>9.48</u> %
D = <u>67.1</u> %	D = <u>67.1</u> %	D = <u>67.1</u> %
T = <u>8.2</u> % for 24 hrs	T = <u>8.2</u> % for 24 hrs	T = <u>8.2</u> % for 24 hrs
T = <u>4.1</u> % Design Hr.	T = <u>4.1</u> % Design Hr.	T = <u>4.1</u> % Design Hr.
<u>3.16</u> % Heavy Trucks DHV	<u>3.16</u> % Heavy Trucks DHV	<u>3.16</u> % Heavy Trucks DHV
<u>0.93</u> % Medium Trucks DHV	<u>0.93</u> % Medium Trucks DHV	<u>0.93</u> % Medium Trucks DHV