

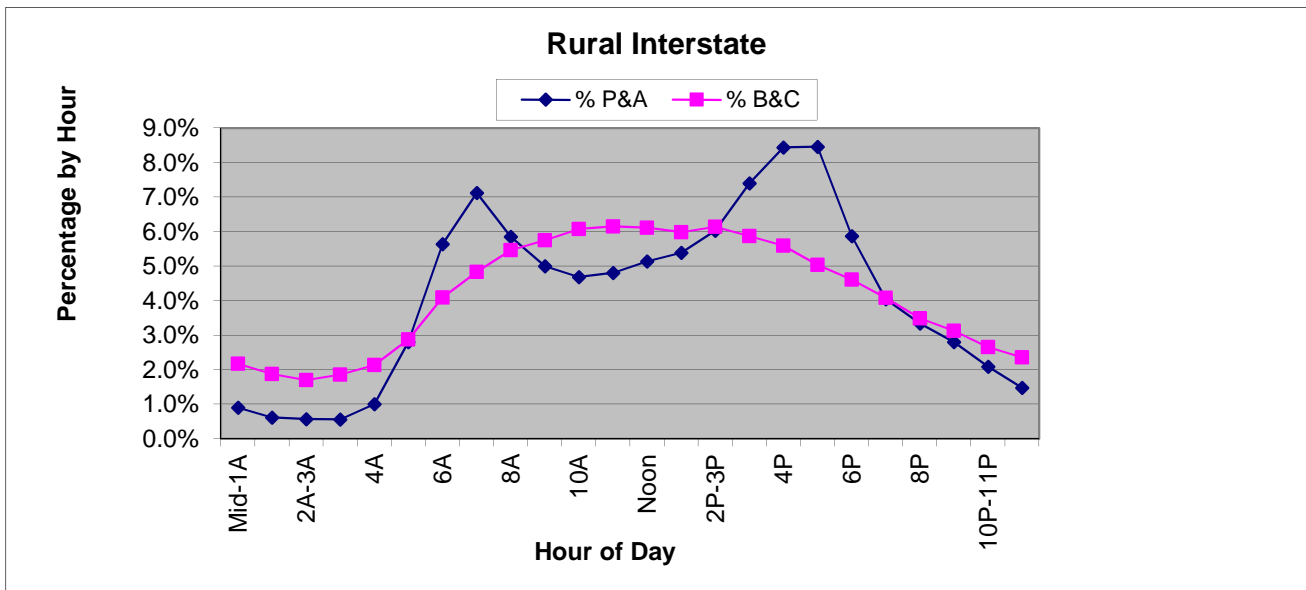
# Hourly Percent by Vehicle Type

Rural Interstate

Sample = 79 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	1	3077	0.9%	2280	2.2%	5,357	1.2%
1	1A-2A	1	2111	0.6%	1967	1.9%	4,078	0.9%
2	2A-3A	1	1939	0.6%	1781	1.7%	3,720	0.8%
3	3A	1	1910	0.6%	1944	1.9%	3,854	0.9%
4	4A	1	3439	1.0%	2234	2.1%	5,673	1.3%
5	5A	1	9615	2.8%	3016	2.9%	12,631	2.8%
6	6A	1	19321	5.6%	4289	4.1%	23,610	5.3%
7	7A	1	24405	7.1%	5063	4.8%	29,468	6.6%
8	8A	1	20057	5.9%	5723	5.5%	25,780	5.8%
9	9A	1	17151	5.0%	6030	5.8%	23,181	5.2%
10	10A	1	16047	4.7%	6371	6.1%	22,418	5.0%
11	11A-Noon	1	16456	4.8%	6444	6.1%	22,900	5.1%
12	Noon	1	17597	5.1%	6409	6.1%	24,006	5.4%
13	1P-2P	1	18455	5.4%	6271	6.0%	24,726	5.5%
14	2P-3P	1	20677	6.0%	6432	6.1%	27,109	6.1%
15	3P	1	25360	7.4%	6159	5.9%	31,519	7.0%
16	4P	1	28914	8.4%	5859	5.6%	34,773	7.8%
17	5P	1	28998	8.5%	5281	5.0%	34,279	7.7%
18	6P	1	20136	5.9%	4828	4.6%	24,964	5.6%
19	7P	1	13849	4.0%	4276	4.1%	18,125	4.0%
20	8P	1	11451	3.3%	3654	3.5%	15,105	3.4%
21	9P	1	9608	2.8%	3277	3.1%	12,885	2.9%
22	10P-11P	1	7159	2.1%	2779	2.7%	9,938	2.2%
23	11P-Mid	1	5063	1.5%	2469	2.4%	7,532	1.7%
			<b>342,795</b>		<b>104,836</b>		<b>447,631</b>	<b>100%</b>



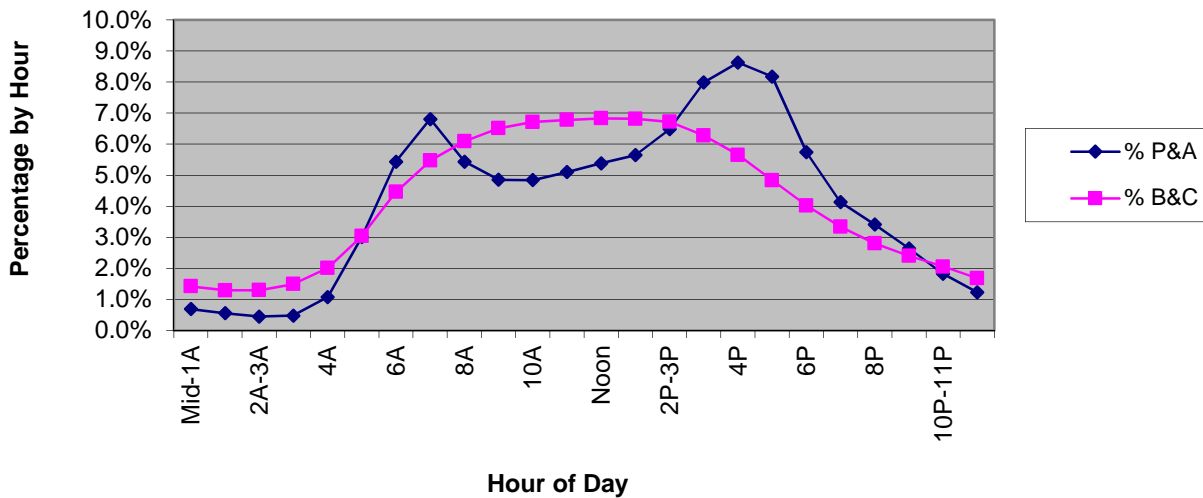
# Hourly Percent by Vehicle Type

Rural Principal Arterial

Sample = 304 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	2	19915	0.7%	7669	1.4%	27,584	0.8%
1	1A-2A	2	16087	0.6%	6954	1.3%	23,041	0.7%
2	2A-3A	2	12845	0.4%	7010	1.3%	19,855	0.6%
3	3A	2	13789	0.5%	8042	1.5%	21,831	0.6%
4	4A	2	30772	1.1%	10817	2.0%	41,589	1.2%
5	5A	2	86434	3.0%	16358	3.0%	102,792	3.0%
6	6A	2	155929	5.4%	24020	4.5%	179,949	5.3%
7	7A	2	195216	6.8%	29465	5.5%	224,681	6.6%
8	8A	2	155936	5.4%	32801	6.1%	188,737	5.5%
9	9A	2	139254	4.9%	35061	6.5%	174,315	5.1%
10	10A	2	138842	4.8%	36152	6.7%	174,994	5.1%
11	11A-Noon	2	146256	5.1%	36511	6.8%	182,767	5.4%
12	Noon	2	154439	5.4%	36781	6.8%	191,220	5.6%
13	1P-2P	2	161981	5.6%	36712	6.8%	198,693	5.8%
14	2P-3P	2	185851	6.5%	36164	6.7%	222,015	6.5%
15	3P	2	228990	8.0%	33805	6.3%	262,795	7.7%
16	4P	2	247341	8.6%	30432	5.7%	277,773	8.2%
17	5P	2	234444	8.2%	26057	4.8%	260,501	7.6%
18	6P	2	164624	5.7%	21669	4.0%	186,293	5.5%
19	7P	2	118482	4.1%	17961	3.3%	136,443	4.0%
20	8P	2	97746	3.4%	15090	2.8%	112,836	3.3%
21	9P	2	75782	2.6%	12923	2.4%	88,705	2.6%
22	10P-11P	2	52413	1.8%	11068	2.1%	63,481	1.9%
23	11P-Mid	2	35275	1.2%	9046	1.7%	44,321	1.3%
			<b>2,868,643</b>		<b>538,568</b>	100%	<b>3,407,211</b>	100%



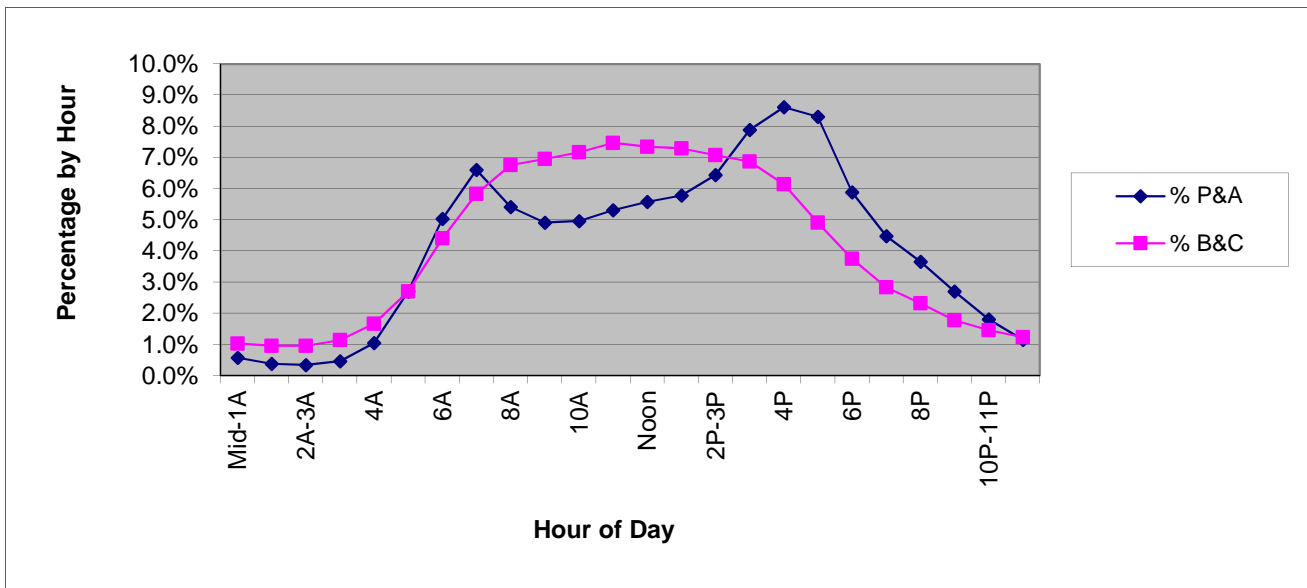
# Hourly Percent by Vehicle Type

Rural Minor Arterial

Sample = 251 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	6	7531	0.6%	1717	1.0%	9,248	0.6%
1	1A-2A	6	4921	0.4%	1601	1.0%	6,522	0.4%
2	2A-3A	6	4479	0.3%	1595	1.0%	6,074	0.4%
3	3A	6	5986	0.5%	1917	1.1%	7,903	0.5%
4	4A	6	13677	1.0%	2779	1.7%	16,456	1.1%
5	5A	6	35297	2.7%	4524	2.7%	39,821	2.7%
6	6A	6	65635	5.0%	7376	4.4%	73,011	5.0%
7	7A	6	86121	6.6%	9772	5.8%	95,893	6.5%
8	8A	6	70566	5.4%	11321	6.8%	81,887	5.6%
9	9A	6	64071	4.9%	11652	7.0%	75,723	5.1%
10	10A	6	64666	5.0%	12013	7.2%	76,679	5.2%
11	11A-Noon	6	69268	5.3%	12500	7.5%	81,768	5.6%
12	Noon	6	72813	5.6%	12294	7.3%	85,107	5.8%
13	1P-2P	6	75380	5.8%	12217	7.3%	87,597	5.9%
14	2P-3P	6	84070	6.4%	11847	7.1%	95,917	6.5%
15	3P	6	102917	7.9%	11508	6.9%	114,425	7.8%
16	4P	6	112353	8.6%	10285	6.1%	122,638	8.3%
17	5P	6	108441	8.3%	8221	4.9%	116,662	7.9%
18	6P	6	76798	5.9%	6275	3.7%	83,073	5.6%
19	7P	6	58350	4.5%	4739	2.8%	63,089	4.3%
20	8P	6	47724	3.7%	3878	2.3%	51,602	3.5%
21	9P	6	35252	2.7%	2978	1.8%	38,230	2.6%
22	10P-11P	6	23587	1.8%	2438	1.5%	26,025	1.8%
23	11P-Mid	6	15035	1.2%	2060	1.2%	17,095	1.2%
			<b>1,304,938</b>		<b>167,507</b>		<b>1,472,445</b>	<b>100%</b>



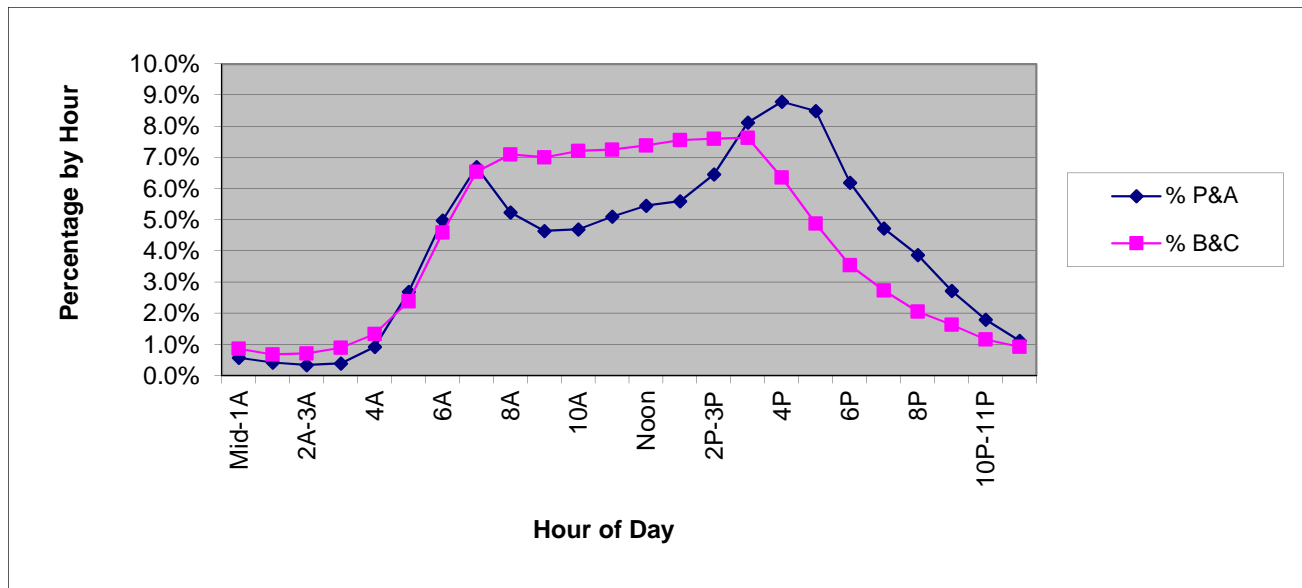
# Hourly Percent by Vehicle Type

Rural Major Collector

Sample = 760 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	7	13272	0.6%	1789	0.9%	15,061	0.6%
1	1A-2A	7	9652	0.4%	1389	0.7%	11,041	0.4%
2	2A-3A	7	7815	0.3%	1463	0.7%	9,278	0.4%
3	3A	7	9033	0.4%	1835	0.9%	10,868	0.4%
4	4A	7	21414	0.9%	2748	1.3%	24,162	1.0%
5	5A	7	62351	2.7%	4911	2.4%	67,262	2.7%
6	6A	7	115260	5.0%	9462	4.6%	124,722	4.9%
7	7A	7	155013	6.7%	13494	6.5%	168,507	6.7%
8	8A	7	121354	5.2%	14640	7.1%	135,994	5.4%
9	9A	7	107434	4.6%	14452	7.0%	121,886	4.8%
10	10A	7	108746	4.7%	14868	7.2%	123,614	4.9%
11	11A-Noon	7	118279	5.1%	14955	7.2%	133,234	5.3%
12	Noon	7	126338	5.5%	15230	7.4%	141,568	5.6%
13	1P-2P	7	129709	5.6%	15587	7.6%	145,296	5.8%
14	2P-3P	7	149551	6.5%	15678	7.6%	165,229	6.5%
15	3P	7	188099	8.1%	15746	7.6%	203,845	8.1%
16	4P	7	203676	8.8%	13121	6.4%	216,797	8.6%
17	5P	7	196722	8.5%	10068	4.9%	206,790	8.2%
18	6P	7	143360	6.2%	7314	3.5%	150,674	6.0%
19	7P	7	109403	4.7%	5626	2.7%	115,029	4.6%
20	8P	7	89597	3.9%	4239	2.1%	93,836	3.7%
21	9P	7	63148	2.7%	3373	1.6%	66,521	2.6%
22	10P-11P	7	41598	1.8%	2393	1.2%	43,991	1.7%
23	11P-Mid	7	25888	1.1%	1908	0.9%	27,796	1.1%
			<b>2,316,712</b>		<b>206,289</b>		<b>2,523,001</b>	<b>100%</b>



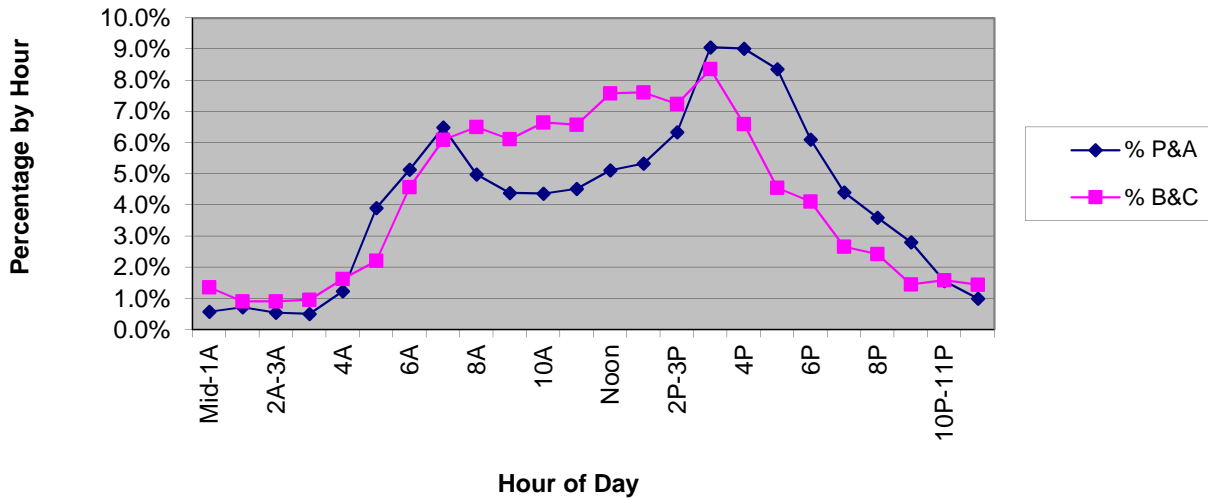
# Hourly Percent by Vehicle Type

Rural Minor Collector

Sample = 71 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	8	432	0.6%	104	1.4%	536	0.6%
1	1A-2A	8	542	0.7%	69	0.9%	611	0.7%
2	2A-3A	8	406	0.5%	69	0.9%	475	0.6%
3	3A	8	376	0.5%	73	1.0%	449	0.5%
4	4A	8	926	1.2%	124	1.6%	1,050	1.3%
5	5A	8	2926	3.9%	169	2.2%	3,095	3.7%
6	6A	8	3857	5.1%	350	4.6%	4,207	5.1%
7	7A	8	4876	6.5%	467	6.1%	5,343	6.5%
8	8A	8	3736	5.0%	498	6.5%	4,234	5.1%
9	9A	8	3290	4.4%	468	6.1%	3,758	4.5%
10	10A	8	3278	4.4%	509	6.6%	3,787	4.6%
11	11A-Noon	8	3394	4.5%	504	6.6%	3,898	4.7%
12	Noon	8	3839	5.1%	581	7.6%	4,420	5.3%
13	1P-2P	8	4001	5.3%	583	7.6%	4,584	5.5%
14	2P-3P	8	4757	6.3%	555	7.2%	5,312	6.4%
15	3P	8	6801	9.1%	641	8.4%	7,442	9.0%
16	4P	8	6773	9.0%	505	6.6%	7,278	8.8%
17	5P	8	6275	8.4%	349	4.6%	6,624	8.0%
18	6P	8	4579	6.1%	315	4.1%	4,894	5.9%
19	7P	8	3311	4.4%	204	2.7%	3,515	4.2%
20	8P	8	2697	3.6%	186	2.4%	2,883	3.5%
21	9P	8	2105	2.8%	111	1.4%	2,216	2.7%
22	10P-11P	8	1170	1.6%	121	1.6%	1,291	1.6%
23	11P-Mid	8	744	1.0%	110	1.4%	854	1.0%
			<b>75,091</b>		<b>7,665</b>		<b>82,756</b>	<b>100%</b>



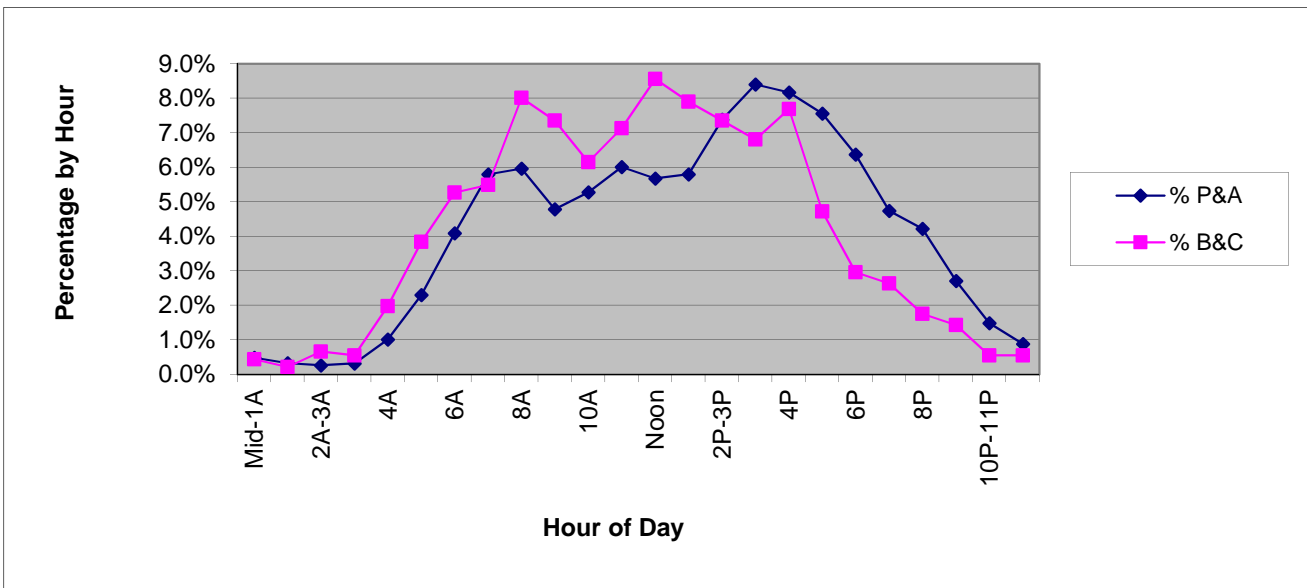
# Hourly Percent by Vehicle Type

Rural Local

Sample = 4 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	9	41	0.5%	4	0.4%	45	0.5%
1	1A-2A	9	28	0.3%	2	0.2%	30	0.3%
2	2A-3A	9	22	0.3%	6	0.7%	28	0.3%
3	3A	9	27	0.3%	5	0.5%	32	0.3%
4	4A	9	86	1.0%	18	2.0%	104	1.1%
5	5A	9	195	2.3%	35	3.8%	230	2.4%
6	6A	9	347	4.1%	48	5.3%	395	4.2%
7	7A	9	492	5.8%	50	5.5%	542	5.8%
8	8A	9	506	6.0%	73	8.0%	579	6.2%
9	9A	9	406	4.8%	67	7.4%	473	5.0%
10	10A	9	448	5.3%	56	6.1%	504	5.4%
11	11A-Noon	9	510	6.0%	65	7.1%	575	6.1%
12	Noon	9	482	5.7%	78	8.6%	560	6.0%
13	1P-2P	9	492	5.8%	72	7.9%	564	6.0%
14	2P-3P	9	627	7.4%	67	7.4%	694	7.4%
15	3P	9	713	8.4%	62	6.8%	775	8.2%
16	4P	9	694	8.2%	70	7.7%	764	8.1%
17	5P	9	642	7.6%	43	4.7%	685	7.3%
18	6P	9	541	6.4%	27	3.0%	568	6.0%
19	7P	9	402	4.7%	24	2.6%	426	4.5%
20	8P	9	358	4.2%	16	1.8%	374	4.0%
21	9P	9	230	2.7%	13	1.4%	243	2.6%
22	10P-11P	9	126	1.5%	5	0.5%	131	1.4%
23	11P-Mid	9	75	0.9%	5	0.5%	80	0.9%
			<b>8,490</b>		<b>911</b>		<b>9,401</b>	100%



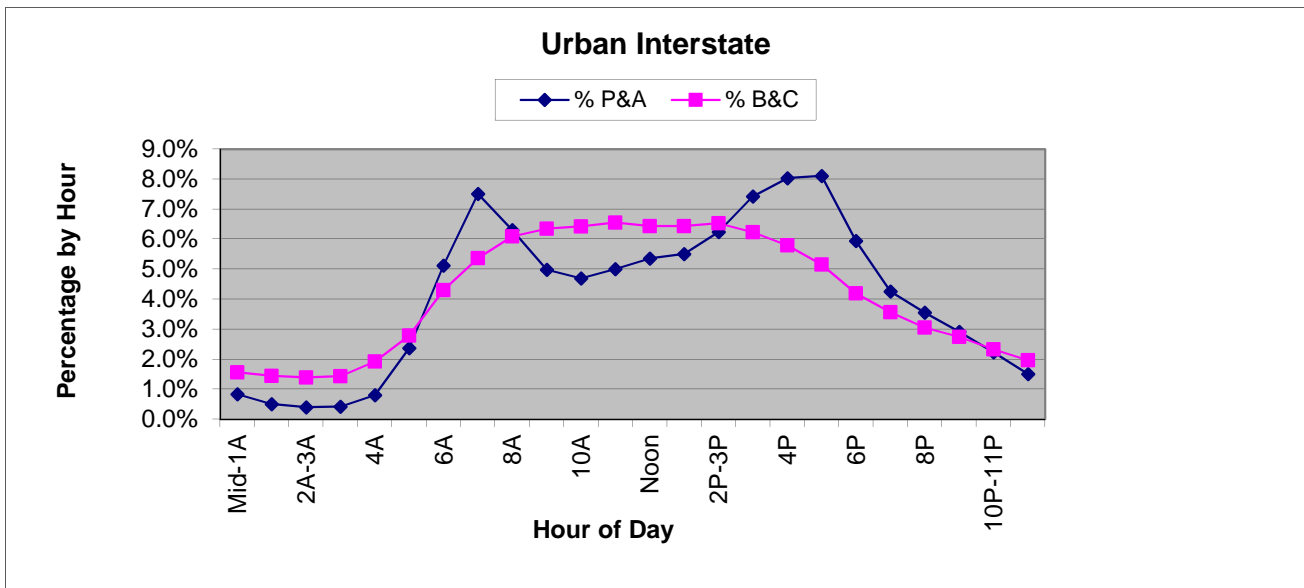
# Hourly Percent by Vehicle Type

Urban Interstate

Sample = 171 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	11	17671	0.8%	3696	1.6%	21,367	0.9%
1	1A-2A	11	10673	0.5%	3414	1.4%	14,087	0.6%
2	2A-3A	11	8515	0.4%	3297	1.4%	11,812	0.5%
3	3A	11	8866	0.4%	3394	1.4%	12,260	0.5%
4	4A	11	17099	0.8%	4546	1.9%	21,645	0.9%
5	5A	11	50226	2.4%	6586	2.8%	56,812	2.4%
6	6A	11	108773	5.1%	10178	4.3%	118,951	5.0%
7	7A	11	159415	7.5%	12716	5.4%	172,131	7.3%
8	8A	11	133948	6.3%	14422	6.1%	148,370	6.3%
9	9A	11	105746	5.0%	15039	6.3%	120,785	5.1%
10	10A	11	99745	4.7%	15206	6.4%	114,951	4.9%
11	11A-Noon	11	106321	5.0%	15519	6.6%	121,840	5.2%
12	Noon	11	113738	5.4%	15243	6.4%	128,981	5.5%
13	1P-2P	11	117001	5.5%	15228	6.4%	132,229	5.6%
14	2P-3P	11	132565	6.2%	15467	6.5%	148,032	6.3%
15	3P	11	157772	7.4%	14745	6.2%	172,517	7.3%
16	4P	11	170519	8.0%	13721	5.8%	184,240	7.8%
17	5P	11	172286	8.1%	12202	5.2%	184,488	7.8%
18	6P	11	126165	5.9%	9924	4.2%	136,089	5.8%
19	7P	11	90390	4.3%	8430	3.6%	98,820	4.2%
20	8P	11	75567	3.6%	7230	3.1%	82,797	3.5%
21	9P	11	61957	2.9%	6500	2.7%	68,457	2.9%
22	10P-11P	11	47441	2.2%	5502	2.3%	52,943	2.2%
23	11P-Mid	11	32010	1.5%	4644	2.0%	36,654	1.6%
			<b>2,124,409</b>		<b>236,849</b>		<b>2,361,258</b>	<b>100%</b>



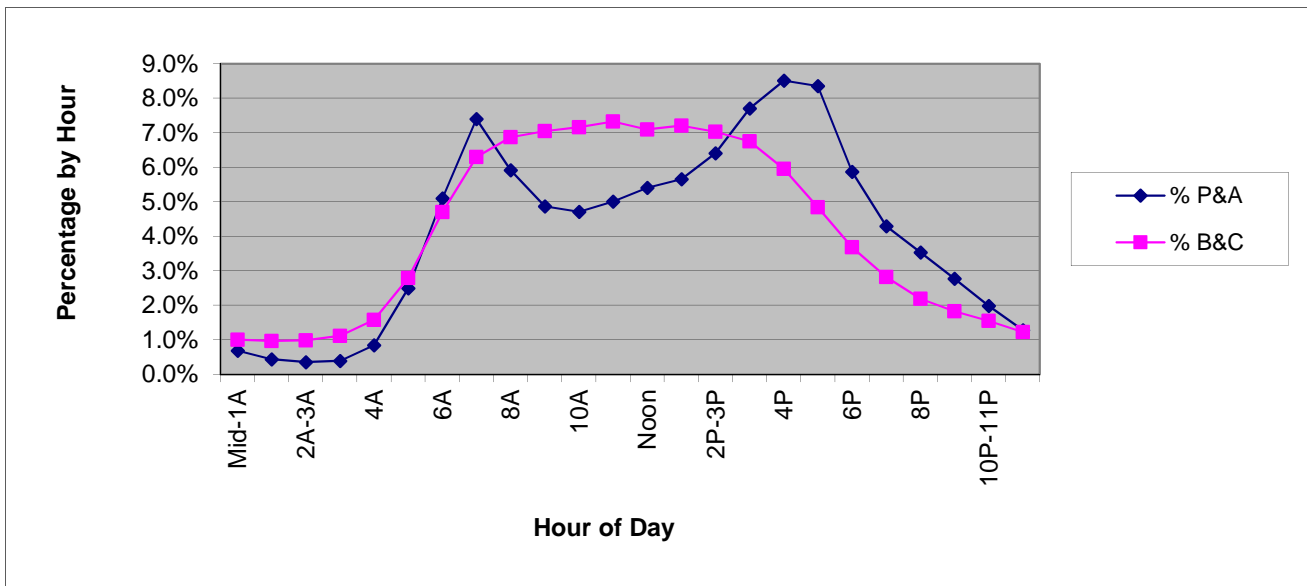
# Hourly Percent by Vehicle Type

Urban Freeway and X-Way

Sample = 213 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	12	14833	0.7%	2101	1.0%	16,934	0.7%
1	1A-2A	12	9436	0.4%	2023	1.0%	11,459	0.5%
2	2A-3A	12	7731	0.4%	2057	1.0%	9,788	0.4%
3	3A	12	8393	0.4%	2342	1.1%	10,735	0.5%
4	4A	12	18310	0.8%	3305	1.6%	21,615	0.9%
5	5A	12	53948	2.5%	5857	2.8%	59,805	2.5%
6	6A	12	110153	5.1%	9858	4.7%	120,011	5.1%
7	7A	12	159694	7.4%	13195	6.3%	172,889	7.3%
8	8A	12	127688	5.9%	14408	6.9%	142,096	6.0%
9	9A	12	105118	4.9%	14772	7.0%	119,890	5.1%
10	10A	12	101684	4.7%	15012	7.2%	116,696	4.9%
11	11A-Noon	12	108099	5.0%	15358	7.3%	123,457	5.2%
12	Noon	12	116653	5.4%	14871	7.1%	131,524	5.6%
13	1P-2P	12	122102	5.7%	15112	7.2%	137,214	5.8%
14	2P-3P	12	138304	6.4%	14735	7.0%	153,039	6.5%
15	3P	12	166334	7.7%	14146	6.7%	180,480	7.6%
16	4P	12	183792	8.5%	12474	6.0%	196,266	8.3%
17	5P	12	180372	8.4%	10153	4.8%	190,525	8.0%
18	6P	12	126745	5.9%	7725	3.7%	134,470	5.7%
19	7P	12	92629	4.3%	5918	2.8%	98,547	4.2%
20	8P	12	76388	3.5%	4592	2.2%	80,980	3.4%
21	9P	12	59987	2.8%	3824	1.8%	63,811	2.7%
22	10P-11P	12	42886	2.0%	3243	1.5%	46,129	1.9%
23	11P-Mid	12	27722	1.3%	2562	1.2%	30,284	1.3%
			<b>2,159,001</b>		<b>209,643</b>		<b>2,368,644</b>	<b>100%</b>





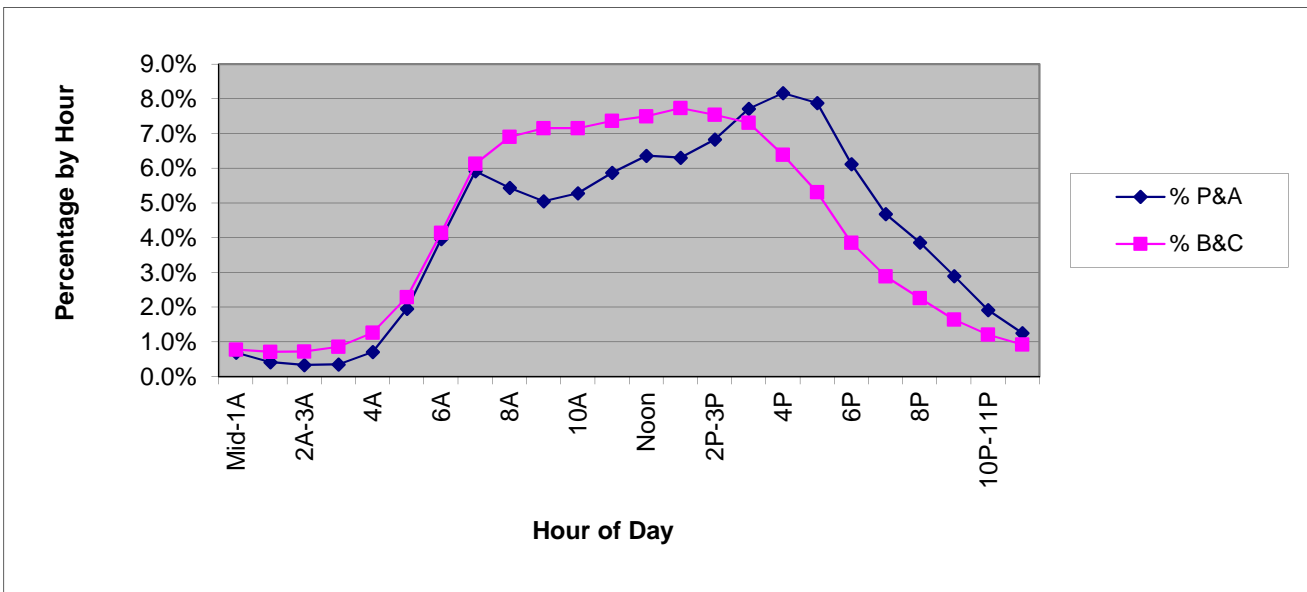
# Hourly Percent by Vehicle Type

Urban Principal Arterial

Sample = 312 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	14	36317	0.7%	2825	0.8%	39,142	0.7%
1	1A-2A	14	21717	0.4%	2594	0.7%	24,311	0.4%
2	2A-3A	14	17588	0.3%	2648	0.7%	20,236	0.4%
3	3A	14	18678	0.4%	3149	0.9%	21,827	0.4%
4	4A	14	37514	0.7%	4632	1.3%	42,146	0.7%
5	5A	14	102939	2.0%	8359	2.3%	111,298	2.0%
6	6A	14	208413	4.0%	15132	4.1%	223,545	4.0%
7	7A	14	311203	5.9%	22430	6.1%	333,633	5.9%
8	8A	14	286075	5.4%	25237	6.9%	311,312	5.5%
9	9A	14	265491	5.1%	26157	7.2%	291,648	5.2%
10	10A	14	277719	5.3%	26147	7.1%	303,866	5.4%
11	11A-Noon	14	308898	5.9%	26916	7.4%	335,814	6.0%
12	Noon	14	334273	6.4%	27412	7.5%	361,685	6.4%
13	1P-2P	14	331473	6.3%	28270	7.7%	359,743	6.4%
14	2P-3P	14	359247	6.8%	27582	7.5%	386,829	6.9%
15	3P	14	405491	7.7%	26730	7.3%	432,221	7.7%
16	4P	14	429452	8.2%	23372	6.4%	452,824	8.1%
17	5P	14	414363	7.9%	19415	5.3%	433,778	7.7%
18	6P	14	321844	6.1%	14092	3.9%	335,936	6.0%
19	7P	14	246336	4.7%	10550	2.9%	256,886	4.6%
20	8P	14	202964	3.9%	8250	2.3%	211,214	3.8%
21	9P	14	151974	2.9%	5992	1.6%	157,966	2.8%
22	10P-11P	14	100855	1.9%	4427	1.2%	105,282	1.9%
23	11P-Mid	14	66061	1.3%	3376	0.9%	69,437	1.2%
			<b>5,256,885</b>		<b>365,694</b>		<b>5,622,579</b>	<b>100%</b>



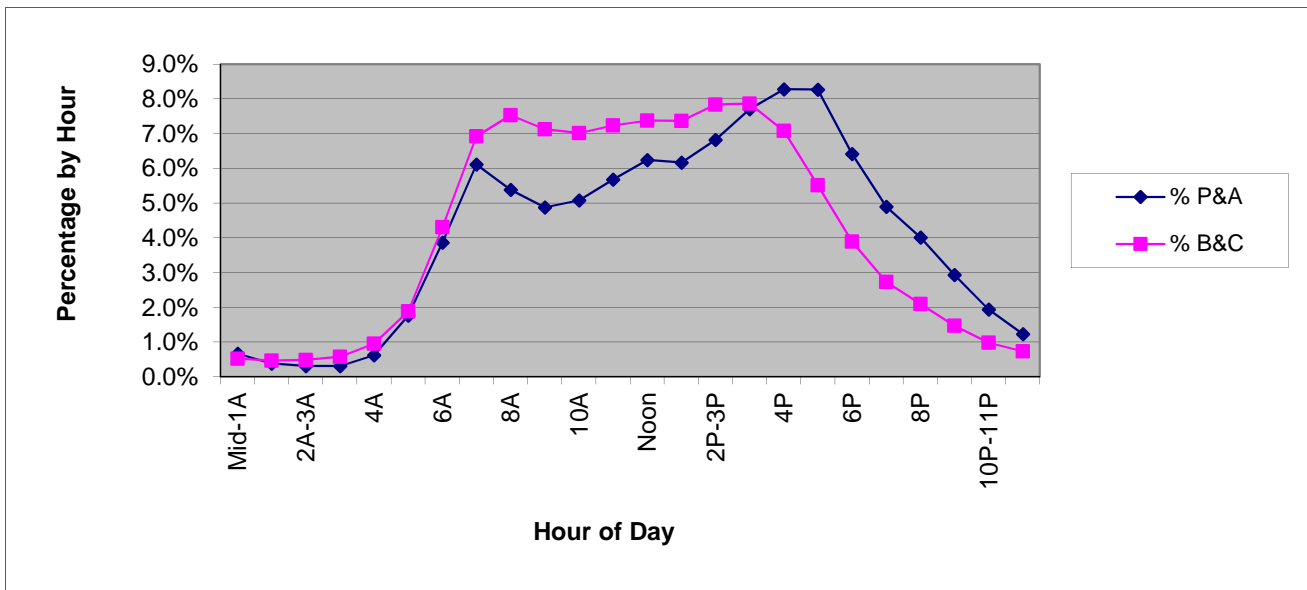
# Hourly Percent by Vehicle Type

Urban Minor Arterial

Sample = 342 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	16	31793	0.7%	1196	0.5%	32,989	0.7%
1	1A-2A	16	18177	0.4%	1081	0.5%	19,258	0.4%
2	2A-3A	16	14868	0.3%	1120	0.5%	15,988	0.3%
3	3A	16	14904	0.3%	1340	0.6%	16,244	0.3%
4	4A	16	29655	0.6%	2214	1.0%	31,869	0.6%
5	5A	16	84233	1.8%	4361	1.9%	88,594	1.8%
6	6A	16	184290	3.9%	9938	4.3%	194,228	3.9%
7	7A	16	291275	6.1%	15978	6.9%	307,253	6.2%
8	8A	16	256720	5.4%	17387	7.5%	274,107	5.5%
9	9A	16	232533	4.9%	16439	7.1%	248,972	5.0%
10	10A	16	242140	5.1%	16183	7.0%	258,323	5.2%
11	11A-Noon	16	270362	5.7%	16690	7.2%	287,052	5.7%
12	Noon	16	297348	6.2%	17015	7.4%	314,363	6.3%
13	1P-2P	16	293979	6.2%	16996	7.4%	310,975	6.2%
14	2P-3P	16	324965	6.8%	18071	7.8%	343,036	6.9%
15	3P	16	367078	7.7%	18140	7.9%	385,218	7.7%
16	4P	16	394098	8.3%	16335	7.1%	410,433	8.2%
17	5P	16	393705	8.3%	12727	5.5%	406,432	8.1%
18	6P	16	305447	6.4%	8988	3.9%	314,435	6.3%
19	7P	16	233079	4.9%	6316	2.7%	239,395	4.8%
20	8P	16	191259	4.0%	4843	2.1%	196,102	3.9%
21	9P	16	139733	2.9%	3397	1.5%	143,130	2.9%
22	10P-11P	16	92374	1.9%	2278	1.0%	94,652	1.9%
23	11P-Mid	16	58833	1.2%	1701	0.7%	60,534	1.2%
			<b>4,762,848</b>		<b>230,734</b>		<b>4,993,582</b>	<b>100%</b>



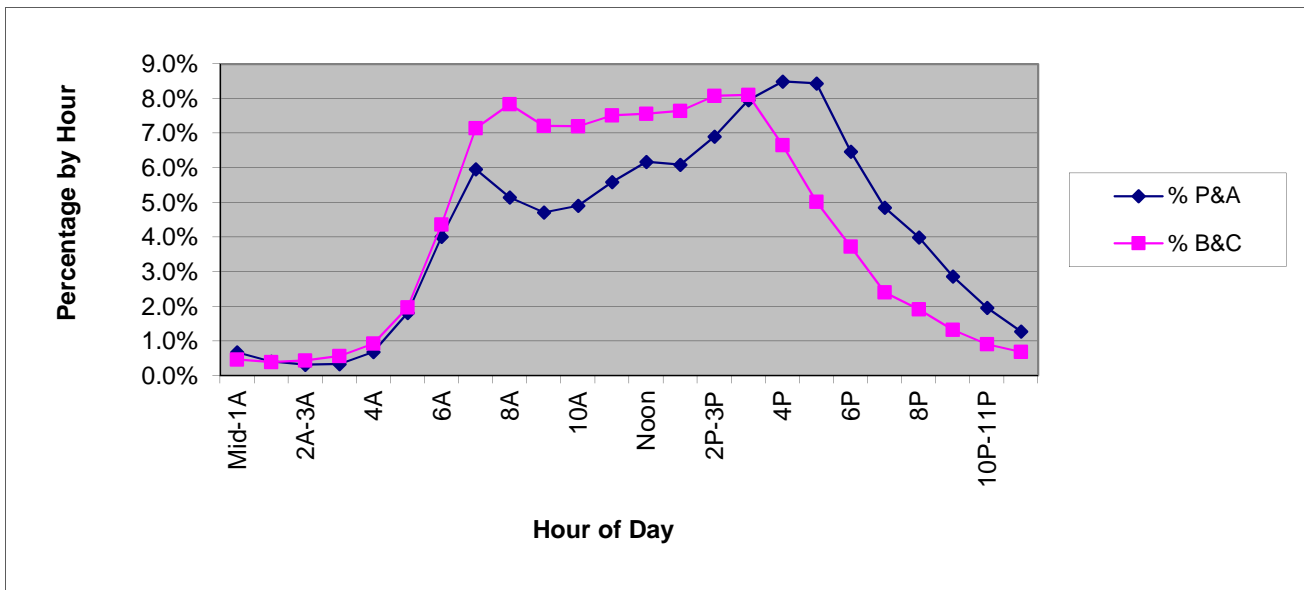
# Hourly Percent by Vehicle Type

Urban Collector

Sample = 202 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P& A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	17	13418	0.7%	431	0.5%	13,849	0.7%
1	1A-2A	17	7991	0.4%	361	0.4%	8,352	0.4%
2	2A-3A	17	6267	0.3%	405	0.4%	6,672	0.3%
3	3A	17	6515	0.3%	527	0.6%	7,042	0.3%
4	4A	17	13473	0.7%	862	0.9%	14,335	0.7%
5	5A	17	35857	1.8%	1836	2.0%	37,693	1.8%
6	6A	17	79509	4.0%	4071	4.4%	83,580	4.0%
7	7A	17	118070	6.0%	6663	7.1%	124,733	6.0%
8	8A	17	102058	5.1%	7316	7.8%	109,374	5.3%
9	9A	17	93329	4.7%	6728	7.2%	100,057	4.8%
10	10A	17	97199	4.9%	6717	7.2%	103,916	5.0%
11	11A-Noon	17	110753	5.6%	7016	7.5%	117,769	5.7%
12	Noon	17	122359	6.2%	7059	7.6%	129,418	6.2%
13	1P-2P	17	120618	6.1%	7129	7.6%	127,747	6.2%
14	2P-3P	17	136869	6.9%	7542	8.1%	144,411	7.0%
15	3P	17	157767	8.0%	7565	8.1%	165,332	8.0%
16	4P	17	168342	8.5%	6206	6.6%	174,548	8.4%
17	5P	17	167165	8.4%	4679	5.0%	171,844	8.3%
18	6P	17	128191	6.5%	3473	3.7%	131,664	6.3%
19	7P	17	96137	4.9%	2245	2.4%	98,382	4.7%
20	8P	17	79096	4.0%	1782	1.9%	80,878	3.9%
21	9P	17	56799	2.9%	1237	1.3%	58,036	2.8%
22	10P-11P	17	38789	2.0%	847	0.9%	39,636	1.9%
23	11P-Mid	17	25195	1.3%	638	0.7%	25,833	1.2%
			<b>1,981,766</b>		<b>93,335</b>		<b>2,075,101</b>	<b>100%</b>



# Hourly Percent by Vehicle Type

Urban Local

Sample = 5 Counts

Sample of Portable Counts Taken in 2014

Hour	Hour of Day	FC	P& A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total
0	Mid-1A	19	283	0.6%	177	1.7%	460	0.8%
1	1A-2A	19	242	0.5%	155	1.5%	397	0.7%
2	2A-3A	19	192	0.4%	157	1.5%	349	0.6%
3	3A	19	197	0.4%	182	1.8%	379	0.6%
4	4A	19	408	0.8%	279	2.7%	687	1.2%
5	5A	19	1124	2.3%	354	3.5%	1,478	2.5%
6	6A	19	2262	4.6%	421	4.1%	2,683	4.6%
7	7A	19	3343	6.9%	581	5.7%	3,924	6.7%
8	8A	19	2683	5.5%	595	5.8%	3,278	5.6%
9	9A	19	2364	4.8%	638	6.2%	3,002	5.1%
10	10A	19	2508	5.1%	656	6.4%	3,164	5.4%
11	11A-Noon	19	2814	5.8%	691	6.8%	3,505	5.9%
12	Noon	19	3072	6.3%	673	6.6%	3,745	6.4%
13	1P-2P	19	2967	6.1%	652	6.4%	3,619	6.1%
14	2P-3P	19	3234	6.6%	651	6.4%	3,885	6.6%
15	3P	19	4044	8.3%	620	6.1%	4,664	7.9%
16	4P	19	3914	8.0%	541	5.3%	4,455	7.6%
17	5P	19	3514	7.2%	452	4.4%	3,966	6.7%
18	6P	19	2768	5.7%	401	3.9%	3,169	5.4%
19	7P	19	2186	4.5%	329	3.2%	2,515	4.3%
20	8P	19	1821	3.7%	273	2.7%	2,094	3.6%
21	9P	19	1272	2.6%	252	2.5%	1,524	2.6%
22	10P-11P	19	814	1.7%	259	2.5%	1,073	1.8%
23	11P-Mid	19	719	1.5%	224	2.2%	943	1.6%
			<b>48,745</b>		<b>10,213</b>		<b>58,958</b>	100%

