

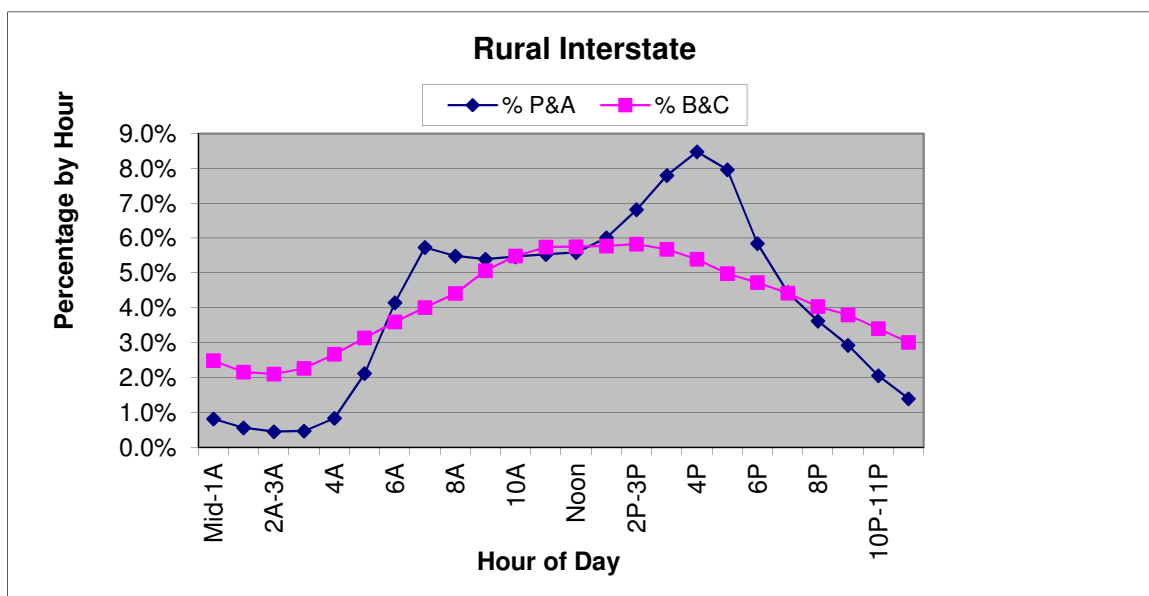
# Hourly Percent by Vehicle Type

Rural Interstate

Sample = 18 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	1	26074	0.8%	37317	2.5%	63391	1.4%
1	1A-2A	1	17702	0.6%	32375	2.2%	50077	1.1%
2	2A-3A	1	14221	0.4%	31577	2.1%	45798	1.0%
3	3A	1	14855	0.5%	34077	2.3%	48932	1.0%
4	4A	1	26593	0.8%	40078	2.7%	66671	1.4%
5	5A	1	67550	2.1%	47100	3.1%	114650	2.4%
6	6A	1	131901	4.1%	54026	3.6%	185927	4.0%
7	7A	1	182302	5.7%	60251	4.0%	242553	5.2%
8	8A	1	174493	5.5%	66264	4.4%	240757	5.1%
9	9A	1	171577	5.4%	76087	5.1%	247664	5.3%
10	10A	1	173989	5.5%	82395	5.5%	256384	5.5%
11	11A-Noon	1	175949	5.5%	86201	5.7%	262150	5.6%
12	Noon	1	177691	5.6%	86442	5.8%	264133	5.6%
13	1P-2P	1	191210	6.0%	86671	5.8%	277881	5.9%
14	2P-3P	1	216758	6.8%	87430	5.8%	304188	6.5%
15	3P	1	248007	7.8%	85238	5.7%	333245	7.1%
16	4P	1	269822	8.5%	80981	5.4%	350803	7.5%
17	5P	1	253221	8.0%	74869	5.0%	328090	7.0%
18	6P	1	185865	5.8%	70983	4.7%	256848	5.5%
19	7P	1	141229	4.4%	66451	4.4%	207680	4.4%
20	8P	1	115268	3.6%	60585	4.0%	175853	3.8%
21	9P	1	93067	2.9%	57029	3.8%	150096	3.2%
22	10P-11P	1	65330	2.1%	51159	3.4%	116489	2.5%
23	11P-Mid	1	44377	1.4%	45194	3.0%	89571	1.9%
			3179051	100%	1500780	100%	4679831	100%



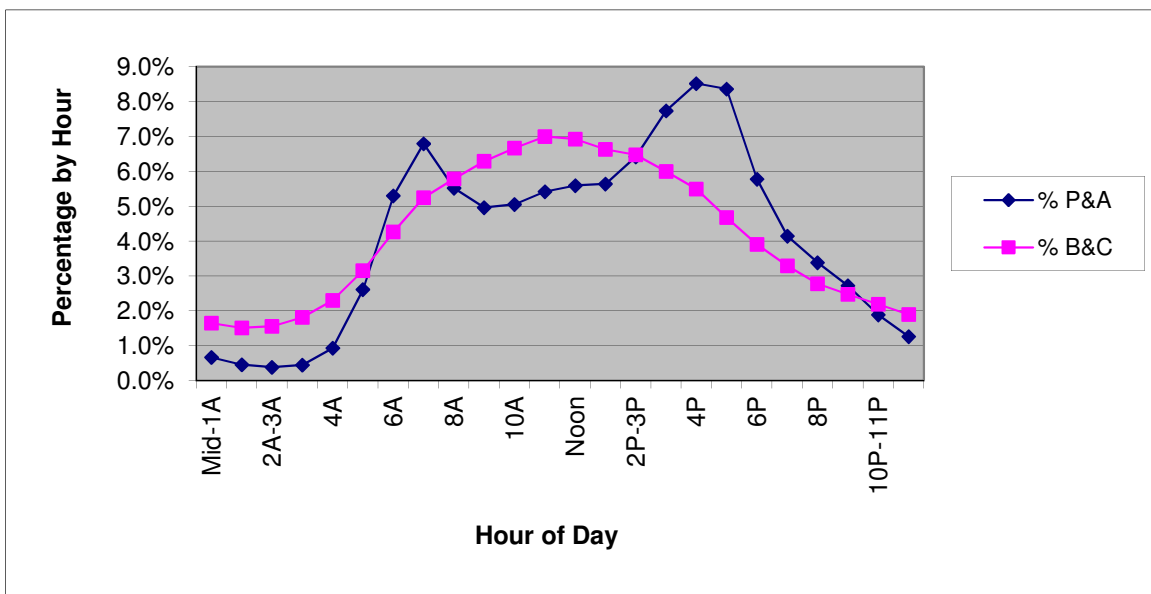
# Hourly Percent by Vehicle Type

Rural Principal Arterial

Sample = 258 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	2	27468	0.7%	14053	1.7%	41521	0.8%
1	1A-2A	2	18821	0.5%	12844	1.5%	31665	0.6%
2	2A-3A	2	15814	0.4%	13255	1.6%	29069	0.6%
3	3A	2	18648	0.5%	15448	1.8%	34096	0.7%
4	4A	2	38778	0.9%	19534	2.3%	58312	1.2%
5	5A	2	108249	2.6%	26805	3.2%	135054	2.7%
6	6A	2	219392	5.3%	36258	4.3%	255650	5.1%
7	7A	2	281337	6.8%	44573	5.2%	325910	6.5%
8	8A	2	228821	5.5%	49199	5.8%	278020	5.6%
9	9A	2	205463	5.0%	53468	6.3%	258931	5.2%
10	10A	2	209163	5.1%	56678	6.7%	265841	5.3%
11	11A-Noon	2	224441	5.4%	59497	7.0%	283938	5.7%
12	Noon	2	231787	5.6%	58898	6.9%	290685	5.8%
13	1P-2P	2	233481	5.6%	56405	6.6%	289886	5.8%
14	2P-3P	2	265942	6.4%	55059	6.5%	321001	6.4%
15	3P	2	320764	7.7%	50961	6.0%	371725	7.4%
16	4P	2	352770	8.5%	46730	5.5%	399500	8.0%
17	5P	2	346644	8.4%	39776	4.7%	386420	7.7%
18	6P	2	239254	5.8%	33208	3.9%	272462	5.5%
19	7P	2	171495	4.1%	27947	3.3%	199442	4.0%
20	8P	2	140106	3.4%	23601	2.8%	163707	3.3%
21	9P	2	112690	2.7%	21063	2.5%	133753	2.7%
22	10P-11P	2	78090	1.9%	18636	2.2%	96726	1.9%
23	11P-Mid	2	52184	1.3%	16107	1.9%	68291	1.4%
			4141602	100%	850003	100%	4991605	100%



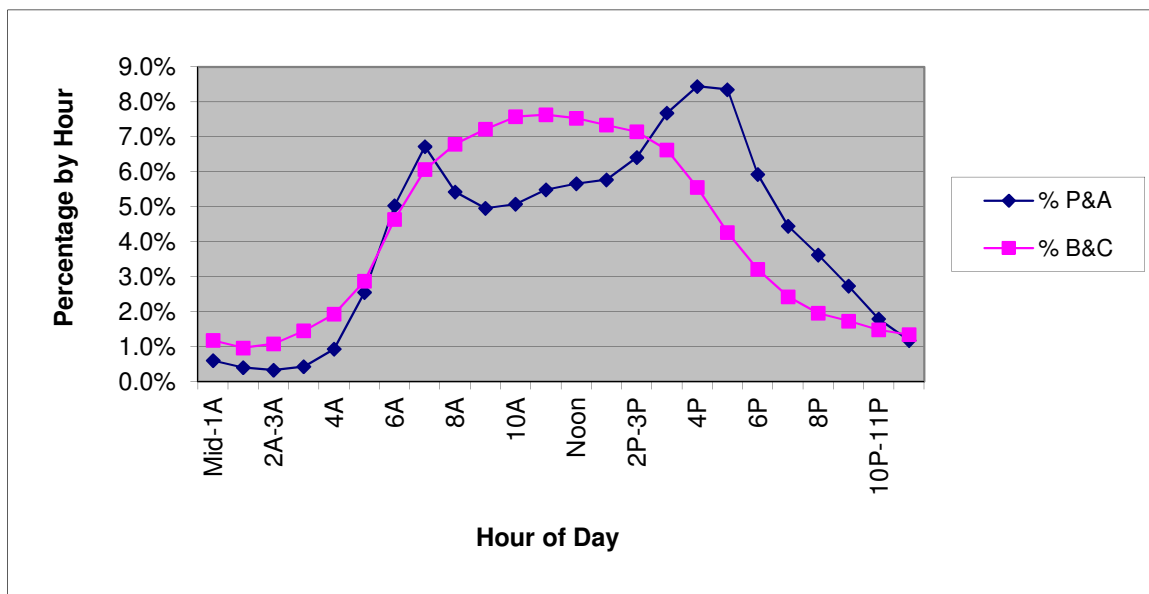
# Hourly Percent by Vehicle Type

Rural Minor Arterial

Sample = 297 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	6	12066	0.6%	2679	1.2%	14745	0.7%
1	1A-2A	6	8113	0.4%	2194	1.0%	10307	0.5%
2	2A-3A	6	6639	0.3%	2463	1.1%	9102	0.4%
3	3A	6	8580	0.4%	3303	1.5%	11883	0.5%
4	4A	6	18759	0.9%	4391	1.9%	23150	1.0%
5	5A	6	51398	2.6%	6530	2.9%	57928	2.6%
6	6A	6	101255	5.0%	10550	4.6%	111805	5.0%
7	7A	6	135227	6.7%	13799	6.1%	149026	6.7%
8	8A	6	109115	5.4%	15456	6.8%	124571	5.6%
9	9A	6	99725	5.0%	16414	7.2%	116139	5.2%
10	10A	6	102226	5.1%	17236	7.6%	119462	5.3%
11	11A-Noon	6	110444	5.5%	17357	7.6%	127801	5.7%
12	Noon	6	113918	5.7%	17127	7.5%	131045	5.9%
13	1P-2P	6	116227	5.8%	16696	7.3%	132923	5.9%
14	2P-3P	6	129123	6.4%	16257	7.1%	145380	6.5%
15	3P	6	154615	7.7%	15069	6.6%	169684	7.6%
16	4P	6	169928	8.4%	12630	5.6%	182558	8.2%
17	5P	6	168161	8.4%	9701	4.3%	177862	7.9%
18	6P	6	119295	5.9%	7314	3.2%	126609	5.7%
19	7P	6	89400	4.4%	5525	2.4%	94925	4.2%
20	8P	6	72966	3.6%	4445	2.0%	77411	3.5%
21	9P	6	55086	2.7%	3943	1.7%	59029	2.6%
22	10P-11P	6	36027	1.8%	3376	1.5%	39403	1.8%
23	11P-Mid	6	23770	1.2%	3064	1.3%	26834	1.2%
			<b>2012063</b>	<b>100%</b>	<b>227519</b>	<b>100%</b>	<b>2239582</b>	<b>100%</b>



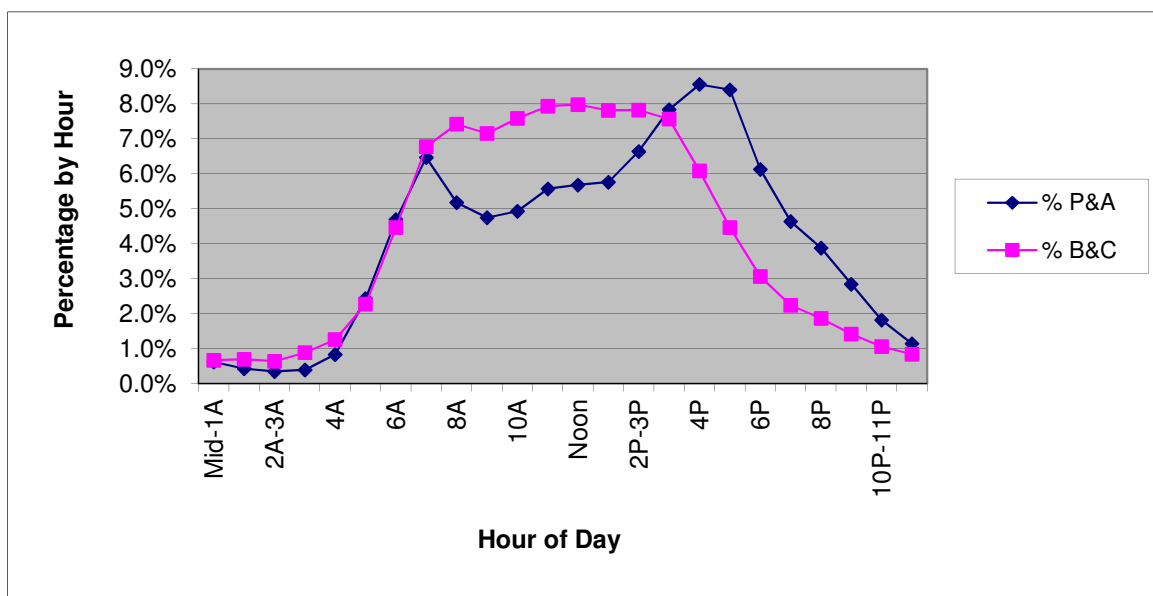
# Hourly Percent by Vehicle Type

Rural Major Collector

Sample = 656 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	7	<b>15058</b>	0.6%	<b>1136</b>	0.7%	16194	0.6%
1	1A-2A	7	<b>10348</b>	0.4%	<b>1178</b>	0.7%	11526	0.4%
2	2A-3A	7	<b>8356</b>	0.3%	<b>1087</b>	0.6%	9443	0.4%
3	3A	7	<b>9505</b>	0.4%	<b>1504</b>	0.9%	11009	0.4%
4	4A	7	<b>20182</b>	0.8%	<b>2147</b>	1.3%	22329	0.9%
5	5A	7	<b>58807</b>	2.4%	<b>3881</b>	2.3%	62688	2.4%
6	6A	7	<b>113192</b>	4.7%	<b>7606</b>	4.5%	120798	4.7%
7	7A	7	<b>156184</b>	6.5%	<b>11544</b>	6.8%	167728	6.5%
8	8A	7	<b>124934</b>	5.2%	<b>12639</b>	7.4%	137573	5.3%
9	9A	7	<b>114560</b>	4.7%	<b>12183</b>	7.2%	126743	4.9%
10	10A	7	<b>119036</b>	4.9%	<b>12911</b>	7.6%	131947	5.1%
11	11A-Noon	7	<b>134511</b>	5.6%	<b>13504</b>	7.9%	148015	5.7%
12	Noon	7	<b>137199</b>	5.7%	<b>13579</b>	8.0%	150778	5.8%
13	1P-2P	7	<b>139071</b>	5.8%	<b>13307</b>	7.8%	152378	5.9%
14	2P-3P	7	<b>160302</b>	6.6%	<b>13318</b>	7.8%	173620	6.7%
15	3P	7	<b>189326</b>	7.8%	<b>12885</b>	7.6%	202211	7.8%
16	4P	7	<b>206612</b>	8.6%	<b>10364</b>	6.1%	216976	8.4%
17	5P	7	<b>202943</b>	8.4%	<b>7593</b>	4.5%	210536	8.1%
18	6P	7	<b>147930</b>	6.1%	<b>5211</b>	3.1%	153141	5.9%
19	7P	7	<b>111889</b>	4.6%	<b>3821</b>	2.2%	115710	4.5%
20	8P	7	<b>93716</b>	3.9%	<b>3182</b>	1.9%	96898	3.7%
21	9P	7	<b>68641</b>	2.8%	<b>2419</b>	1.4%	71060	2.7%
22	10P-11P	7	<b>43967</b>	1.8%	<b>1811</b>	1.1%	45778	1.8%
23	11P-Mid	7	<b>27598</b>	1.1%	<b>1429</b>	0.8%	29027	1.1%
			<b>2413867</b>	100%	<b>170239</b>	100%	2584106	100%



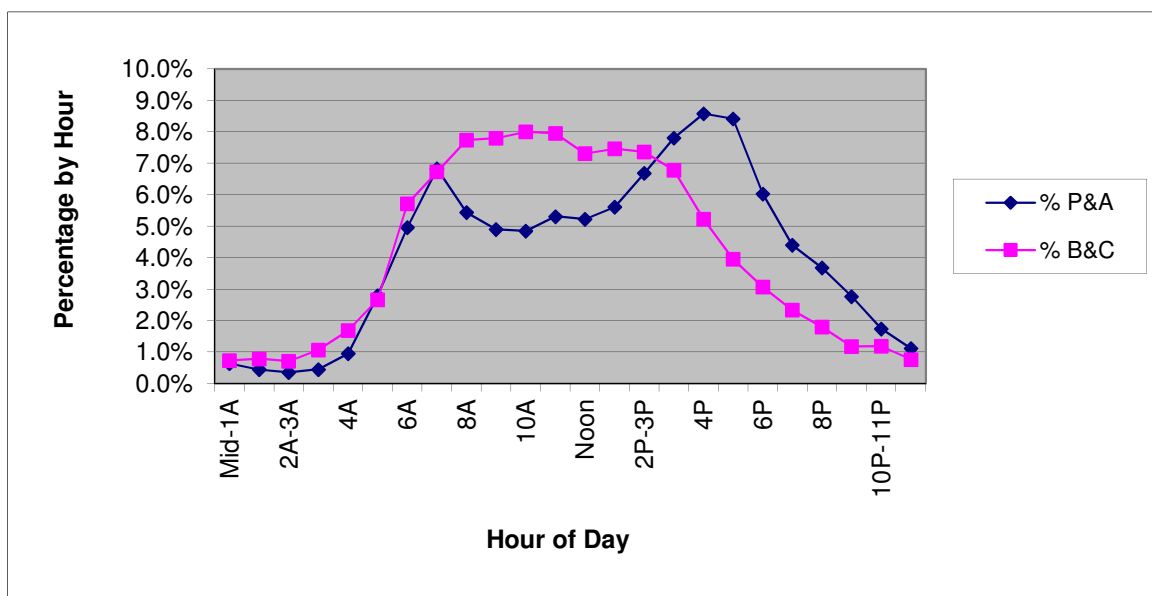
## Hourly Percent by Vehicle Type

Rural Minor Collector

Sample = 57 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	8	1450	0.6%	179	0.7%	1629	0.6%
1	1A-2A	8	1017	0.4%	194	0.8%	1211	0.5%
2	2A-3A	8	812	0.4%	174	0.7%	986	0.4%
3	3A	8	1022	0.5%	264	1.1%	1286	0.5%
4	4A	8	2164	1.0%	416	1.7%	2580	1.0%
5	5A	8	6334	2.8%	656	2.7%	6990	2.8%
6	6A	8	11253	5.0%	1408	5.7%	12661	5.0%
7	7A	8	15490	6.8%	1660	6.7%	17150	6.8%
8	8A	8	12328	5.4%	1906	7.7%	14234	5.7%
9	9A	8	11113	4.9%	1923	7.8%	13036	5.2%
10	10A	8	10986	4.8%	1971	8.0%	12957	5.2%
11	11A-Noon	8	12041	5.3%	1959	7.9%	14000	5.6%
12	Noon	8	11854	5.2%	1802	7.3%	13656	5.4%
13	1P-2P	8	12712	5.6%	1840	7.5%	14552	5.8%
14	2P-3P	8	15161	6.7%	1813	7.4%	16974	6.8%
15	3P	8	17709	7.8%	1672	6.8%	19381	7.7%
16	4P	8	19442	8.6%	1288	5.2%	20730	8.2%
17	5P	8	19073	8.4%	974	4.0%	20047	8.0%
18	6P	8	13666	6.0%	757	3.1%	14423	5.7%
19	7P	8	9980	4.4%	576	2.3%	10556	4.2%
20	8P	8	8350	3.7%	444	1.8%	8794	3.5%
21	9P	8	6264	2.8%	290	1.2%	6554	2.6%
22	10P-11P	8	3951	1.7%	294	1.2%	4245	1.7%
23	11P-Mid	8	2541	1.1%	189	0.8%	2730	1.1%
			<b>226713</b>	<b>100%</b>	<b>24649</b>	<b>100%</b>	<b>251362</b>	<b>100%</b>



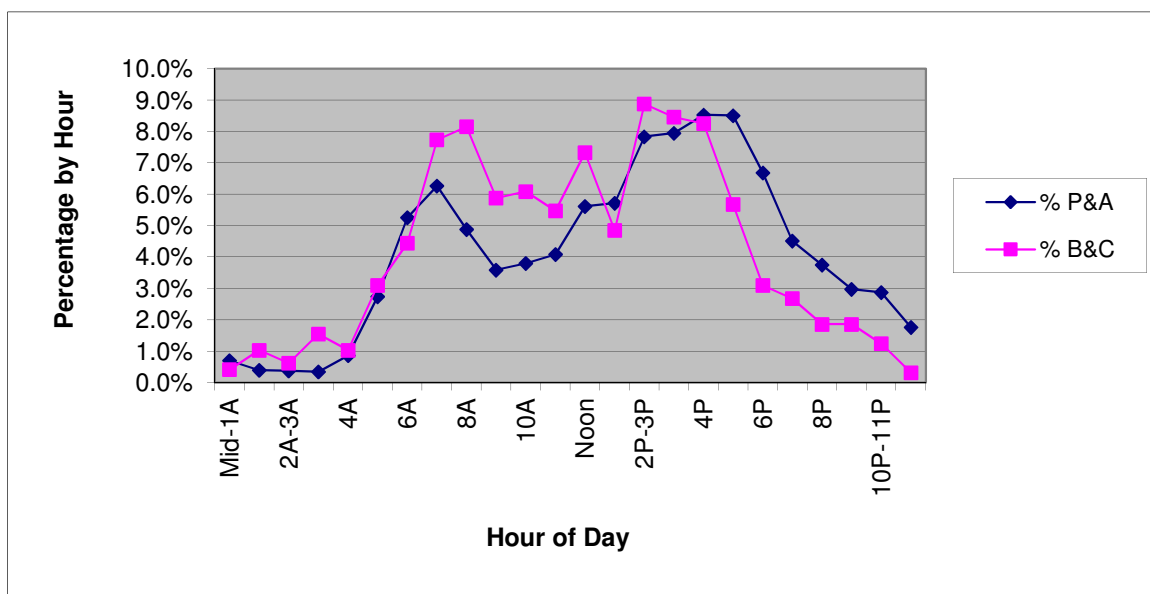
# Hourly Percent by Vehicle Type

Rural Local

Sample = 5 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	9	111	0.7%	4	0.4%	115	0.7%
1	1A-2A	9	63	0.4%	10	1.0%	73	0.4%
2	2A-3A	9	59	0.4%	6	0.6%	65	0.4%
3	3A	9	55	0.3%	15	1.5%	70	0.4%
4	4A	9	138	0.9%	10	1.0%	148	0.9%
5	5A	9	436	2.7%	30	3.1%	466	2.8%
6	6A	9	837	5.3%	43	4.4%	880	5.2%
7	7A	9	999	6.3%	75	7.7%	1074	6.4%
8	8A	9	777	4.9%	79	8.2%	856	5.1%
9	9A	9	572	3.6%	57	5.9%	629	3.7%
10	10A	9	606	3.8%	59	6.1%	665	3.9%
11	11A-Noon	9	650	4.1%	53	5.5%	703	4.2%
12	Noon	9	894	5.6%	71	7.3%	965	5.7%
13	1P-2P	9	910	5.7%	47	4.9%	957	5.7%
14	2P-3P	9	1249	7.8%	86	8.9%	1335	7.9%
15	3P	9	1266	7.9%	82	8.5%	1348	8.0%
16	4P	9	1358	8.5%	80	8.3%	1438	8.5%
17	5P	9	1356	8.5%	55	5.7%	1411	8.4%
18	6P	9	1065	6.7%	30	3.1%	1095	6.5%
19	7P	9	719	4.5%	26	2.7%	745	4.4%
20	8P	9	597	3.7%	18	1.9%	615	3.6%
21	9P	9	473	3.0%	18	1.9%	491	2.9%
22	10P-11P	9	458	2.9%	12	1.2%	470	2.8%
23	11P-Mid	9	280	1.8%	3	0.3%	283	1.7%
			<b>15928</b>	<b>100%</b>	<b>969</b>	<b>100%</b>	<b>16897</b>	<b>100%</b>



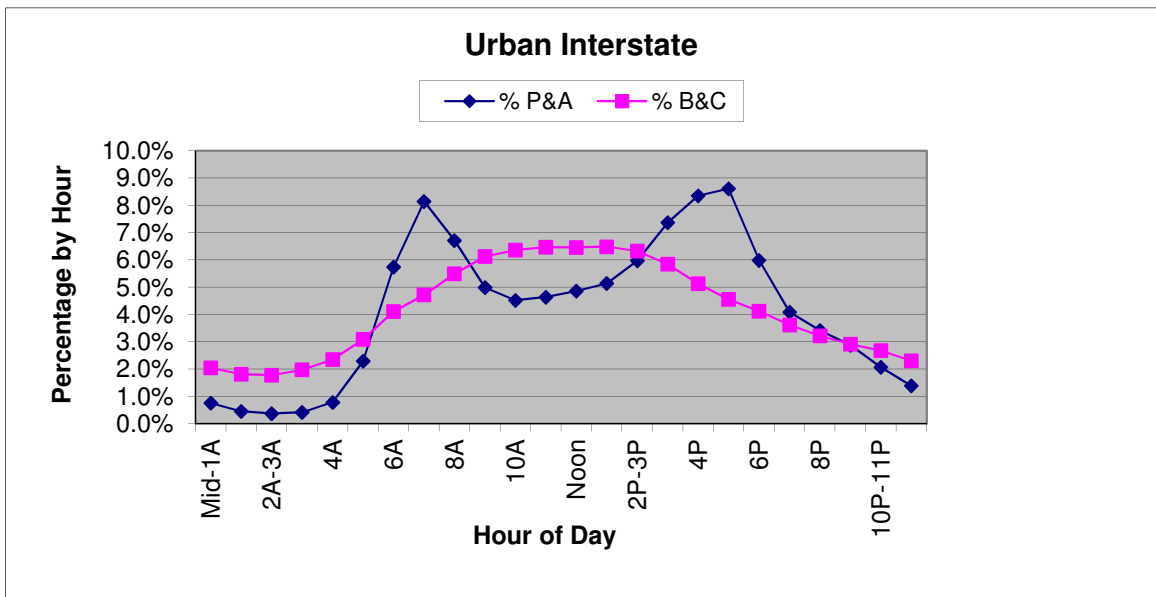
# Hourly Percent by Vehicle Type

Urban Interstate

Sample = 29 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	11	122156	0.8%	46042	2.0%	168198	0.9%
1	1A-2A	11	73718	0.5%	40851	1.8%	114569	0.6%
2	2A-3A	11	60313	0.4%	40020	1.8%	100333	0.5%
3	3A	11	67102	0.4%	44560	2.0%	111662	0.6%
4	4A	11	127147	0.8%	52811	2.3%	179958	1.0%
5	5A	11	371864	2.3%	69561	3.1%	441425	2.4%
6	6A	11	930393	5.7%	92548	4.1%	1022941	5.5%
7	7A	11	1319619	8.1%	106177	4.7%	1425796	7.7%
8	8A	11	1087923	6.7%	123729	5.5%	1211652	6.6%
9	9A	11	808020	5.0%	138010	6.1%	946030	5.1%
10	10A	11	732091	4.5%	143217	6.4%	875308	4.7%
11	11A-Noon	11	751354	4.6%	145453	6.5%	896807	4.9%
12	Noon	11	787913	4.9%	145268	6.5%	933181	5.1%
13	1P-2P	11	832037	5.1%	145953	6.5%	977990	5.3%
14	2P-3P	11	967295	6.0%	142395	6.3%	1109690	6.0%
15	3P	11	1193407	7.4%	131516	5.8%	1324923	7.2%
16	4P	11	1352898	8.4%	115354	5.1%	1468252	8.0%
17	5P	11	1395568	8.6%	102439	4.6%	1498007	8.1%
18	6P	11	969868	6.0%	92771	4.1%	1062639	5.8%
19	7P	11	662697	4.1%	81305	3.6%	744002	4.0%
20	8P	11	553431	3.4%	72486	3.2%	625917	3.4%
21	9P	11	465626	2.9%	65685	2.9%	531311	2.9%
22	10P-11P	11	334606	2.1%	60247	2.7%	394853	2.1%
23	11P-Mid	11	225443	1.4%	51826	2.3%	277269	1.5%
			16192489	100%	2250224	100%	18442713	100%



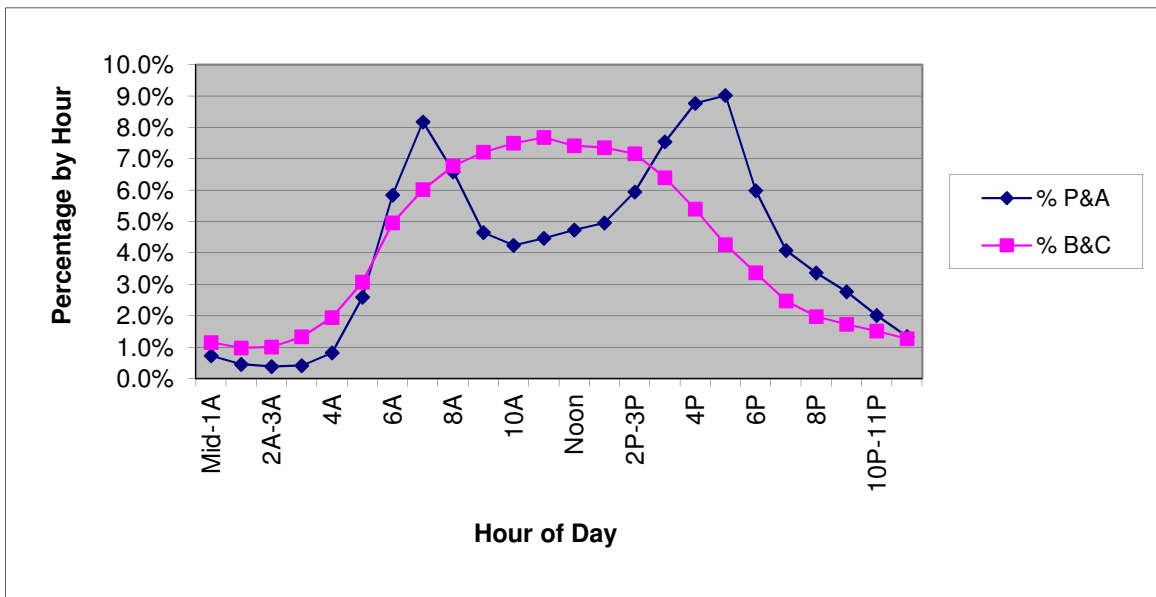
# Hourly Percent by Vehicle Type

Urban Freeway and X-Way

Sample = 37 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	12	<b>39526</b>	0.7%	<b>3924</b>	1.2%	43450	0.8%
1	1A-2A	12	<b>24722</b>	0.5%	<b>3319</b>	1.0%	28041	0.5%
2	2A-3A	12	<b>20585</b>	0.4%	<b>3408</b>	1.0%	23993	0.4%
3	3A	12	<b>22628</b>	0.4%	<b>4528</b>	1.3%	27156	0.5%
4	4A	12	<b>44745</b>	0.8%	<b>6627</b>	1.9%	51372	0.9%
5	5A	12	<b>140751</b>	2.6%	<b>10453</b>	3.1%	151204	2.6%
6	6A	12	<b>316622</b>	5.8%	<b>16878</b>	5.0%	333500	5.8%
7	7A	12	<b>443278</b>	8.2%	<b>20452</b>	6.0%	463730	8.1%
8	8A	12	<b>356684</b>	6.6%	<b>23043</b>	6.8%	379727	6.6%
9	9A	12	<b>252005</b>	4.7%	<b>24508</b>	7.2%	276513	4.8%
10	10A	12	<b>229991</b>	4.2%	<b>25480</b>	7.5%	255471	4.4%
11	11A-Noon	12	<b>242383</b>	4.5%	<b>26106</b>	7.7%	268489	4.7%
12	Noon	12	<b>256530</b>	4.7%	<b>25207</b>	7.4%	281737	4.9%
13	1P-2P	12	<b>268732</b>	5.0%	<b>25004</b>	7.4%	293736	5.1%
14	2P-3P	12	<b>321984</b>	5.9%	<b>24365</b>	7.2%	346349	6.0%
15	3P	12	<b>408899</b>	7.6%	<b>21764</b>	6.4%	430663	7.5%
16	4P	12	<b>474861</b>	8.8%	<b>18355</b>	5.4%	493216	8.6%
17	5P	12	<b>488573</b>	9.0%	<b>14521</b>	4.3%	503094	8.7%
18	6P	12	<b>324619</b>	6.0%	<b>11471</b>	3.4%	336090	5.8%
19	7P	12	<b>221052</b>	4.1%	<b>8400</b>	2.5%	229452	4.0%
20	8P	12	<b>182466</b>	3.4%	<b>6729</b>	2.0%	189195	3.3%
21	9P	12	<b>150217</b>	2.8%	<b>5868</b>	1.7%	156085	2.7%
22	10P-11P	12	<b>109199</b>	2.0%	<b>5139</b>	1.5%	114338	2.0%
23	11P-Mid	12	<b>72546</b>	1.3%	<b>4308</b>	1.3%	76854	1.3%
			<b>5413598</b>	100%	<b>339857</b>	100%	5753455	100%





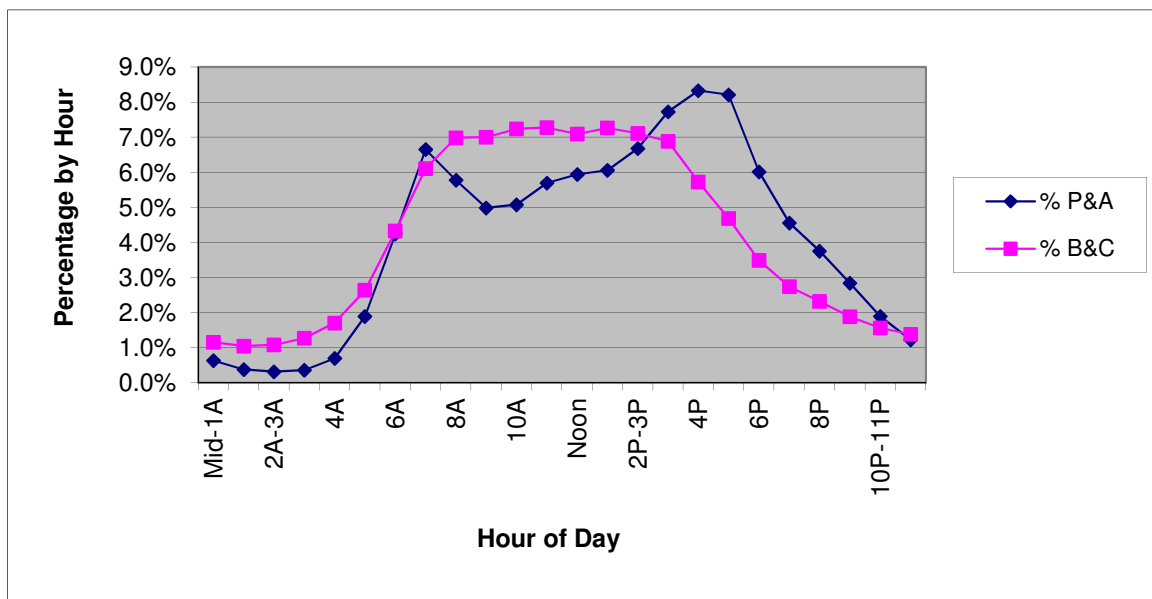
# Hourly Percent by Vehicle Type

Urban Principal Arterial

Sample = 221 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	14	32909	0.6%	4360	1.2%	37269	0.7%
1	1A-2A	14	19823	0.4%	3945	1.0%	23768	0.4%
2	2A-3A	14	16249	0.3%	4060	1.1%	20309	0.4%
3	3A	14	18686	0.4%	4806	1.3%	23492	0.4%
4	4A	14	36233	0.7%	6425	1.7%	42658	0.8%
5	5A	14	98741	1.9%	9948	2.6%	108689	1.9%
6	6A	14	220869	4.2%	16281	4.3%	237150	4.3%
7	7A	14	346328	6.7%	22989	6.1%	369317	6.6%
8	8A	14	300666	5.8%	26272	7.0%	326938	5.9%
9	9A	14	259420	5.0%	26353	7.0%	285773	5.1%
10	10A	14	263888	5.1%	27235	7.2%	291123	5.2%
11	11A-Noon	14	296139	5.7%	27383	7.3%	323522	5.8%
12	Noon	14	309126	5.9%	26695	7.1%	335821	6.0%
13	1P-2P	14	315316	6.1%	27335	7.3%	342651	6.1%
14	2P-3P	14	347601	6.7%	26776	7.1%	374377	6.7%
15	3P	14	402185	7.7%	25907	6.9%	428092	7.7%
16	4P	14	433432	8.3%	21530	5.7%	454962	8.2%
17	5P	14	427383	8.2%	17639	4.7%	445022	8.0%
18	6P	14	312932	6.0%	13127	3.5%	326059	5.8%
19	7P	14	237209	4.6%	10313	2.7%	247522	4.4%
20	8P	14	195462	3.8%	8747	2.3%	204209	3.7%
21	9P	14	147864	2.8%	7085	1.9%	154949	2.8%
22	10P-11P	14	98422	1.9%	5906	1.6%	104328	1.9%
23	11P-Mid	14	63909	1.2%	5216	1.4%	69125	1.2%
			5200792	100%	376333	100%	5577125	100%



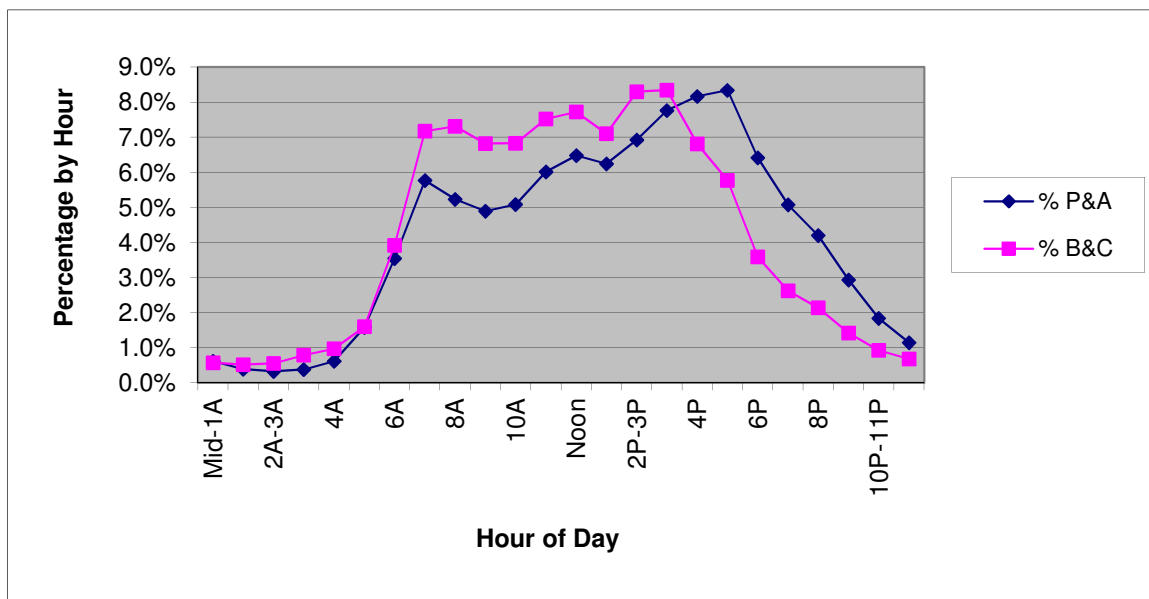
# Hourly Percent by Vehicle Type

Urban Minor Arterial

Sample = 309 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	16	<b>22541</b>	0.6%	<b>864</b>	0.6%	23405	0.6%
1	1A-2A	16	<b>14198</b>	0.4%	<b>779</b>	0.5%	14977	0.4%
2	2A-3A	16	<b>11944</b>	0.3%	<b>845</b>	0.6%	12789	0.3%
3	3A	16	<b>13821</b>	0.4%	<b>1195</b>	0.8%	15016	0.4%
4	4A	16	<b>22549</b>	0.6%	<b>1479</b>	1.0%	24028	0.6%
5	5A	16	<b>58132</b>	1.6%	<b>2434</b>	1.6%	60566	1.6%
6	6A	16	<b>130420</b>	3.5%	<b>5948</b>	3.9%	136368	3.6%
7	7A	16	<b>212148</b>	5.8%	<b>10900</b>	7.2%	223048	5.8%
8	8A	16	<b>192413</b>	5.2%	<b>11111</b>	7.3%	203524	5.3%
9	9A	16	<b>179937</b>	4.9%	<b>10361</b>	6.8%	190298	5.0%
10	10A	16	<b>186824</b>	5.1%	<b>10377</b>	6.8%	197201	5.2%
11	11A-Noon	16	<b>221035</b>	6.0%	<b>11434</b>	7.5%	232469	6.1%
12	Noon	16	<b>238155</b>	6.5%	<b>11729</b>	7.7%	249884	6.5%
13	1P-2P	16	<b>229350</b>	6.2%	<b>10785</b>	7.1%	240135	6.3%
14	2P-3P	16	<b>254495</b>	6.9%	<b>12604</b>	8.3%	267099	7.0%
15	3P	16	<b>285468</b>	7.8%	<b>12673</b>	8.3%	298141	7.8%
16	4P	16	<b>300332</b>	8.2%	<b>10341</b>	6.8%	310673	8.1%
17	5P	16	<b>306662</b>	8.3%	<b>8765</b>	5.8%	315427	8.2%
18	6P	16	<b>235811</b>	6.4%	<b>5455</b>	3.6%	241266	6.3%
19	7P	16	<b>186648</b>	5.1%	<b>3991</b>	2.6%	190639	5.0%
20	8P	16	<b>154329</b>	4.2%	<b>3255</b>	2.1%	157584	4.1%
21	9P	16	<b>107926</b>	2.9%	<b>2163</b>	1.4%	110089	2.9%
22	10P-11P	16	<b>67603</b>	1.8%	<b>1409</b>	0.9%	69012	1.8%
23	11P-Mid	16	<b>42250</b>	1.1%	<b>1038</b>	0.7%	43288	1.1%
			<b>3674991</b>	100%	<b>151935</b>	100%	3826926	100%



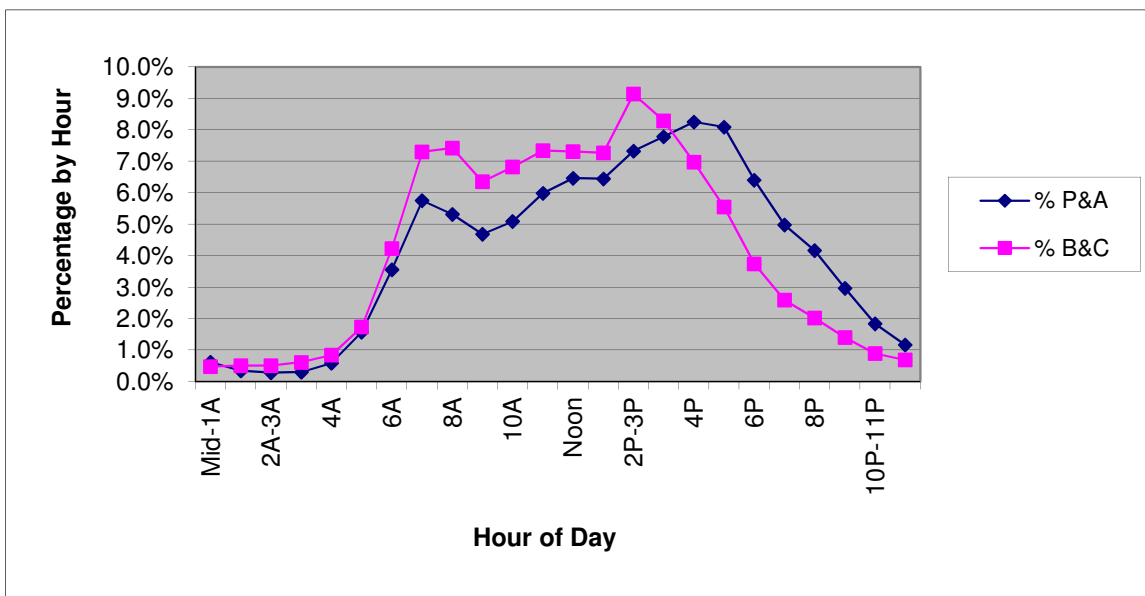
# Hourly Percent by Vehicle Type

Urban Collector

Sample = 176 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	17	8307	0.6%	234	0.5%	8541	0.6%
1	1A-2A	17	4664	0.3%	252	0.5%	4916	0.4%
2	2A-3A	17	3789	0.3%	250	0.5%	4039	0.3%
3	3A	17	4055	0.3%	304	0.6%	4359	0.3%
4	4A	17	7971	0.6%	418	0.8%	8389	0.6%
5	5A	17	21253	1.6%	861	1.7%	22114	1.6%
6	6A	17	48052	3.6%	2098	4.2%	50150	3.6%
7	7A	17	77625	5.8%	3616	7.3%	81241	5.8%
8	8A	17	71669	5.3%	3678	7.4%	75347	5.4%
9	9A	17	63188	4.7%	3149	6.4%	66337	4.7%
10	10A	17	68705	5.1%	3382	6.8%	72087	5.2%
11	11A-Noon	17	80746	6.0%	3635	7.3%	84381	6.0%
12	Noon	17	87179	6.5%	3623	7.3%	90802	6.5%
13	1P-2P	17	87021	6.4%	3601	7.3%	90622	6.5%
14	2P-3P	17	98951	7.3%	4527	9.1%	103478	7.4%
15	3P	17	105091	7.8%	4107	8.3%	109198	7.8%
16	4P	17	111325	8.3%	3456	7.0%	114781	8.2%
17	5P	17	109167	8.1%	2751	5.6%	111918	8.0%
18	6P	17	86375	6.4%	1852	3.7%	88227	6.3%
19	7P	17	67225	5.0%	1284	2.6%	68509	4.9%
20	8P	17	56257	4.2%	1000	2.0%	57257	4.1%
21	9P	17	39997	3.0%	693	1.4%	40690	2.9%
22	10P-11P	17	24861	1.8%	442	0.9%	25303	1.8%
23	11P-Mid	17	15750	1.2%	342	0.7%	16092	1.2%
			1349223	100%	49555	100%	1398778	100%



# Hourly Percent by Vehicle Type

Urban Local

Sample = 2 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2012

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	19	71	0.6%	2	0.5%	73	0.6%
1	1A-2A	19	36	0.3%	2	0.5%	38	0.3%
2	2A-3A	19	44	0.4%	1	0.2%	45	0.4%
3	3A	19	30	0.3%	2	0.5%	32	0.3%
4	4A	19	77	0.7%	19	4.4%	96	0.8%
5	5A	19	196	1.7%	10	2.3%	206	1.8%
6	6A	19	414	3.7%	19	4.4%	433	3.7%
7	7A	19	703	6.3%	26	6.0%	729	6.2%
8	8A	19	529	4.7%	24	5.5%	553	4.7%
9	9A	19	601	5.3%	30	6.9%	631	5.4%
10	10A	19	438	3.9%	26	6.0%	464	4.0%
11	11A-Noon	19	645	5.7%	23	5.3%	668	5.7%
12	Noon	19	649	5.8%	26	6.0%	675	5.8%
13	1P-2P	19	758	6.7%	34	7.8%	792	6.8%
14	2P-3P	19	718	6.4%	30	6.9%	748	6.4%
15	3P	19	911	8.1%	30	6.9%	941	8.1%
16	4P	19	848	7.5%	29	6.7%	877	7.5%
17	5P	19	993	8.8%	42	9.7%	1035	8.9%
18	6P	19	722	6.4%	16	3.7%	738	6.3%
19	7P	19	577	5.1%	16	3.7%	593	5.1%
20	8P	19	528	4.7%	12	2.8%	540	4.6%
21	9P	19	372	3.3%	8	1.8%	380	3.3%
22	10P-11P	19	225	2.0%	6	1.4%	231	2.0%
23	11P-Mid	19	150	1.3%	1	0.2%	151	1.3%
			<b>11235</b>	<b>100%</b>	<b>434</b>	<b>100%</b>	<b>11669</b>	<b>100%</b>

