

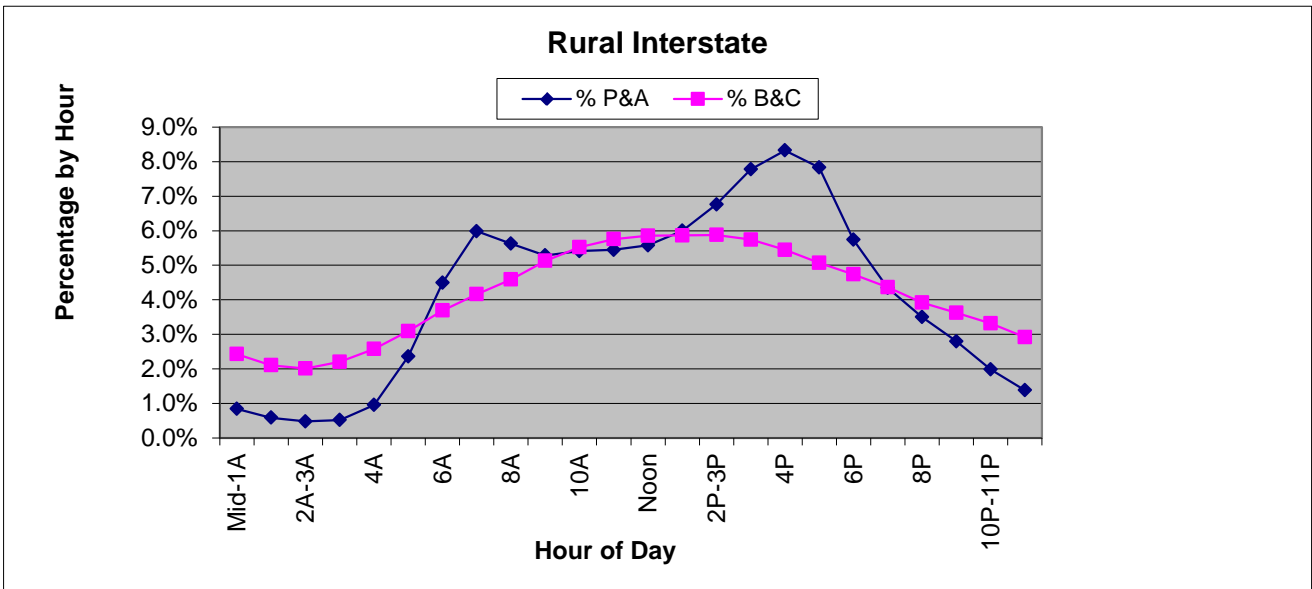
Hourly Percent by Vehicle Type

Rural Interstate

Sample = 21 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	1	30,057	0.8%	39,989	2.4%	70,046	1.3%
1	1A-2A	1	20,852	0.6%	34,687	2.1%	55,539	1.1%
2	2A-3A	1	16,950	0.5%	33,202	2.0%	50,152	1.0%
3	3A	1	18,545	0.5%	36,331	2.2%	54,876	1.1%
4	4A	1	34,122	1.0%	42,468	2.6%	76,590	1.5%
5	5A	1	84,173	2.4%	51,021	3.1%	135,194	2.6%
6	6A	1	160,414	4.5%	60,836	3.7%	221,250	4.2%
7	7A	1	213,666	6.0%	68,690	4.2%	282,356	5.4%
8	8A	1	200,684	5.6%	75,674	4.6%	276,358	5.3%
9	9A	1	188,653	5.3%	84,583	5.1%	273,236	5.2%
10	10A	1	192,988	5.4%	91,131	5.5%	284,119	5.4%
11	11A-Noon	1	194,384	5.4%	94,924	5.8%	289,308	5.5%
12	Noon	1	198,939	5.6%	96,613	5.9%	295,552	5.7%
13	1P-2P	1	214,078	6.0%	96,725	5.9%	310,803	6.0%
14	2P-3P	1	241,309	6.8%	96,987	5.9%	338,296	6.5%
15	3P	1	277,452	7.8%	94,726	5.7%	372,178	7.1%
16	4P	1	297,075	8.3%	89,827	5.4%	386,902	7.4%
17	5P	1	279,602	7.8%	83,664	5.1%	363,266	7.0%
18	6P	1	204,860	5.7%	78,158	4.7%	283,018	5.4%
19	7P	1	154,998	4.3%	71,992	4.4%	226,990	4.4%
20	8P	1	124,922	3.5%	64,634	3.9%	189,556	3.6%
21	9P	1	99,653	2.8%	59,744	3.6%	159,397	3.1%
22	10P-11P	1	70,744	2.0%	54,767	3.3%	125,511	2.4%
23	11P-Mid	1	49,294	1.4%	48,105	2.9%	97,399	1.9%
			3,568,414	100%	1,649,478	100%	5,217,892	100%



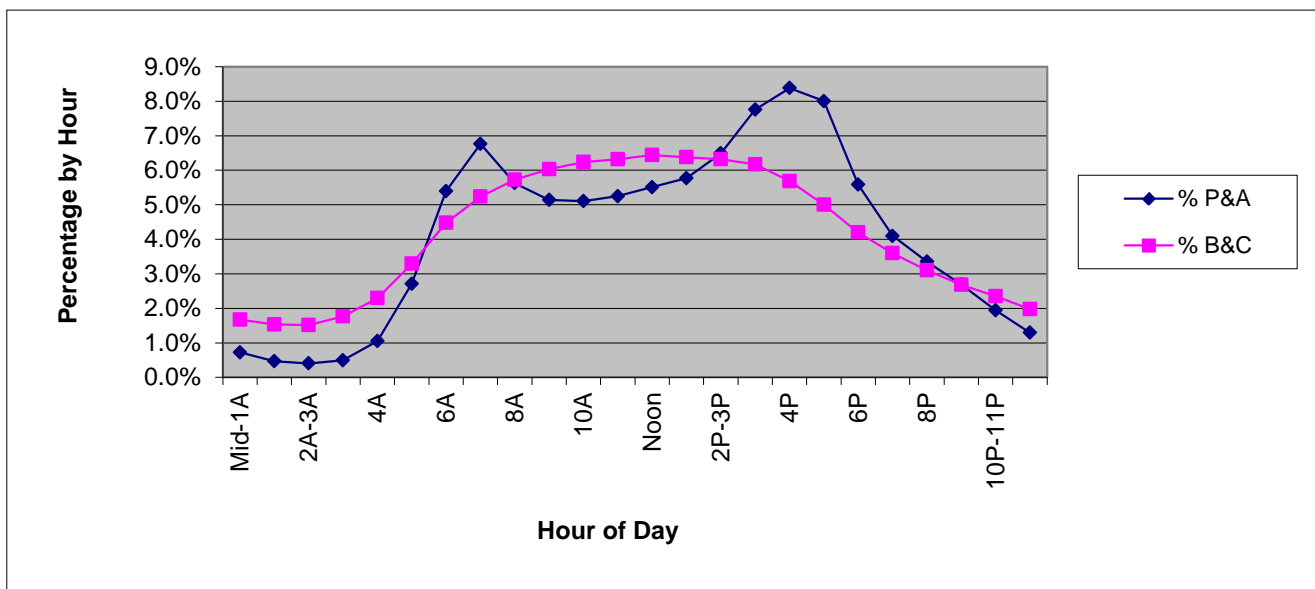
Hourly Percent by Vehicle Type

Rural Principal Arterial

Sample = 190 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	2	27,016	0.7%	14,596	1.7%	41,612	0.9%
1	1A-2A	2	17,437	0.5%	13,355	1.5%	30,792	0.7%
2	2A-3A	2	15,098	0.4%	13,226	1.5%	28,324	0.6%
3	3A	2	18,568	0.5%	15,415	1.8%	33,983	0.7%
4	4A	2	39,199	1.0%	20,010	2.3%	59,209	1.3%
5	5A	2	101,338	2.7%	28,674	3.3%	130,012	2.8%
6	6A	2	201,388	5.4%	38,983	4.5%	240,371	5.2%
7	7A	2	252,643	6.8%	45,592	5.2%	298,235	6.5%
8	8A	2	210,187	5.6%	49,855	5.7%	260,042	5.6%
9	9A	2	191,956	5.1%	52,530	6.0%	244,486	5.3%
10	10A	2	190,726	5.1%	54,339	6.2%	245,065	5.3%
11	11A-Noon	2	196,055	5.2%	55,063	6.3%	251,118	5.5%
12	Noon	2	205,762	5.5%	56,124	6.4%	261,886	5.7%
13	1P-2P	2	215,459	5.8%	55,548	6.4%	271,007	5.9%
14	2P-3P	2	242,383	6.5%	55,035	6.3%	297,418	6.5%
15	3P	2	289,767	7.8%	53,762	6.2%	343,529	7.5%
16	4P	2	313,106	8.4%	49,524	5.7%	362,630	7.9%
17	5P	2	298,965	8.0%	43,589	5.0%	342,554	7.4%
18	6P	2	208,660	5.6%	36,589	4.2%	245,249	5.3%
19	7P	2	153,121	4.1%	31,340	3.6%	184,461	4.0%
20	8P	2	125,229	3.4%	27,010	3.1%	152,239	3.3%
21	9P	2	100,586	2.7%	23,372	2.7%	123,958	2.7%
22	10P-11P	2	72,668	1.9%	20,485	2.4%	93,153	2.0%
23	11P-Mid	2	48,447	1.3%	17,238	2.0%	65,685	1.4%
			3,735,764	100%	871,254	100%	4,607,018	100%



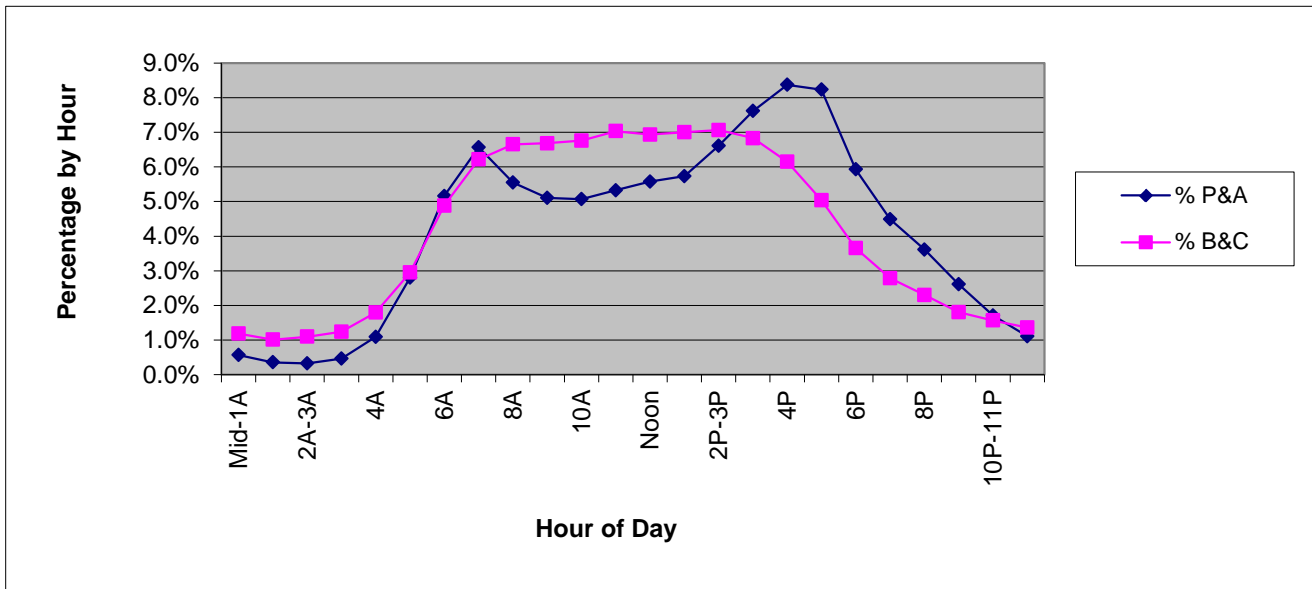
Hourly Percent by Vehicle Type

Rural Minor Arterial

Sample = 248 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	6	9,929	0.6%	2,885	1.2%	12,814	0.6%
1	1A-2A	6	6,246	0.4%	2,456	1.0%	8,702	0.4%
2	2A-3A	6	5,752	0.3%	2,659	1.1%	8,411	0.4%
3	3A	6	8,148	0.5%	3,004	1.2%	11,152	0.6%
4	4A	6	19,040	1.1%	4,359	1.8%	23,399	1.2%
5	5A	6	48,809	2.8%	7,148	2.9%	55,957	2.8%
6	6A	6	89,973	5.2%	11,841	4.9%	101,814	5.1%
7	7A	6	114,530	6.6%	15,072	6.2%	129,602	6.5%
8	8A	6	96,756	5.5%	16,140	6.7%	112,896	5.7%
9	9A	6	89,053	5.1%	16,209	6.7%	105,262	5.3%
10	10A	6	88,405	5.1%	16,398	6.8%	104,803	5.3%
11	11A-Noon	6	92,844	5.3%	17,057	7.0%	109,901	5.5%
12	Noon	6	97,187	5.6%	16,819	6.9%	114,006	5.7%
13	1P-2P	6	99,952	5.7%	16,971	7.0%	116,923	5.9%
14	2P-3P	6	115,222	6.6%	17,132	7.1%	132,354	6.7%
15	3P	6	132,729	7.6%	16,567	6.8%	149,296	7.5%
16	4P	6	145,947	8.4%	14,913	6.1%	160,860	8.1%
17	5P	6	143,480	8.2%	12,224	5.0%	155,704	7.8%
18	6P	6	103,364	5.9%	8,866	3.7%	112,230	5.7%
19	7P	6	78,284	4.5%	6,760	2.8%	85,044	4.3%
20	8P	6	63,016	3.6%	5,586	2.3%	68,602	3.5%
21	9P	6	45,576	2.6%	4,379	1.8%	49,955	2.5%
22	10P-11P	6	29,830	1.7%	3,800	1.6%	33,630	1.7%
23	11P-Mid	6	19,361	1.1%	3,310	1.4%	22,671	1.1%
			1,743,433	100%	242,555	100%	1,985,988	100%



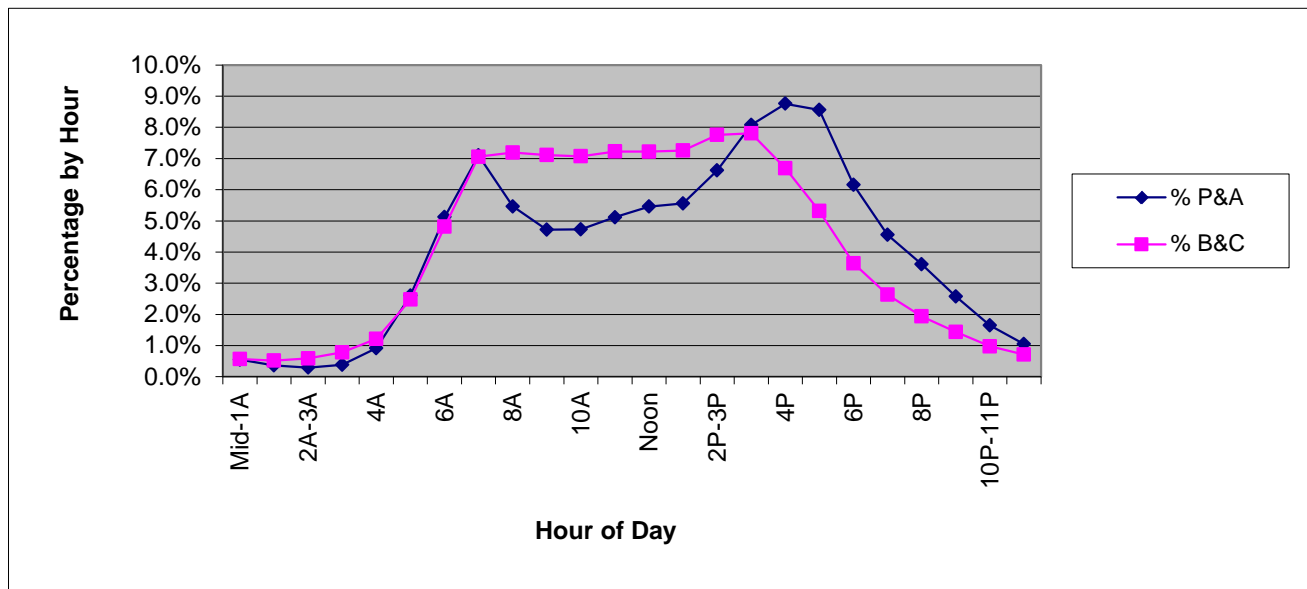
Hourly Percent by Vehicle Type

Rural Major Collector

Sample = 694 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	7	14,273	0.5%	1,300	0.6%	15,573	0.5%
1	1A-2A	7	9,588	0.4%	1,182	0.5%	10,770	0.4%
2	2A-3A	7	7,732	0.3%	1,346	0.6%	9,078	0.3%
3	3A	7	10,078	0.4%	1,783	0.8%	11,861	0.4%
4	4A	7	23,886	0.9%	2,767	1.2%	26,653	0.9%
5	5A	7	68,066	2.6%	5,645	2.5%	73,711	2.6%
6	6A	7	133,801	5.1%	10,976	4.8%	144,777	5.1%
7	7A	7	185,560	7.1%	16,105	7.1%	201,665	7.1%
8	8A	7	142,802	5.5%	16,411	7.2%	159,213	5.6%
9	9A	7	123,339	4.7%	16,235	7.1%	139,574	4.9%
10	10A	7	123,578	4.7%	16,142	7.1%	139,720	4.9%
11	11A-Noon	7	133,655	5.1%	16,488	7.2%	150,143	5.3%
12	Noon	7	142,673	5.5%	16,475	7.2%	159,148	5.6%
13	1P-2P	7	145,334	5.6%	16,558	7.3%	161,892	5.7%
14	2P-3P	7	172,908	6.6%	17,693	7.8%	190,601	6.7%
15	3P	7	210,929	8.1%	17,817	7.8%	228,746	8.1%
16	4P	7	228,858	8.8%	15,264	6.7%	244,122	8.6%
17	5P	7	223,781	8.6%	12,136	5.3%	235,917	8.3%
18	6P	7	160,932	6.2%	8,297	3.6%	169,229	6.0%
19	7P	7	118,905	4.6%	6,001	2.6%	124,906	4.4%
20	8P	7	94,328	3.6%	4,421	1.9%	98,749	3.5%
21	9P	7	67,380	2.6%	3,282	1.4%	70,662	2.5%
22	10P-11P	7	43,108	1.6%	2,225	1.0%	45,333	1.6%
23	11P-Mid	7	27,462	1.1%	1,629	0.7%	29,091	1.0%
			2,612,956	100%	228,178	100%	2,841,134	100%



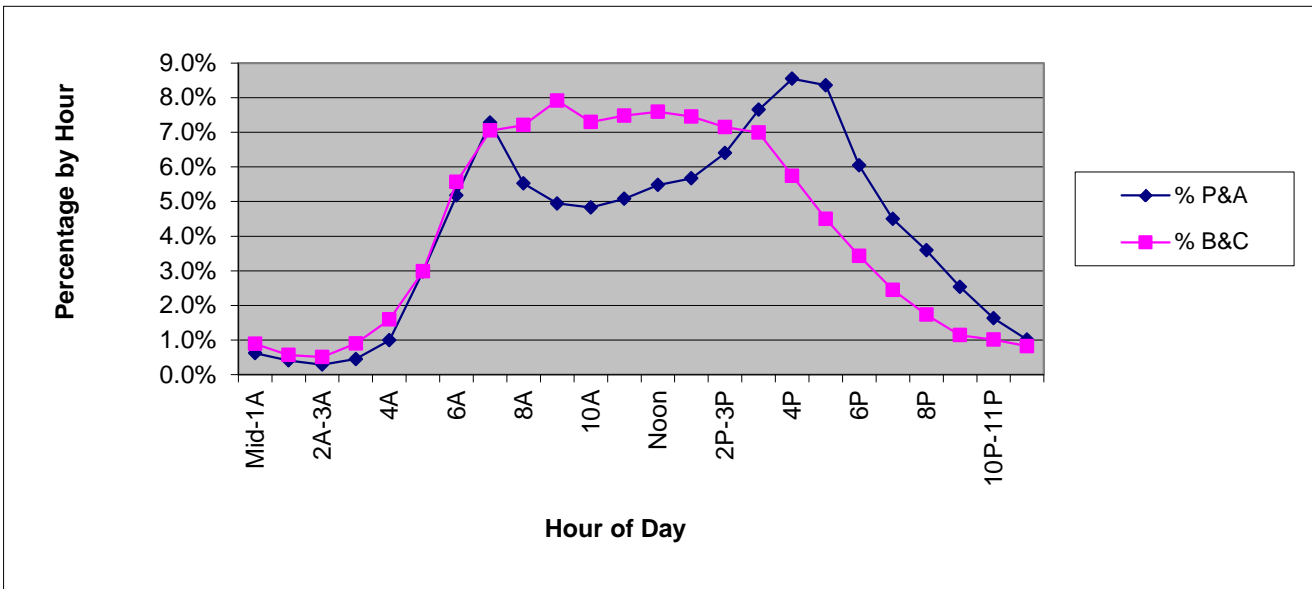
Hourly Percent by Vehicle Type

Rural Minor Collector

Sample = 71 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	8	1,152	0.6%	201	0.9%	1,353	0.7%
1	1A-2A	8	764	0.4%	127	0.6%	891	0.4%
2	2A-3A	8	541	0.3%	115	0.5%	656	0.3%
3	3A	8	836	0.5%	203	0.9%	1,039	0.5%
4	4A	8	1,833	1.0%	358	1.6%	2,191	1.1%
5	5A	8	5,494	3.0%	670	3.0%	6,164	3.0%
6	6A	8	9,559	5.2%	1,250	5.6%	10,809	5.2%
7	7A	8	13,437	7.3%	1,582	7.0%	15,019	7.3%
8	8A	8	10,199	5.5%	1,617	7.2%	11,816	5.7%
9	9A	8	9,129	4.9%	1,776	7.9%	10,905	5.3%
10	10A	8	8,911	4.8%	1,637	7.3%	10,548	5.1%
11	11A-Noon	8	9,372	5.1%	1,679	7.5%	11,051	5.3%
12	Noon	8	10,113	5.5%	1,703	7.6%	11,816	5.7%
13	1P-2P	8	10,475	5.7%	1,673	7.5%	12,148	5.9%
14	2P-3P	8	11,815	6.4%	1,605	7.2%	13,420	6.5%
15	3P	8	14,126	7.7%	1,570	7.0%	15,696	7.6%
16	4P	8	15,779	8.5%	1,289	5.7%	17,068	8.2%
17	5P	8	15,433	8.4%	1,010	4.5%	16,443	7.9%
18	6P	8	11,151	6.0%	770	3.4%	11,921	5.8%
19	7P	8	8,296	4.5%	550	2.5%	8,846	4.3%
20	8P	8	6,636	3.6%	389	1.7%	7,025	3.4%
21	9P	8	4,684	2.5%	257	1.1%	4,941	2.4%
22	10P-11P	8	3,011	1.6%	227	1.0%	3,238	1.6%
23	11P-Mid	8	1,874	1.0%	185	0.8%	2,059	1.0%
			184,620	100%	22,443	100%	207,063	100%



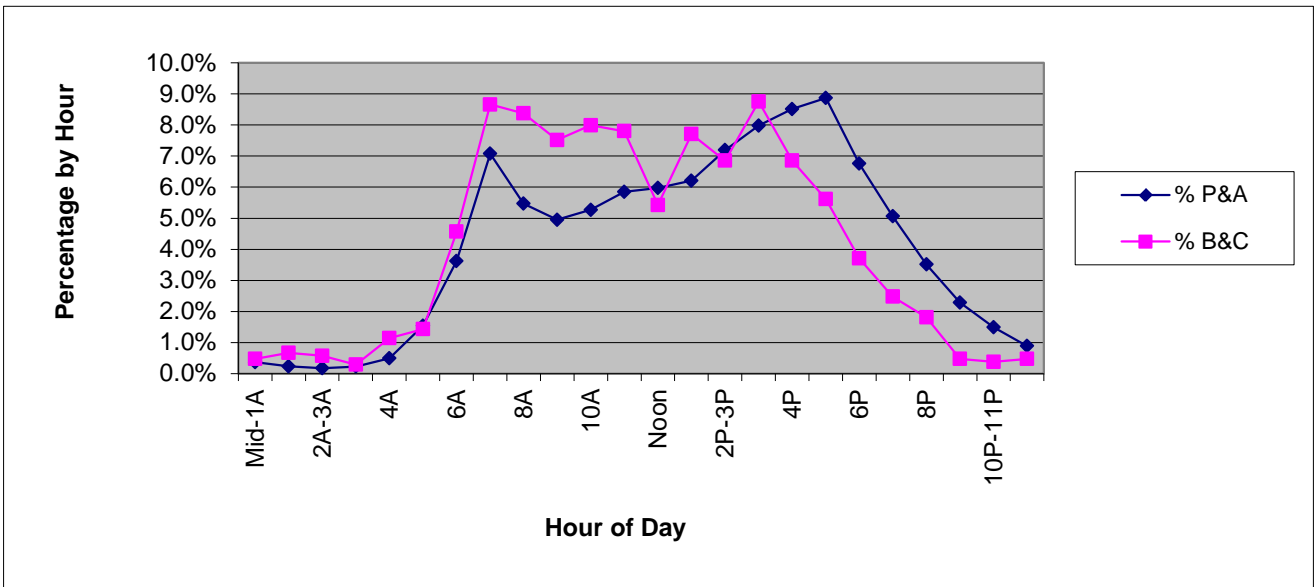
Hourly Percent by Vehicle Type

Rural Local

Sample = 5 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	9	95	0.4%	5	0.5%	100	0.4%
1	1A-2A	9	60	0.2%	7	0.7%	67	0.2%
2	2A-3A	9	44	0.2%	6	0.6%	50	0.2%
3	3A	9	59	0.2%	3	0.3%	62	0.2%
4	4A	9	126	0.5%	12	1.1%	138	0.5%
5	5A	9	397	1.5%	15	1.4%	412	1.5%
6	6A	9	934	3.6%	48	4.6%	982	3.7%
7	7A	9	1,825	7.1%	91	8.7%	1,916	7.1%
8	8A	9	1,410	5.5%	88	8.4%	1,498	5.6%
9	9A	9	1,276	4.9%	79	7.5%	1,355	5.1%
10	10A	9	1,359	5.3%	84	8.0%	1,443	5.4%
11	11A-Noon	9	1,508	5.8%	82	7.8%	1,590	5.9%
12	Noon	9	1,539	6.0%	57	5.4%	1,596	5.9%
13	1P-2P	9	1,600	6.2%	81	7.7%	1,681	6.3%
14	2P-3P	9	1,854	7.2%	72	6.9%	1,926	7.2%
15	3P	9	2,057	8.0%	92	8.8%	2,149	8.0%
16	4P	9	2,195	8.5%	72	6.9%	2,267	8.4%
17	5P	9	2,287	8.9%	59	5.6%	2,346	8.7%
18	6P	9	1,742	6.8%	39	3.7%	1,781	6.6%
19	7P	9	1,305	5.1%	26	2.5%	1,331	5.0%
20	8P	9	905	3.5%	19	1.8%	924	3.4%
21	9P	9	590	2.3%	5	0.5%	595	2.2%
22	10P-11P	9	384	1.5%	4	0.4%	388	1.4%
23	11P-Mid	9	229	0.9%	5	0.5%	234	0.9%
			25,780	100%	1,051	100%	26,831	100%



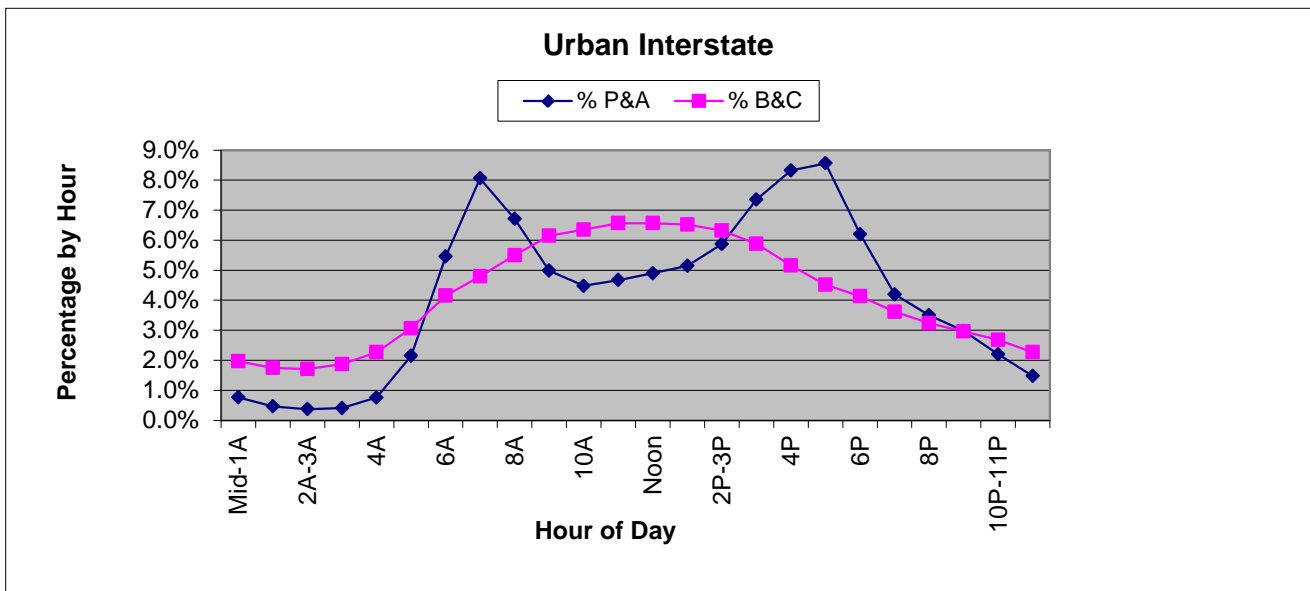
Hourly Percent by Vehicle Type

Urban Interstate

Sample = 43 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	11	166,985	0.8%	54,472	2.0%	221,457	0.9%
1	1A-2A	11	101,385	0.5%	48,420	1.7%	149,805	0.6%
2	2A-3A	11	81,444	0.4%	47,297	1.7%	128,741	0.5%
3	3A	11	89,492	0.4%	51,775	1.9%	141,267	0.6%
4	4A	11	165,866	0.8%	62,892	2.3%	228,758	0.9%
5	5A	11	469,139	2.2%	84,853	3.1%	553,992	2.3%
6	6A	11	1,189,322	5.5%	115,043	4.2%	1,304,365	5.3%
7	7A	11	1,757,673	8.1%	132,788	4.8%	1,890,461	7.7%
8	8A	11	1,464,539	6.7%	152,390	5.5%	1,616,929	6.6%
9	9A	11	1,087,138	5.0%	170,480	6.2%	1,257,618	5.1%
10	10A	11	976,907	4.5%	175,982	6.4%	1,152,889	4.7%
11	11A-Noon	11	1,018,706	4.7%	181,975	6.6%	1,200,681	4.9%
12	Noon	11	1,067,638	4.9%	181,976	6.6%	1,249,614	5.1%
13	1P-2P	11	1,121,933	5.1%	180,644	6.5%	1,302,577	5.3%
14	2P-3P	11	1,280,717	5.9%	175,239	6.3%	1,455,956	5.9%
15	3P	11	1,603,171	7.4%	162,831	5.9%	1,766,002	7.2%
16	4P	11	1,816,110	8.3%	142,919	5.2%	1,959,029	8.0%
17	5P	11	1,867,125	8.6%	125,035	4.5%	1,992,160	8.1%
18	6P	11	1,352,136	6.2%	114,531	4.1%	1,466,667	6.0%
19	7P	11	914,218	4.2%	100,224	3.6%	1,014,442	4.1%
20	8P	11	763,388	3.5%	89,695	3.2%	853,083	3.5%
21	9P	11	649,064	3.0%	82,073	3.0%	731,137	3.0%
22	10P-11P	11	480,281	2.2%	74,245	2.7%	554,526	2.3%
23	11P-Mid	11	321,803	1.5%	62,885	2.3%	384,688	1.6%
			21,806,180	100%	2,770,664	100%	24,576,844	100%



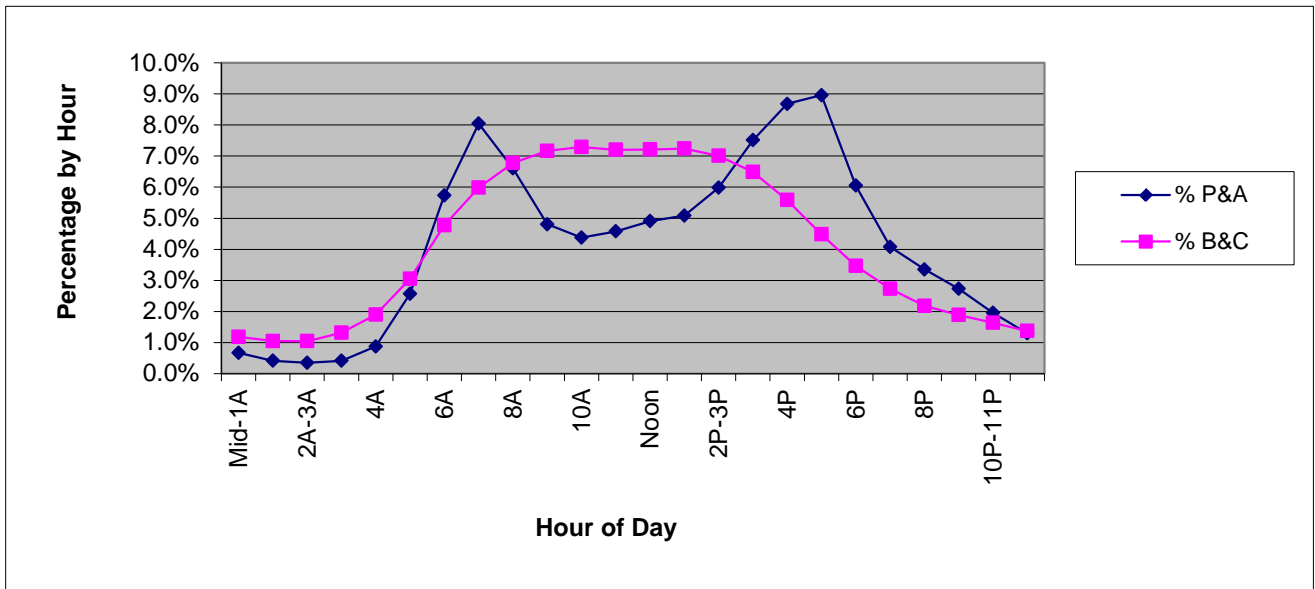
Hourly Percent by Vehicle Type

Urban Freeway and X-Way

Sample = 87 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	12	48,484	0.7%	6,957	1.2%	55,441	0.7%
1	1A-2A	12	29,775	0.4%	6,163	1.0%	35,938	0.5%
2	2A-3A	12	25,190	0.3%	6,127	1.0%	31,317	0.4%
3	3A	12	29,893	0.4%	7,730	1.3%	37,623	0.5%
4	4A	12	63,072	0.9%	11,136	1.9%	74,208	0.9%
5	5A	12	185,791	2.6%	17,956	3.1%	203,747	2.6%
6	6A	12	414,549	5.7%	28,083	4.8%	442,632	5.7%
7	7A	12	581,791	8.0%	35,230	6.0%	617,021	7.9%
8	8A	12	477,622	6.6%	39,877	6.8%	517,499	6.6%
9	9A	12	347,580	4.8%	42,162	7.2%	389,742	5.0%
10	10A	12	316,382	4.4%	42,903	7.3%	359,285	4.6%
11	11A-Noon	12	330,950	4.6%	42,378	7.2%	373,328	4.8%
12	Noon	12	354,706	4.9%	42,446	7.2%	397,152	5.1%
13	1P-2P	12	367,711	5.1%	42,594	7.2%	410,305	5.2%
14	2P-3P	12	432,893	6.0%	41,227	7.0%	474,120	6.1%
15	3P	12	543,307	7.5%	38,169	6.5%	581,476	7.4%
16	4P	12	627,756	8.7%	32,879	5.6%	660,635	8.4%
17	5P	12	648,093	9.0%	26,388	4.5%	674,481	8.6%
18	6P	12	437,909	6.1%	20,401	3.5%	458,310	5.9%
19	7P	12	294,881	4.1%	16,079	2.7%	310,960	4.0%
20	8P	12	242,497	3.4%	12,814	2.2%	255,311	3.3%
21	9P	12	197,092	2.7%	11,115	1.9%	208,207	2.7%
22	10P-11P	12	141,321	2.0%	9,601	1.6%	150,922	1.9%
23	11P-Mid	12	93,962	1.3%	8,056	1.4%	102,018	1.3%
			7,233,207	100%	588,471	100%	7,821,678	100%



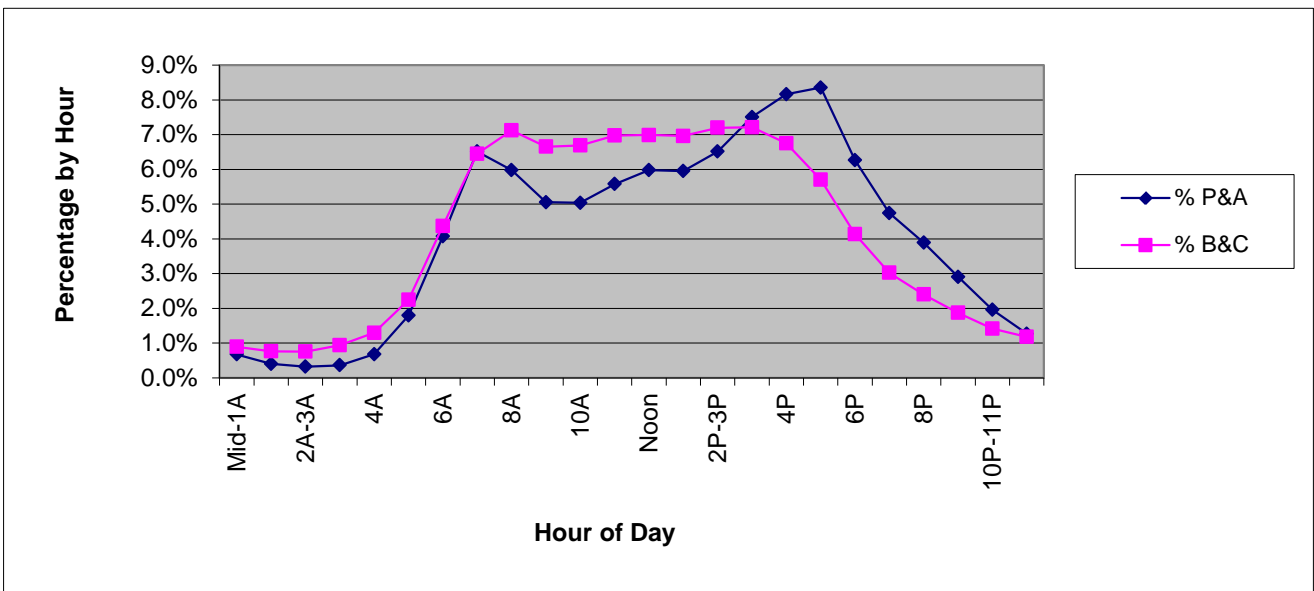
Hourly Percent by Vehicle Type

Urban Principal Arterial

Sample = 317 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	14	49,180	0.7%	4,655	0.9%	53,835	0.7%
1	1A-2A	14	29,557	0.4%	3,951	0.8%	33,508	0.4%
2	2A-3A	14	23,333	0.3%	3,931	0.8%	27,264	0.3%
3	3A	14	26,453	0.4%	4,858	0.9%	31,311	0.4%
4	4A	14	49,462	0.7%	6,724	1.3%	56,186	0.7%
5	5A	14	130,869	1.8%	11,646	2.2%	142,515	1.8%
6	6A	14	296,964	4.1%	22,670	4.4%	319,634	4.1%
7	7A	14	474,917	6.5%	33,438	6.4%	508,355	6.5%
8	8A	14	435,972	6.0%	36,915	7.1%	472,887	6.1%
9	9A	14	368,423	5.1%	34,502	6.7%	402,925	5.2%
10	10A	14	367,204	5.0%	34,682	6.7%	401,886	5.1%
11	11A-Noon	14	406,626	5.6%	36,164	7.0%	442,790	5.7%
12	Noon	14	436,099	6.0%	36,240	7.0%	472,339	6.0%
13	1P-2P	14	434,110	6.0%	36,103	7.0%	470,213	6.0%
14	2P-3P	14	474,896	6.5%	37,330	7.2%	512,226	6.6%
15	3P	14	547,274	7.5%	37,390	7.2%	584,664	7.5%
16	4P	14	594,931	8.2%	34,997	6.7%	629,928	8.1%
17	5P	14	609,029	8.4%	29,559	5.7%	638,588	8.2%
18	6P	14	456,627	6.3%	21,436	4.1%	478,063	6.1%
19	7P	14	345,919	4.7%	15,679	3.0%	361,598	4.6%
20	8P	14	283,461	3.9%	12,440	2.4%	295,901	3.8%
21	9P	14	212,048	2.9%	9,704	1.9%	221,752	2.8%
22	10P-11P	14	143,034	2.0%	7,359	1.4%	150,393	1.9%
23	11P-Mid	14	92,391	1.3%	6,119	1.2%	98,510	1.3%
			7,288,779	100%	518,492	100%	7,807,271	100%



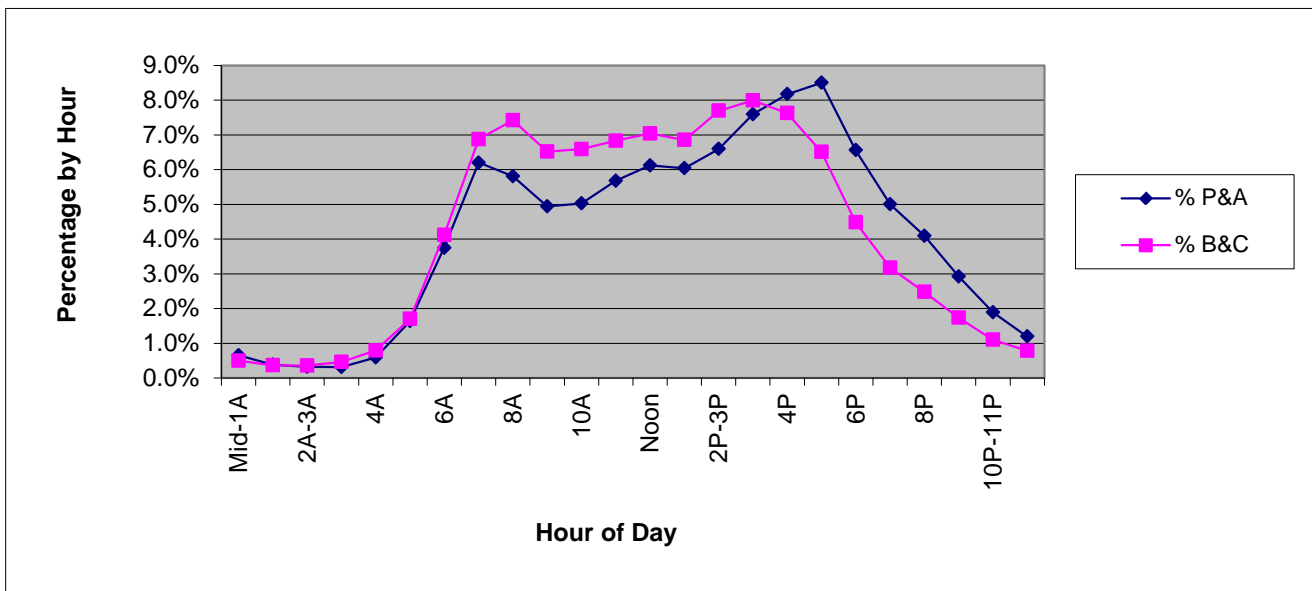
Hourly Percent by Vehicle Type

Urban Minor Arterial

Sample = 409 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P & A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	16	34,348	0.7%	1,531	0.5%	35,879	0.6%
1	1A-2A	16	19,929	0.4%	1,119	0.4%	21,048	0.4%
2	2A-3A	16	16,823	0.3%	1,113	0.4%	17,936	0.3%
3	3A	16	16,493	0.3%	1,413	0.5%	17,906	0.3%
4	4A	16	31,175	0.6%	2,445	0.8%	33,620	0.6%
5	5A	16	85,616	1.6%	5,221	1.7%	90,837	1.6%
6	6A	16	195,956	3.7%	12,663	4.1%	208,619	3.8%
7	7A	16	324,065	6.2%	21,115	6.9%	345,180	6.2%
8	8A	16	303,402	5.8%	22,787	7.4%	326,189	5.9%
9	9A	16	258,134	4.9%	20,027	6.5%	278,161	5.0%
10	10A	16	262,681	5.0%	20,247	6.6%	282,928	5.1%
11	11A-Noon	16	296,593	5.7%	20,977	6.8%	317,570	5.7%
12	Noon	16	319,785	6.1%	21,628	7.0%	341,413	6.2%
13	1P-2P	16	315,812	6.0%	21,053	6.9%	336,865	6.1%
14	2P-3P	16	344,607	6.6%	23,627	7.7%	368,234	6.7%
15	3P	16	396,799	7.6%	24,550	8.0%	421,349	7.6%
16	4P	16	426,840	8.2%	23,420	7.6%	450,260	8.1%
17	5P	16	444,353	8.5%	19,996	6.5%	464,349	8.4%
18	6P	16	342,749	6.6%	13,774	4.5%	356,523	6.4%
19	7P	16	261,346	5.0%	9,745	3.2%	271,091	4.9%
20	8P	16	213,914	4.1%	7,610	2.5%	221,524	4.0%
21	9P	16	152,916	2.9%	5,326	1.7%	158,242	2.9%
22	10P-11P	16	98,856	1.9%	3,391	1.1%	102,247	1.8%
23	11P-Mid	16	62,551	1.2%	2,404	0.8%	64,955	1.2%
			5,225,743	100%	307,182	100%	5,532,925	100%



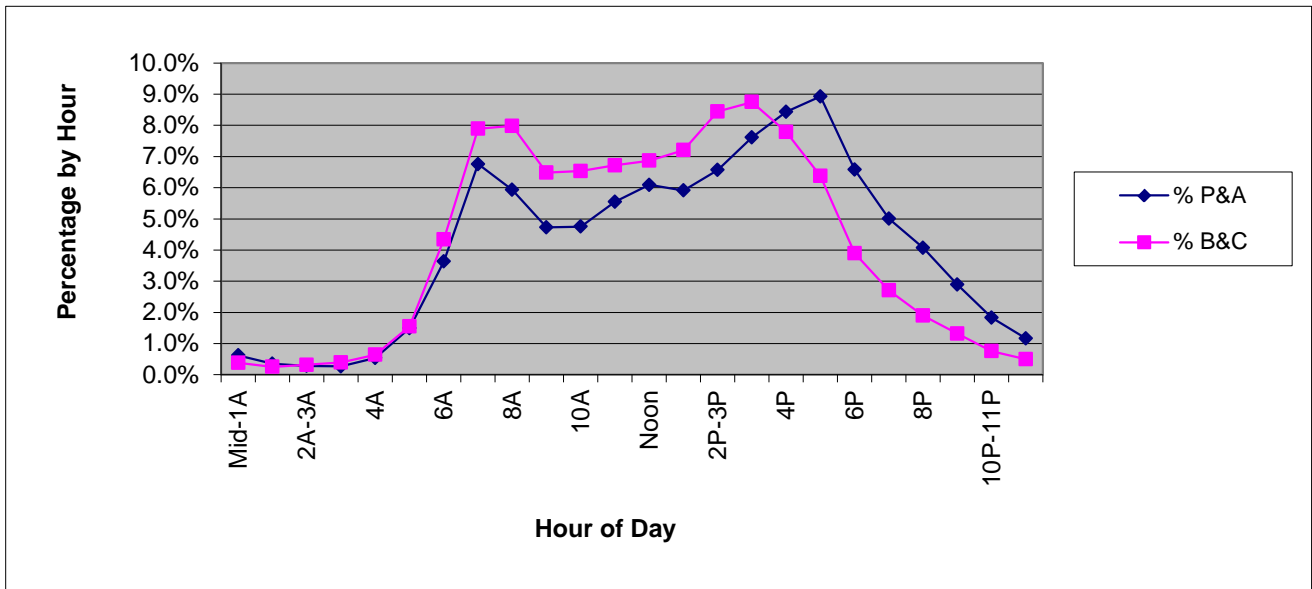
Hourly Percent by Vehicle Type

Urban Collector

Sample = 253 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	17	12,866	0.6%	372	0.4%	13,238	0.6%
1	1A-2A	17	7,320	0.4%	247	0.3%	7,567	0.3%
2	2A-3A	17	5,845	0.3%	310	0.3%	6,155	0.3%
3	3A	17	5,608	0.3%	384	0.4%	5,992	0.3%
4	4A	17	11,049	0.5%	625	0.6%	11,674	0.5%
5	5A	17	30,786	1.5%	1,507	1.6%	32,293	1.5%
6	6A	17	75,157	3.6%	4,218	4.3%	79,375	3.7%
7	7A	17	139,809	6.8%	7,669	7.9%	147,478	6.8%
8	8A	17	122,665	5.9%	7,752	8.0%	130,417	6.0%
9	9A	17	97,888	4.7%	6,302	6.5%	104,190	4.8%
10	10A	17	98,307	4.8%	6,345	6.5%	104,652	4.8%
11	11A-Noon	17	114,843	5.6%	6,526	6.7%	121,369	5.6%
12	Noon	17	125,976	6.1%	6,671	6.9%	132,647	6.1%
13	1P-2P	17	122,345	5.9%	6,998	7.2%	129,343	6.0%
14	2P-3P	17	135,955	6.6%	8,202	8.4%	144,157	6.7%
15	3P	17	157,530	7.6%	8,498	8.7%	166,028	7.7%
16	4P	17	174,487	8.4%	7,569	7.8%	182,056	8.4%
17	5P	17	184,654	8.9%	6,193	6.4%	190,847	8.8%
18	6P	17	136,038	6.6%	3,784	3.9%	139,822	6.5%
19	7P	17	103,507	5.0%	2,627	2.7%	106,134	4.9%
20	8P	17	84,270	4.1%	1,843	1.9%	86,113	4.0%
21	9P	17	59,880	2.9%	1,277	1.3%	61,157	2.8%
22	10P-11P	17	37,837	1.8%	733	0.8%	38,570	1.8%
23	11P-Mid	17	24,105	1.2%	484	0.5%	24,589	1.1%
			2,068,727	100%	97,136	100%	2,165,863	100%



Hourly Percent by Vehicle Type

Urban Local

Sample = 2 Counts

Sample of Permanent ATR's and Portable Counts Taken in 2013

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	19	110	0.7%	9	0.6%	119	0.7%
1	1A-2A	19	97	0.6%	11	0.7%	108	0.6%
2	2A-3A	19	69	0.4%	9	0.6%	78	0.5%
3	3A	19	123	0.8%	9	0.6%	132	0.8%
4	4A	19	203	1.3%	22	1.4%	225	1.3%
5	5A	19	436	2.8%	57	3.7%	493	2.9%
6	6A	19	723	4.6%	76	4.9%	799	4.7%
7	7A	19	823	5.3%	86	5.5%	909	5.3%
8	8A	19	793	5.1%	98	6.3%	891	5.2%
9	9A	19	832	5.3%	99	6.4%	931	5.4%
10	10A	19	854	5.5%	100	6.4%	954	5.6%
11	11A-Noon	19	954	6.1%	97	6.2%	1,051	6.1%
12	Noon	19	1,101	7.1%	121	7.8%	1,222	7.1%
13	1P-2P	19	1,150	7.4%	124	8.0%	1,274	7.4%
14	2P-3P	19	1,281	8.2%	133	8.6%	1,414	8.3%
15	3P	19	1,152	7.4%	89	5.7%	1,241	7.2%
16	4P	19	1,113	7.1%	86	5.5%	1,199	7.0%
17	5P	19	947	6.1%	72	4.6%	1,019	5.9%
18	6P	19	874	5.6%	77	5.0%	951	5.5%
19	7P	19	639	4.1%	49	3.2%	688	4.0%
20	8P	19	542	3.5%	40	2.6%	582	3.4%
21	9P	19	351	2.3%	41	2.6%	392	2.3%
22	10P-11P	19	254	1.6%	31	2.0%	285	1.7%
23	11P-Mid	19	162	1.0%	17	1.1%	179	1.0%
			15,583	100%	1,553	100%	17,136	100%

