MAG and PAG External Travel Study

Conducted in 2008

Final Report–July 2009

Study conducted by:

ALLIANCE Transportation Group, Inc.

In association with

TRA TRAFFIC RESEARCH & ANALYSIS, INC. Specializing in Traffic Data Collection

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The 2008 External Travel Study was conducted for

The Maricopa Association of Governments (MAG)

And

The Pima Association of Governments (PAG)

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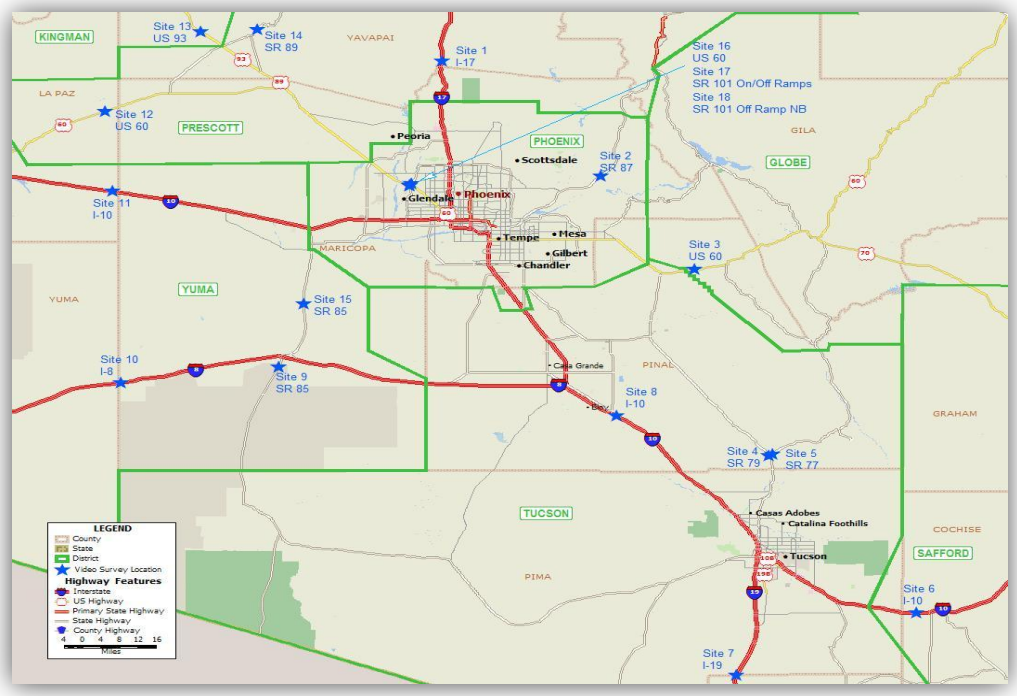
Executive Summary

Both the Maricopa Association of Governments (MAG) and the Pima Association of Governments (PAG) operate as the Metropolitan Planning Organizations for their respective regions and as such conduct transportation planning efforts in their respective regions. As part of their transportation planning efforts, both organizations have developed and maintained a regional travel demand model.

An important input to any travel demand model are the external to external (EE) trips; those trips that enter the modeling region and exit without making a significant stop within the region. These EE trips are dependent on the types (interstate vs. state highways) and number of roadways that interact with the 'outside' world and as such are specific to each region.

This project was conducted to provide important EE trip data for both the MAG and PAG travel demand models. The use of video cameras to capture license plate information is a proven and accepted technology application for surveys. Video license plate capture is a passive data collection technique that provides through trip information with no interruption or inconvenience to the traveling public. This technique is especially useful for high volume facilities.

This project involved collecting video license plate data at 18 locations: 3 external locations in the PAG region, 9 external locations specific to the MAG region, 2 external stations along a common boundary between the MAG and PAG regions, and 4 internal locations within the MAG region. One internal location within the MAG region was selected to provide an intermediate collection point on SR 85 to identify trips using that route to travel between I-10 West and I-10 East between Phoenix and Tucson. The other three internal locations within the MAG region were collected to capture movements through the US 60 at SR 101 interchange.



Field data collection was conducted during the week of October 20, 2008. Video license plate data were collected for both directions at the 18 locations for 24-hours in the inbound direction and 26-hours in the outbound direction. The additional two hours in the outbound direction was to provide adequate travel time for EE trips to be observed at both the inbound and outbound end of the trip. The data was later transcribed to ascertain plate number, state, and vehicle classification (light duty non-commercial, medium duty commercial, and heavy duty commercial). The table below provides a listing of the locations and directions of travel for each site.

Site	Site Equiv.*	Route	Location	Direction
1	013	I 17	At MP 243	NB
1	011	I 17	At MP 243	SB
2	023	SR 87	At MP 199	NB
2	021	SR 87	At MP 199	SB
3	034	US 60	At MP 220	EB
3	032	US 60	At MP 220	WB
4	043	SR 79	At MP 92	NB
4	041	SR 79	At MP 92	SB
5	053	SR 77	At MP 92	NB
5	051	SR 77	At MP 92	SB
6	064	I 10	At MP 299	EB
6	062	I 10	At MP 299	WB
7	073	I 19	At MP 30	NB
7	071	I 19	At MP 30	SB
8	084	I 10	At MP 212	EB
8	082	I 10	At MP 212	WB
9	093	SR 85	At MP 4	NB
9	091	SR 85	At MP 4	SB
10	104	I 8	At MP 81	EB
10	102	I 8	At MP 81	WB
11	114	I 10	At MP 70	EB
11	112	I 10	At MP 70	WB
12	124	US 60	At MP 72	EB
12	122	US 60	At MP 72	WB
13	133	US 93	At MP 177	NB
13	131	US 93	At MP 177	SB
14	143	SR 89	At MP 270	NB
14	141	SR 89	At MP 270	SB
15	153	SR 85	At MP 134	NB
15	151	SR 85	At MP 134	SB
16	164	US 60	At SR 101	EB
16	162	US 60	At SR 101	WB
17	173	SR 101 On Ramp	N. of US 60	NB
17	171	SR 101 Off Ramp	N. of US 60	SB
18	183	SR 101 Off Ramp	S. Of US 60	NB

* The site equivalency is comprised of the site number in the first two digits and the direction of travel in the last digit. This allows each site to have a unique numeric value during the processing while still maintaining the proper site number reference. This is the site number used in all tables in the Appendices.

The collected data were used to conduct license plate matching to ascertain the total number of vehicles traveling through each area on a given day (EE trips). The site-to-site occurrence matrix information was developed into external-external trip tables for each area.

The resulting trip tables were split out into EE trips, EI-IE trips, or commute trips. Daily trip tables for all vehicles for these three categories of trips are provided in the following tables.

EE Trips / All Vehicles / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	8	39	4	735	12	66	100	38	0	6	1,008
021	5	0	1	3	53	0	9	17	0	1	0	89
032	8	1	0	123	63	3	13	42	0	32	3	288
043	11	1	51	0	14	0	3	5	0	0	0	85
082	744	32	70	6	0	13	594	1,680	0	240	0	3,379
093	5	5	0	0	22	0	20	4	1	3	0	60
104	107	10	9	1	589	34	0	17	2	2	0	771
114	102	67	61	1	1,995	14	13	0	0	0	0	2,253
124	52	0	2	0	1	0	0	0	0	11	157	223
131	15	2	44	6	139	1	0	7	2	0	9	225
141	6	0	0	1	7	0	0	0	201	13	0	228
Total	1,055	126	277	145	3,618	77	718	1,872	244	302	175	8,609

EI-IE Trips / All Vehicles / All Periods

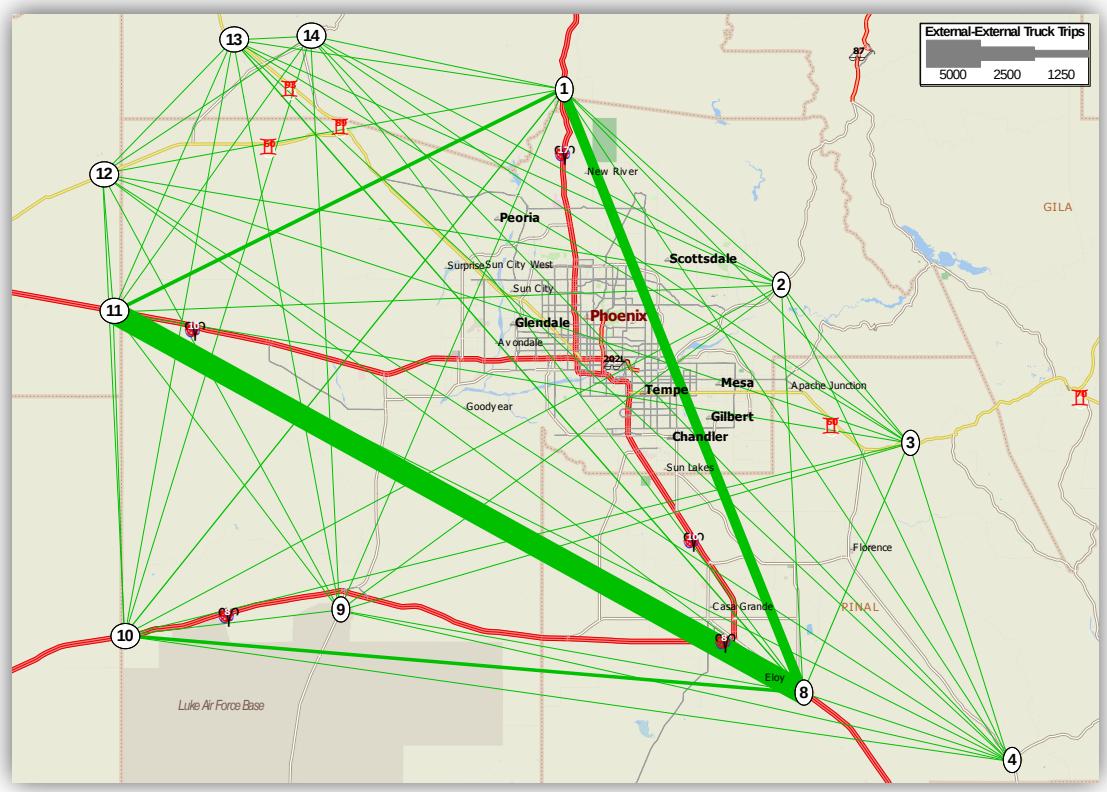
	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	105	78	33	408	13	125	563	5	27	20	1,377
021	99	0	32	10	67	3	7	24	0	14	3	259
032	109	42	0	18	174	3	21	52	2	30	3	454
043	19	13	16	0	2	1	0	5	0	13	3	72
082	815	55	149	95	0	20	222	1,078	3	131	7	2,575
093	10	1	7	3	10	0	10	2	0	0	0	43
104	53	6	5	0	188	7	0	17	0	1	1	278
114	108	31	34	5	697	1	40	0	0	51	4	971
124	17	1	4	0	1	0	0	0	0	6	23	52
131	123	9	23	5	113	6	11	37	5	0	5	337
141	52	5	1	1	17	0	0	6	14	12	0	108
Total	1,405	268	349	170	1,677	54	436	1,784	29	285	69	6,526

Commute Trips / All Vehicles / All Periods

Origin	Inbound
011	2,527
021	533
032	1,612
043	360
082	4,240
093	67
104	130
114	1,326
124	84
141	361
Total	11,240

Destination	Outbound
013	2,527
023	533
034	1,612
041	360
084	4,240
091	67
102	130
112	1,326
122	84
143	361
Total	11,240

A visual representation of the relative demand for trips between each pair of external stations in the MAG area may be seen below.



Information was also collected regarding the home Zip Code of those vehicles registered in Arizona. Only the Zip Code of the registration address was obtained, no personal information was collected from the registration database.

Introduction

Both the Maricopa Association of Governments (MAG) and the Pima Association of Governments (PAG) operate as the Metropolitan Planning Organizations for their respective regions and as such conduct transportation planning efforts in their respective regions. As part of their transportation planning efforts, both organizations have developed and maintained a regional travel demand model.

An important input to any travel demand model are the external to external (EE) trips; those trips that enter the modeling region and exit without making a significant stop within the region. These EE trips volumes and percentages vary depending on the types (interstate vs. state highways) and number of roadways that interact with the 'outside' world and as such are specific to each region. Interstate facilities typically carry a more substantial overall volume and percentage of long distance (i.e. - EE) trips than lower classification facilities which serve a more local or regional transportation need.

Since the two regions have common boundaries, MAG and PAG, along with their member organizations, which includes the Arizona Department of Transportation, agreed to conduct simultaneous external travel surveys in an effort to improve their travel demand modeling inputs, while at the same time gaining data collection cost efficiencies. The two stations that both MAG and PAG share are on I-10 and SR 79 between Phoenix and Tucson.

As part of the MAG / PAG External Travel Survey, the survey team of Alliance Transportation Group, Inc. (Alliance) and Traffic Research & Analysis, Inc. (TRA) conducted video license plate capture and classification counts at all of the 'external stations' (and a few internal sites in the MAG region) during the Fall of 2008. Please see Figure 1 for an overall site location map.

The use of video cameras to capture license plate information is a proven and accepted technology application for surveys. Video license plate capture is a passive data collection technique that provides through trip information with no interruption or inconvenience to the traveling public. This technique is especially useful for high volume facilities.

Vehicles identified by plate number at multiple locations can provide information on route selection. Travel times for vehicles identified by plate number at multiple locations are analyzed to estimate whether the vehicle made stops between video capture locations. For example, over the longer distances between external stations in this study, a 20 mph difference in average speed can result in a travel time difference (where no stop was made) of approximately 20 minutes over an interstate distance of approximately 80 miles. A vehicle traveling at an average speed at the upper end of the range could make a 15 minute stop for fuel and still have a shorter travel time than a slower vehicle without a stop.

Travel time information was used to assign vehicles with matched plates to one of three trip categories: those trips which did not make a significant stop in the study area (based on the example above); those trips that did make a stop on their way through the region; and commute trips that came in one location and went out the same location were also tracked. Trips that came in or out at a specific location (external to internal - EI or internal to external – IE) but were not seen at another location were classified as unmatched.

The following pages outline the activities undertaken to complete this important data collection project. Those activities included site selection, survey station layout, obtaining permits and insurance, traffic classification counts, survey site preparation, video license plate data collection, data reduction and QA/QC, and license plate matching and trip table development. This report also includes a summary of the final results of the study and various pertinent tables and graphs showing the collected information.

This report documents the data collection, data reduction, and data review for both the MAG and PAG study areas. The figures and tables presented in the "Results Summary" section of this report are specific to the MAG study area. The results specific to the PAG study area are documented under a separate report.

Site Selection

Site selection was conducted in early August 2008 to identify appropriate locations for this data collection effort. The consultant team conducted extensive field reviews of each of the original sites proposed by both MAG and PAG. The sites were evaluated to determine suitability for several characteristics including location of the travel demand model boundaries, sight distances at the location, safety aspects for the survey personnel, barrel/camera placement, angle of the sun, and availability of structures to run the video cables from one side of the road to the other without impacting any travel lanes. Most of the sites chosen were at or near the originally proposed locations. However, each of the sites met the criteria specified above.

Once the initial field reconnaissance was concluded, the consultant team met individually with PAG and then MAG staff to discuss the recommendations for data collection locations in their respective areas. Mutual agreement was reached with both parties concerning the two shared locations on I-10 (Site 8) midway between Tucson and Phoenix and SR 79 north of Oracle Junction.

There were, however, two sites exclusively in the MAG study area that were moved a considerable distance from their originally proposed location: 1) Site 2 - SR 87 northeast of Phoenix; and 2) Site 9 - SR 85 southwest of Phoenix.

After conducting reconnaissance along SR 87 near the proposed location at the model/study area boundary, it was determined that the conditions were unsafe for data collection activities. The roadway is four lane divided and provided no locations to park the vehicle off the road, narrow shoulders, and limited sight distances. Site 2 - SR 87 was finally located at the intersection of SR 87 and Bush Highway. This location is well inside the model boundary. However, it was determined that there was no significant interaction within the model area between the SR 87 @ Bush Highway location and model boundary, which was farther to the northeast. The roads which intersect with SR 87 between Bush Highway and the MPO boundary appear to primarily serve the Tonto National Forest. The next significant roadway which intersects SR 87 is SR 188 which is outside the MPO boundary. The data collection set up was altered for this site to accommodate traffic using Bush Highway (see Survey Station Layout).

The second site that was moved substantially from its originally proposed location was Site 9 - SR 85 southwest of Phoenix. SR 85 south of I-8 runs through a military range and does not interact (entrances or exits) with internal traffic out to study boundary.

In addition to the 14 external station locations selected for video capture data collection, MAG requested that 4 internal data collection points be identified to help determine internal route selection as vehicles pass through the region. One internal location within the MAG region was selected to provide an intermediate collection point on SR 85 to identify trips using that route to travel between I-10 West and I-10 East between Phoenix and Tucson. The other three internal locations within the MAG region were collected to capture movements through the US 60 at SR 101 interchange.

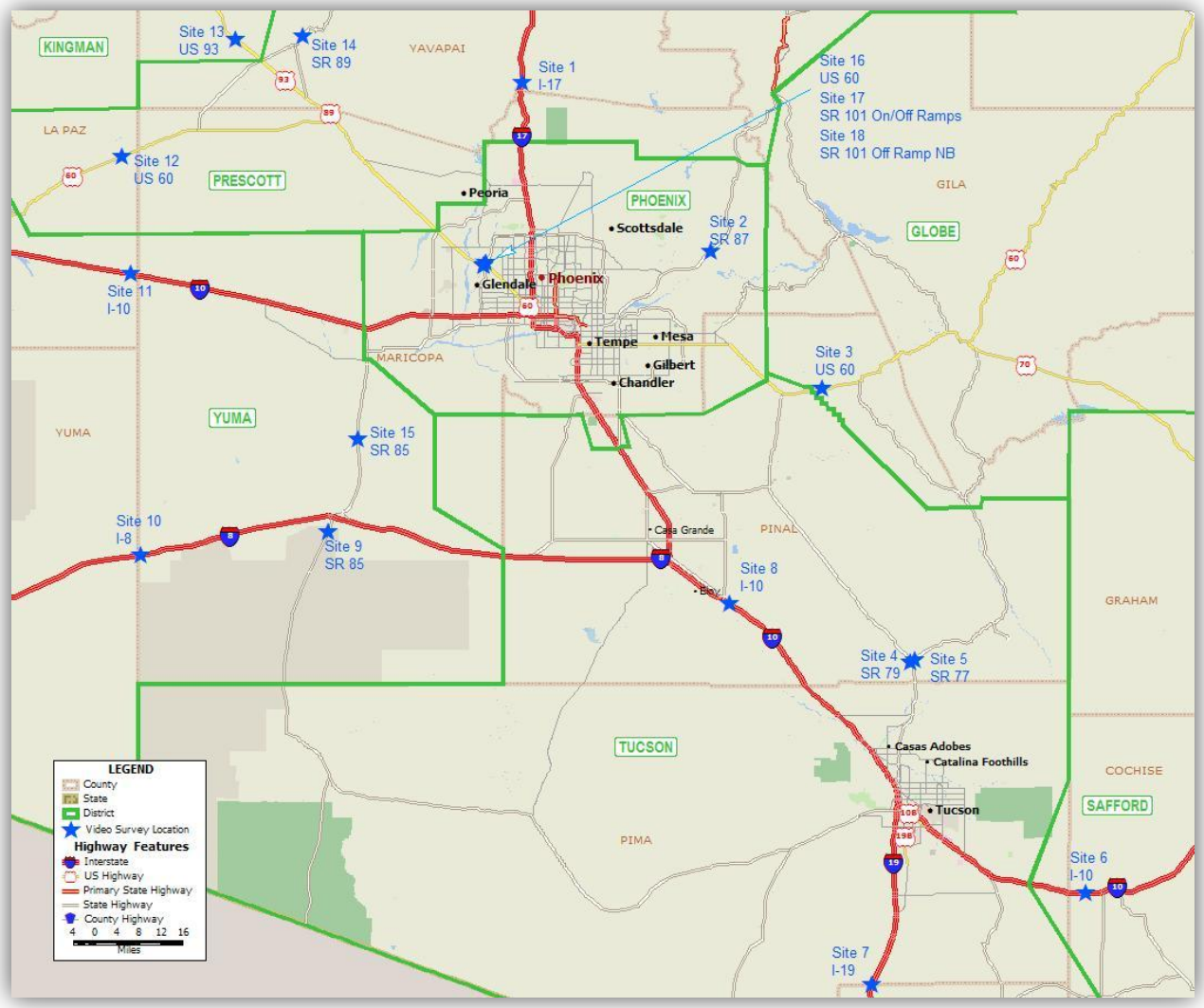
The final locations for each of the 14 external and four (4) internal locations (18 total data collection locations) are shown in the following map and table. Specifics about each site are provided in the Appendix A Site Locations, which includes information, maps, layouts and pictures specific to each location.

Locations shown on the map are referenced by the value in the "Site Number" column found in Table 1. Coordinates are provided for each location as well as a nearest Mile Post reference. The "Facility" column contains the name of the major facility being surveyed and the "Location Information" column contains the name of the nearest minor crossing facility.

Table 1 Final Data Collection Locations

Site Number	ADOT District	MAG / PAG Region	Longitude	Latitude	County	Facility	Closest Mile Post	Location Information
1	Prescott	MAG	-112.142456	34.064879	Yavapai	I-17	243	I-17 North @ Mud Springs Rd
2	Phoenix	MAG	-111.559557	33.628072	Maricopa	SR 87	199	SR 87 @ Bush Hwy
3	Globe	MAG	-111.211047	33.264491	Pinal	US 60	220	US 60 East of Box Canyon Rd
4	Tucson	Shared	-110.938568	32.562444	Pinal	SR 79	92	SR 79 North of Oracle Junction
5	Tucson	PAG	-110.925075	32.568329	Pinal	SR 77	92	SR 77 North of Oracle Junction
6	Safford	PAG	-110.397354	31.963067	Cochise	I-10	299	I-10 @ Skyline Rd
7	Tucson	PAG	-111.058273	31.725698	Pima/Santa Cruz	I-19	30	I-19 @ Arivaca Rd
8	Tucson	Shared	-111.498320	32.713373	Pinal	I-10	212	I-10 @ Picacho Hwy
9	Yuma	MAG	-112.743618	32.899679	Maricopa	SR 85	4	SR 85 South of 4th Street
10	Yuma	MAG	-113.323559	32.840058	Maricopa	I-8	81	I-8 East of Exit 78
11	Yuma	MAG	-113.352346	33.568539	La Paz	I-10	70	I-10 @ Ave 75 E
12	Prescott	MAG	-113.379539	33.874971	La Paz	US 60	72	US 60 West of Aguila
13	Kingman	MAG	-113.030459	34.177046	Yavapai	US 93	177	US 93 North of Date Creek Ranch Rd
14	Prescott	MAG	-112.820929	34.183910	Yavapai	SR 89	270	SR 89 North of Date Creek Rd (CR 62)
15	Yuma	MAG	-112.649946	33.139185	Maricopa	SR 85	134	SR 85 between I-8 and I-10
16	Phoenix	MAG	-112.261637	33.594235	Maricopa	US 60	149	US 60 just West of SR 101 Loop
17	Phoenix	MAG	-112.255245	33.598015	Maricopa	SR 101	12	SR 101 NB Entrance Ramp and SB Exit Ramp North of US 60
18	Phoenix	MAG	-112.260609	33.590511	Maricopa	SR 101	11	SR 101 NB Exit Ramp at US 60

Figure 1 Final Data Collection Locations Map



Survey Station Layouts

The video data collection sites were selected and evaluated to minimize the need for traffic control. The Arizona Department of Transportation (ADOT) required the use of typical traffic control plans (TCP) for non-roadway work. The typical TCP for this activity was TA-1 from the Manual on Uniform Traffic Control Devices (MUTCD). Signs were placed at the proper distance for the roadway type and speed in advance of each video collection point (2 signs for two lane roadways and 4 signs for four lane roadways). TA-1, along with the speed table for calculating distances, is provided in Appendix B. The graphic for TA-1 shows a two-lane roadway. However, since a barrel was placed on the side of each lane for all directions of travel, an advanced warning sign was also placed for each lane in each direction of travel. Typical site setups are shown for each type of site in Appendix C and a general layout is shown for each site as part of the site information found in Appendix A.

Two sites required changes to the original site layouts just prior to field deployment: 1) Site 2 - SR 87 @ Bush Hwy; and 2) Site 3 - US 60 east of Phoenix. Both changes were made in response to the completion of construction activity, which changed the configuration of the sites.

Site 2 - SR 87 was originally intended to have three cameras on SR 87 capturing the northbound and southbound traffic and one on the southbound exit ramp to capture those vehicles turning onto Bush Highway as shown in Appendix A. Prior to field deployment, the construction at SR 87 and Bush Highway was completed and it became a full interchange. The site was reconfigured to capture all four lanes (2 northbound and 2 southbound) on SR 87 and one camera each to capture the southbound exit ramp and the northbound entrance ramp. This configuration insured that those vehicles using Bush Highway would be captured as inbound or outbound trips for the external station.

Site 3 - US 60 east of Phoenix was originally a two-lane setup as shown in Appendix A. However, prior to field deployment, that section of US 60 construction was completed and it became a four-lane divided setup with an underpass as shown in Appendix C.

Permits and Insurance

Arizona DOT requires encroachment permits and proper insurance for any work conducted in the ADOT right-of-way. The consultant team met with MAG and ADOT personnel to determine the most expeditious manner to obtain the proper permits. First indications were that permitting would be a simple matter that should take several weeks to complete. However, it was later ascertained that each of the seven (7) ADOT Districts (Globe, Kingman, Phoenix, Prescott, Safford, Tucson, and Yuma) would be individually involved and the process could take more time than the schedule would allow. As discussed later in this document, the field data collection was originally scheduled for late September 2008.

However, another permitting avenue was identified. TRA was providing all of the temporary personnel to implement and conduct the data collection in the field. TRA was in possession of existing 'blanket permits' for each of the seven ADOT Districts where data collection activities would take place.

Each of the seven (7) ADOT District offices (Globe, Kingman, Phoenix, Prescott, Safford, Tucson, and Yuma) was contacted to determine if the existing permits and insurance held by TRA would be acceptable for this project. Each of the District offices indicated that, with proper documentation of the activity and upon review and approval, the existing permits might be satisfactory.

A package was developed for transmittal to each ADOT District. The package included a copy of the existing permit, site information (found in Appendix A) for each site within that District, a description of the data collection activity, a site layout, traffic control plan, and schedule for when the data collection would occur. Approval from each of the Districts was ultimately granted with the final District approval given one week prior to field deployment.

Prior to field deployment, the consultant team notified the Phoenix Central Traffic Operations office as required. In addition, each of the seven District Permitting offices and the Maintenance Organizations within those Districts were notified prior to deployment.

Vehicle Classification Counts

To facilitate expansion of the license plate data, 48-hour vehicle classification counts were collected at each of the 18 data collection sites. A combination of automatic traffic recorder (ATR) classifiers and radar was used to capture the 48-hour counts in 15-minute increments.

Following site review and discussion among the consultant team, it was determined that there were five locations where radar equipment would be required. The decision was based on two considerations - safety and data quality. Each of the sites selected were truck routes, with a high volumes of heavy vehicle traffic at high speeds. Tubes were likely to come up, which results in data loss and puts technicians out in a dangerous traffic stream repeatedly for repairs. The radar captured locations were:

- Site 1 - I-17 North @ Mud Springs
- Site 6 - I-10 East
- Site 8 - I-10 Mid @ Picacho
- Site 7 - I-19 South
- Site 11 - I-10 West @ Ave 75E

Two different radar counters used during this study. Those counters have either 3 or 4 bins depending on the model, which classifies the vehicles based on profile length. The following is a list of the bin, lengths and classifications used:

For the single beam unit (Smart Sensor SS105):

- Bin 1 - <= 25 feet (light duty/passenger)
- Bin 2 - 26 to 55 feet (medium duty trucks)
- Bin 3 - >= 56 feet (heavy duty trucks)

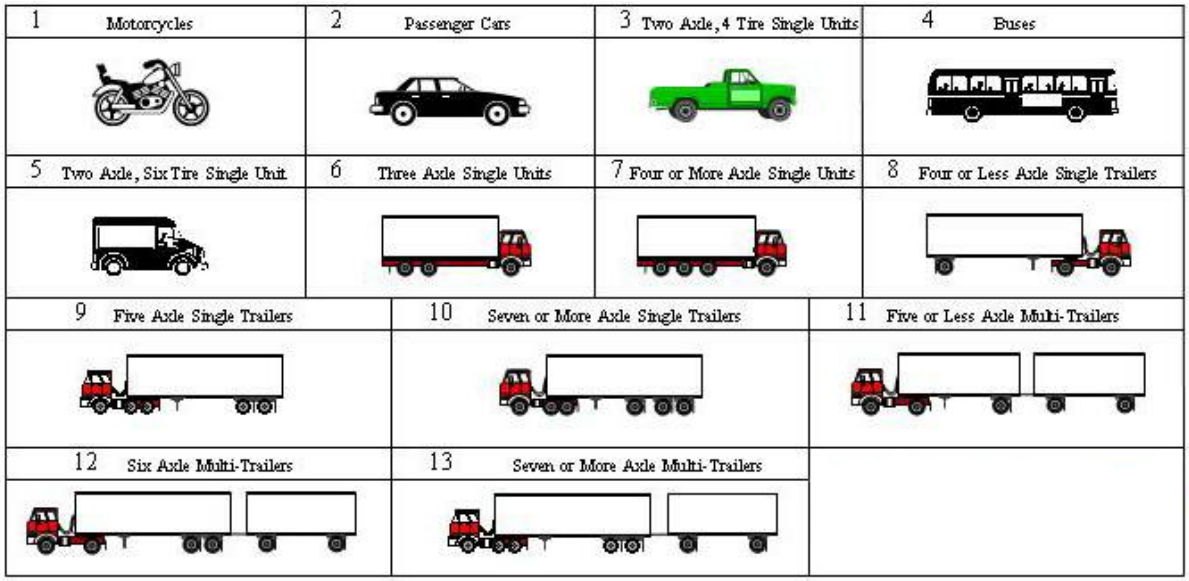
For the dual beam unit (Smart Sensor HD SS125):

- Bin 1 - <= 25 feet (light duty/passenger)
- Bin 2 - 26 to 55 feet (medium duty trucks)
- Bin 3 - 56 to 75 feet (heavy duty trucks)
- Bin 4 - >= 76 feet (heavy duty trucks)

Note: research indicated that FHWA leaves radar length classification up to individual states – the bins and lengths used were previously approved by ADOT and used in other traffic count projects.

ATR classifiers were used at the remaining 13 locations and captured data in 15-minute increments using the standard FHWA 13 classification scheme. Figure 2 below shows the FHWA 13 classification scheme.

Figure 2 FHWA 13 Vehicle Classification Scheme



The vehicle classification data was later split into light duty (noncommercial), medium duty (commercial), and heavy duty (commercial) vehicle categories using the FHWA vehicle classifications. The classification groupings, after consultation with MAG and PAG staff, were as shown below:

- Light Duty - FHWA 1 through 3
- Medium Duty (Commercial) - FHWA 4 through 7
- Heavy Duty (Commercial) - FHWA 8 through 13

Upon review of the classification counts following the conclusion of the data collection, it was determined that one count location would be redeployed. Anomalies in the data indicated that the count tubes had failed. The only location that required counter redeployment was Site 2 – SR 87. This count was collected on November 5, 2008 following the conclusion of field deployment.

A summary of the traffic count data is found in Appendix D.

Survey Site Preparation

All sites were selected to provide the safest possible conditions for the survey personnel and the traveling public. All selected locations made use of bridge structures for routing the cables over or under the travel lanes between the cameras and the recording equipment. This setup ensured that no cabling would be placed in any travel lanes. Vehicles and recording equipment were located in median or marginal areas behind guardrails or barriers during the data collection process.

Figure 3 - Basic Barrel Placement

Alliance uses traffic barrels on the side of the road to house the cameras as shown in the pictures at right. Most motorists do not realize that data is being collected.

To ensure that sites would be properly setup by the temporary field data collection personnel, Alliance re-visited each site for final pre-deployment setup. The pre-deployment setup includes a final check of the site conditions and pavement marking.

The final check of site conditions included determination of barrel placements, monitoring vehicle placement, traffic control placement, and line of site issues. The supervisor placed a traffic barrel base in the location best suited for each of the video collection units and spray painted that location. Focal length distances corresponding to each barrel placement for each of the lanes was marked in each lane. In addition, the best location for the monitoring vehicle placement and the appropriate spacing for the traffic control signs were determined and marked with paint.

As mentioned earlier, several site conditions (Sites 2 – SR 87 and Site 3 – US 60) had changed due to completed construction activities. Alliance contacted the ADOT District person and made arrangements for changes to the site setup.

Finally, one day before deployment, Alliance personnel delivered barrels, bases and traffic control signs to each location. The barrels and bases were locked down with locks and chains at a location near where the monitoring vehicle would be placed. The traffic control signs were placed off the roadway at the locations where they should be setup during field operations.

Video License Plate Data Collection

In order to accomplish the goals of the project, developing EE trip tables for both the MAG and PAG regions, video license plate data were collected in both directions for all lanes of traffic during 24 consecutive hours (video was also captured for an additional 2 hours in the outbound direction to compensate for travel time through the area). Video images of the rear license plate were collected for vehicles passing each survey site. An individual camera was used for each lane of traffic for both directions (one camera per traffic lane).

A project of this magnitude requires personnel, equipment and extensive logistical support. This section outlines the activities required to implement the field data collection. The activities are presented under the following headings: schedule, training, deployment, site setup, license plate recording, supervision/monitoring, and recovery.

Schedule

Originally, the field data collection was scheduled to take place in late September 2008. However, delays in permitting pushed the schedule to the week of October 20, 2008. Training on the specifics of the video equipment occurred on Monday, October 20, 2008. The following represents the final field data collection schedule:

- Monday, October 20, 2008 – survey personnel training
- Tuesday, October 21, 2008 – morning A.M. – field data collection equipment deployment
- Wednesday, October 22, 2008 – overnight A.M. – begin 24 (26) hour data collection clock
- Thursday, October 23, 2008 – morning A.M. – conduct equipment tear down and site clean-up

Originally, the data collection 'clock' was to begin Tuesday evening. However, equipment setup issues at 2 locations (Site 2 and Site 3) delayed the data collection start time until 2:00 am Wednesday morning.

Training

On the Monday prior to field deployment, Alliance conducted training for the video license plate capture (VLPC) crews. The VLPC task required fielding 18 crews with 4 persons in each crew (a total of 72 persons). Crews were trained in a classroom setting. Training included work-zone safety and complete instruction in the setup and configuration of the video equipment. In addition to the 72 VLPC personnel, the TRA supervisors were also trained in VLPC setup and data collection techniques. Experience with past projects has proven that adequate training is essential to successful video data collection of this type.

Deployment

Prior to deployment, 18 monitoring vehicles were rented and loaded with the equipment needed for each site. Deployment began on Tuesday morning with crews checking out equipment and vehicles and traveling to the assigned locations. The first vehicles and crews released were those manning the farthest sites.

Each crew was assigned the various components necessary to carry out the data collection activity. This included: a monitoring vehicle (which would remain on site throughout the data collection activity and would house the computer equipment), cameras, cabling, video storage equipment, a generator, and a copy of the ADOT permit for that site.

Once all crews and equipment were dispatched, the supervisors were released to begin helping with the setup.

Site Setup

Each crew was mandated with setting up their respective site. The first step for each was to find and setup the traffic control signs. Assembling the rest of the site included setting up the barrels, bases, and cameras; running the cabling; setting up the recording equipment; and framing and focusing the

cameras. However, supervisors from both Alliance and TRA roved from site to site helping to get equipment setup. The problems experienced during setup that delayed the data collection 'clock' start time were due to either cabling issues (video cables that connected the video equipment to the recording equipment) or older temporary personnel who were more challenged by the physical nature of setting up a site in the field.

License Plate Recording

To achieve the goals of the project, all 18 locations must be recording video data simultaneously. The data collection 'clock' started at 2:00 am Wednesday and continued until 5:00 am Thursday. Some technical difficulties were experienced during the data collection period. These difficulties primarily consisted of lighting conditions due to temporary sun angles which could not be compensated for with camera adjustments. However, none were identified in the field that required the data collection 'clock' to restart.

Supervision / Monitoring

As mentioned earlier, Alliance provided six supervisors and TRA provided three for a total of nine supervisors. Seven of the supervisors were assigned local groups of two to three sites each while the remaining two supervisors were responsible for covering one of two regional groups containing either the sites east/ southeast of Phoenix or north/west/southwest of Phoenix. Each of the supervisors was assigned a particular grouping of sites. During the site setup, each supervisor was responsible for assisting with site setup and ensuring that the camera and recording equipment settings were correct.

Throughout the data collection period, supervisors continuously roamed from site to site. Supervisor duties included refueling generators, relieving crews for bathroom or meal breaks, addressing minor technical difficulties, and conducting a spot check of the recorded data. Maximum travel times between sites for the local supervisors (two to three sites) ranged from 40 minutes to 1 hour.

Recovery

Once data collection was completed on Thursday morning, the deployment process was reversed. Crews cleaned up the site, packed up the equipment, and took down the traffic control signs before leaving. As crews returned to the staging location, equipment was checked and a backup of the recording equipment was begun.

Safety

The data collection effort was completed without incident. No accidents or injury to either survey personnel or the traveling public occurred during the field data collection.

Data Reduction and QA / QC

The data reduction began once the files arrived at the Alliance office. The video was first transferred from the DVR equipment to the OCR processing equipment. The video for each location was post-processed through optical character recognition (OCR) software. The software normally transcribes approximately 50% of the plates and provides only the plate number, no state or other information. A database was then populated with the OCR results. However, each image was reviewed to identify

plates that had unrecognized or misidentified characters, state of origin, and the vehicle classification. The following documents the remainder of the data reduction and QA / QC process.

Final Transcription

The full transcription process took several months to complete. License plates were manually transcribed into an electronic format. Best efforts were made to attain a level of accuracy for all vehicles of 90% during the day and 80% during the night. Video transcription included the license plate (all letters and numbers transcribed in the position they were observed), vehicle type (non-commercial, medium duty commercial, or heavy duty commercial), and state.

Typical transcription rates are 4 plates per minute during this process. Alliance has developed a custom interface for license plate transcription. This interface was utilized to conduct the transcription. In addition, Alliance supervisors used the interface for QA/QC to continually audit the progress and quality of the transcription process.

Quality Assurance / Quality Control

During the transcription process, Alliance supervisors continually monitored the activities of transcription personnel through visual observation (i.e. – "over-the-shoulder" QA/QC). This insured that procedures for plate transcription were properly followed by both new and experienced personnel. In addition, supervisors continuously checked data quality using the transcription interface to review samples of the data verified/entered by the transcription personnel. Files were randomly selected for review from the list of completed files for each transcriptionist. The selected video files and the associated plate data were reviewed by a supervisor for accuracy and completeness. If necessary, corrective training was conducted with the individual and the file was re-verified in its entirety.

Statistical Significance Review

Following the completion of the license plate transcription, a review of the transcribed plate data was performed. The data review included an evaluation of license plates transcribed by site and direction and aggregated into one-hour intervals and also into four peak/off-peak periods. The four peak/off-peak periods were specific to each MAG and PAG based on the requirements for the respective travel demand models. The following four periods were used:

Table 2 Aggregated Time Periods

Period	Study Area	
	MAG	PAG
1 - AM Peak	6 am - 9 am	6:30 am - 8:30 am
2 - Mid-Day Off-Peak	9 am - 3 pm	8:30 am - 4 pm
3 - PM Peak	3 pm - 6 pm	4 pm - 6 pm
4 – Overnight	6 pm - 6 am	6 pm – 6:30 am

The transcribed license plate data were treated as a sample of the population through each site. The population of each site was defined as the traffic volume count collected at each location. Statistical evaluations of the sample data are presented in the Appendices.

The analysis conducted determined that the data collected represents the traffic patterns at each location with a 90% level of confidence and that EE trip tables can be developed for both the Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG) study areas with a high level of confidence from the data.

Data Considerations

Several data considerations were identified as a foundation for the review and statistical evaluation of the license plate data.

- First – It was assumed that the transcribed plates represent a random sample of all plates through a site. No actions were taken during the data collection process or the transcription process which would favor any particular plate or group of plates over another. Therefore, it is assumed that no bias was introduced into the sample.
- Second – Each direction at each site was treated as an independent population. The sites were reviewed as 36 samples (16 sites with 2 directions each, one site with 2 directions plus 1 ramp, and 1 site with 1 direction).
- Third – Three methods of aggregating the data were considered. The method used for any particular project depends upon the quality of data collected and the needs of the travel demand model.
  - The sample can be taken from the entire 24 hour period (36 samples).
  - The sample can be taken from each hour of the 24 hour period (864 samples – 36 sites x 24 hours).
  - The sample can be taken from the aggregated periods (144 samples – 36 sites x 4 periods):
    - AM Peak
    - Mid-Day Off-Peak
    - PM Peak
    - Overnight Off-Peak
  - In selecting the methodology used for aggregating the data, consideration was given to the fact that different periods of the day would likely have different travel patterns. Also, the overnight period at some locations exhibited extremely light traffic volumes. This fact results in some sites having smaller than desirable sample sizes. Sample sizes of 30 or fewer observations are considered statistically small samples while samples of more than 30 observations are considered large samples. Methods two and three, presented above, were selected for aggregating the data for the review. Method one was determined not to be sensitive enough to variations in traffic patterns throughout the day.
- Fourth – Each plate was categorized as either matched or unmatched. This allowed the data to be treated as Bernoulli variables. A Bernoulli variable is a variable that for each subject can have only one of two possible values. In this case the subject is the plate number and the possible values are matched or unmatched. By categorizing the plates as either matched or unmatched, each site and direction can be evaluated independently.

Observed Data Characteristics

License plate data were collected over a 26 hour period and later transcribed at the locations listed in Table 3. The total ground count through all of the surveyed sites was 261,598 vehicles. Over 211,000 plates were transcribed with varying numbers of legible characters. During the manual transcription

process, the character for each position on the license plate was reviewed. If a character was blocked or unreadable, an underscore "_" was entered in that character position in the license plate number. For example, if the third character of a six character license plate was unreadable, the plate was entered as "12_ABC". If a plate was completely unreadable, a "U" was entered in the database for that vehicle. During the statistical review, plates which were completely unreadable and plates with more than two unreadable characters were removed from the dataset. This resulted in a total of 191,779 transcribed license plates in the dataset used for the plate matching process. In processing the plates to identify the number of matched plates at each site, the plates with all characters readable and one unreadable character were processed. The matching process returned a total of 64,659 site pairs representing 129,318 plates (67.4%) matched.

Tables showing the statistics following preliminary plate matching runs for each site by hour are provided in Appendix E. As noted previously, there were low volume sites where traffic was not sufficient to collect enough data during one hour to be considered as a large sample. A review of the tables in Appendix E identifies 17 sites where volumes were too low during the overnight period to capture a sample of 30 plates per hour. There were also nine sites where volumes were adequate to capture 30 plates per hour but less than 30 plates were captured due to mechanical issues.

Table 4 lists the sites where 30 or fewer license plates were captured in a one hour period. The second column shows a count of the number of hours at the site when the count was 30 or less. These were overnight hours where little traffic passed through the site. The third column shows the number of hours at the site when 30 or fewer license plates were captured even though the traffic volume through the site was adequate. As shown in the table, there were a total of 18 one-hour intervals across nine sites when 30 or fewer license plates were captured. The total number of hours captured at those sites was 216. This means that overall only 8.33% (18 hours / 216 hours) of the time periods had fewer than 30 observations. As a percentage of the total 864 hours collected for the entire project, the 18 low observation periods constitute approximately 2.1% of the total hours captured.

The threshold of 30 observations was not an arbitrary choice. In statistical analysis, 30 observations or fewer is considered the threshold between evaluating the condition or items being observed as a "small" sample or a "large" sample. Where data is being grouped into stratified cells for analysis, it is often desirable to combine adjacent cells with only a few observations into a larger cell containing all of the adjacent observations in order to obtain a more reliable statistical representation of the population. This is the case in developing trip generation characteristics from household survey data (for example) where the fringes of the stratified cross-classification table has only a few surveyed households meeting the household size and income criteria for those cells. The same logic is applicable to developing the EE trip tables from license plate data collected during lower volume periods. This is the primary logic for aggregating the data into the four major time periods. The level of confidence is increased as the number of observations in the cells (either household trip generation or EE trip tables) increases.

There are a total of 113 1-hour intervals in which the ground count is 30 vehicles or less. Readable plate images were transcribed for 90% or greater for 52 of those 1-hour intervals. Total ground count during those 113 intervals was 1,426 vehicles with images of 1,247 (87.4%) of the plates captured, transcribed, and readable. The 1,426 vehicles included in these 113 intervals represent 0.55% of the total 261,598 vehicles included in the total ground count. While this provides a good capture rate for these periods, it also illustrates the fact that there are many instances where the actual ground traffic count is light at

various locations during the overnight period (and also during the daytime in some cases). This is the main reason that standard practice is to develop trip tables for use in travel demand models either for the entire 24-hour period or for combined peak and/or off-peak periods.

Based on the results shown in Table 4, it was appropriate to group the data into longer time periods to combine the lower count locations into time periods with larger sample sizes. By grouping the data into four time periods, the counts for the overnight period were aggregated resulting in all sites having more than 30 observations during the overnight period. In addition, those sites with observed counts of less than 30 plates due to mechanical issues were aggregated into the appropriate peak or off-peak period. This results in sample sets which have a higher level of confidence.

Table 3 Video License Plate Capture Locations

Site	Site Equiv.*	Route	Location	Direction
1	013	I 17	At MP 243	NB
1	011	I 17	At MP 243	SB
2	023	SR 87	At MP 199	NB
2	021	SR 87	At MP 199	SB
3	034	US 60	At MP 220	EB
3	032	US 60	At MP 220	WB
4	043	SR 79	At MP 92	NB
4	041	SR 79	At MP 92	SB
5	053	SR 77	At MP 92	NB
5	051	SR 77	At MP 92	SB
6	064	I 10	At MP 299	EB
6	062	I 10	At MP 299	WB
7	073	I 19	At MP 30	NB
7	071	I 19	At MP 30	SB
8	084	I 10	At MP 212	EB
8	082	I 10	At MP 212	WB
9	093	SR 85	At MP 4	NB
9	091	SR 85	At MP 4	SB
10	104	I 8	At MP 81	EB
10	102	I 8	At MP 81	WB
11	114	I 10	At MP 70	EB
11	112	I 10	At MP 70	WB
12	124	US 60	At MP 72	EB
12	122	US 60	At MP 72	WB
13	133	US 93	At MP 177	NB
13	131	US 93	At MP 177	SB
14	143	SR 89	At MP 270	NB
14	141	SR 89	At MP 270	SB
15	153	SR 85	At MP 134	NB
15	151	SR 85	At MP 134	SB
16	164	US 60	At SR 101	EB
16	162	US 60	At SR 101	WB
17	173	SR 101 On Ramp	N. of US 60	NB
17	171	SR 101 Off Ramp	N. of US 60	SB
18	183	SR 101 Off Ramp	S. Of US 60	NB

* The site equivalency is comprised of the site number in the first two digits and the direction of travel in the last digit. This allows each site to have a unique numeric value during the processing while still maintaining the proper site number reference. This is the site number used in all tables in the Appendices.

Table 4 Low Observation Sites

Site Equiv.	Number of Low Observation Hours Due to Low Volume	Number of Low Observation Hours Due to Mechanical	Low Observation Due to Mechanical as % of Total Hours
021	5	-	-
023	8	-	-
032	3	-	-
034	1	-	-
041	9	-	-
043	7	-	-
051	5	-	-
053	6	2	8.3%
062	-	3	12.5%
073	4	3	12.5%
091	15	-	-
093	11	-	-
102	-	2	8.3%
122	17	1	4.2%
124	18	1	4.2%
131	5	3	12.5%
133	3	-	-
141	12	-	-
143	10	2	8.3%
151	-	1	4.2%
Total	139	18	6.75%

Statistical Observations

The sample license plate data were evaluated using the statistical items listed in Table 3. The statistical characteristics evaluated for the sample data are provided in the Appendices. Appendix E contains the statistical characteristics for each site by hour. Appendix F contains the statistical characteristics for each site aggregated to the four periods. Appendix G contains a comparison of sample means for sample sets of transcribed plate randomly drawn from the total transcribed dataset.

Appendix E

The tables provided in Appendix E summarize the statistical characteristics hourly for each site. These tables show the locations and hours where the number of sample observations (transcribed plates) for some time periods were 30 or less. These are the small sample sizes presented in the discussion of Table 4. These cells are indicated in the table by a red font and light red background.

In the majority of the hourly transcription counts, the sample sizes were greater than 30 with many having several hundred observations per hour. In general terms, the larger the sample size, the higher the confidence in the sample data. The sample sizes documented in Appendix E reflect samples with a high level of confidence.

A review of the average number of matched plates per hour within each site indicates that the percentage of matched plates per hour also falls into logical and reasonable groupings. All observed means fall within the confidence interval at a 90% confidence level. A 90% confidence level means that 90% of the time a sample drawn at that location during this observation period will result in an average number (or percentage) of matched plates falling within the upper and lower limits listed in the table.

Appendix F

The tables provided in Appendix F contain comparable statistical characteristics for the license plate data aggregated into AM Peak, Mid-Day Off-Peak, PM Peak, and Overnight periods. In all cases the aggregated sample data results in sample sizes well above 30 observations. In both aggregation scenarios, the expanded match count calculated using the sample mean in the ground count can be used as a target control total for estimating the number of matched plates at that site during the indicated time period.

These time periods were selected based on the peak and off-peak periods used in the travel demand models for each study area.

Table 5 Data Review Characteristics

Item	Description
Hour	Time of Day or Aggregation Period.
Ground Count (Population)	ATR or Radar Vehicle Count for the indicated Hour/Period.
Sample Count	Transcribed License Plate Count for the indicated Hour/Period.
Count Unmatched	Count of Unmatched Plates for the indicated Hour/Period.
Count Matched	Count of Matched Plates for the indicated Hour/Period.
Mean of Matched Plate Count	Average Number of Matched Plates for the indicated Hour/Period. Since matched plates were assigned a value of 1 and unmatched plates were assigned a value of 0, this is also the percentage of Matched Plates for the indicated Hour/Period.
Standard Deviation	Sample Standard Deviation for the indicated Hour/Period.
Variance	Sample Variance for the indicated Hour/Period.
Confidence Interval (@ 90%)	This is a measure of the reproducibility of the results. Essentially it means that for every time a new set of data is collected, 90% of the time it will be statistically comparable.
Lower Bound	Lower Limit of the Confidence Interval expressed as percent of Transcribed Plates which were matched for the indicated Hour/Period.
Upper Bound	Upper Limit of the Confidence Interval expressed as percent of Transcribed Plates which were matched for the indicated Hour/Period.
Lower Bound (Matches)	Lower Limit of the Confidence Interval expressed as number of Matched Plates for the indicated Hour/Period.
Upper Bound (Matches)	Upper Limit of the Confidence Interval expressed as number of Matched Plates for the indicated Hour/Period.
Expanded Match Count	Estimate of the number of Matched Plates for the indicated Hour/Period when expanded to the Ground Count.

Appendix G

In order to provide an evaluation of the randomness of the sample data, five independent random samples were drawn from total dataset of transcribed plates at each site. For this review, only transcribed plates with no missing (illegible) characters were included. Statistics were then calculated independently for each of the five samples and the results were compared. Mean and standard deviation were calculated for each of the five random sample groups at each site for each time period. The mean, standard deviation and sample size were used to compare the two samples by comparing the difference between the means from the samples.

The *z* statistic is the measurement of the difference between the means of the two samples. If the calculated *z* value is between the upper and lower critical *z* values for the selected confidence level, the two samples are not statistically different. The z-test was used to compare each sample to the other four samples for that site. A confidence level of 98% was selected for the z-test resulting in a confidence interval of $-2.33 < z < 2.33$.

Of 1,800 separate comparisons, 1,782 *z* statistic comparisons were between the critical values indicating that the samples were not statistically different. At a confidence level of 98%, only 18 out of 1,800 comparisons indicated that a mean from one of the random sample sets was statistically different from the other four random sample sets for that site. These 18 comparisons are highlighted with a red font and a light red background.

The *z* statistic comparisons performed indicate that the license plate sample data collected is a valid representation of the population of all plates passing through the surveyed sites and can be used with a high level of confidence to develop reliable external-external trip tables.

License Plate Matching and Trip Table Development

As stated previously, trip table development can be accomplished through the expansion of origin-destination information obtained from external intercept surveys or more directly from license plate capture and matching. When external intercept surveys are used, information is collected in the outbound direction during daylight hours and the sample sizes of the surveys collected range from 300 to 600. The intercept data are expanded to develop trip tables in the outbound direction which are then inverted to estimate the trip tables in the opposite direction. When trip tables are developed from intercept data, the overnight is approximated. The license plate capture for the MAG and PAG study areas encompassed 26 consecutive hours covering all four time periods. Since overnight data was collected for the MAG and PAG study areas, trip tables for the overnight period reflect data collected for that time period, rather than being an extrapolation from the daytime period. The large sample sizes obtained during the data collection effort for the MAG and PAG study areas provided the ability to develop trip tables for the morning and afternoon peak periods, the daytime off-peak period, and the overnight period in both directions directly from the data.

The traffic count data collected by tube counts/radar were used in conjunction with the license plate collected by video to expand the distributions obtained from the video to the actual traffic count at the survey location. The data from the tubes/radar provides a more reliable continuous count of the traffic passing through the site. The data collected by video is adjusted to the actual traffic count to compensate for video data missed during camera adjustments or adverse lighting conditions. The methodology for expanding the sampled license plate data to create external-external trip tables is provided below.

License Plate Matching

Following the transcription process, the license plate data were processed to match license plate numbers between sites. The matching runs were performed for license plates where all characters were readable and also for those plates containing one unreadable character and a minimum of five readable characters. For each matching run, the character in the position corresponding to the unreadable character was removed for all plates being processed. For example, in a plate matching run for plates where the second character (A_CDEF) was unreadable: the wildcard character "_" was removed from the plates with the second character missing (A_CDEF becomes ACDEF); the second character was also removed from all fully transcribed plates (ABCDEF becomes ACDEF); plates with one unreadable character in a position other than the second position (ABCD_F) were removed from the run database;

and the transcribed database was processed for matches. This process was repeated sequentially until all of the plates with one unreadable character had been processed in this manner.

Travel Time Thresholds

The Travel Time Thresholds are provided in an Excel workbook. The "Travel Time Ranges" Excel workbook contains the table of travel time thresholds on the tab named "Travel Time Ranges". The "O Site" and "D Site" columns contain the origin and destination sites respectively. The "OD Pair" column is contains a unique pairing of the origin and destination sites and the "Area" column identifies the study area to which the OD Pair is applicable. The values in the next four columns ("AM Peak" through "Overnight") are in minutes and were determined as follows:

- A Free-Flow travel time was generated for each OD pair using Microsoft Streets and Trips 2008 with the routing preferences for facility type set to the default speed. For OD pairs between interstate sites, this resulted in a reasonable average speed estimate of approximately 70 MPH. For OD pairs between lower functional classification facilities the average speed estimate was appropriately lower.
- A frequency distribution of the observed travel times for the matched plate data was generated for each OD pair and time period.
- The value of the mode (most frequently occurring value) was evaluated to determine whether it provided a reasonable estimate of the travel time between the OD pair for the given time period.
- If the mode travel time value was reasonable, that value was used for the specific period.
- If the mode value was based on only a few observations or did not appear to be reasonable, the estimated Free-Flow travel time was used for that time period.
- The minimum travel time for all time periods was calculated as 0.75 of the Free-Flow travel time in order to provide a conservative upper range for faster drivers.
- The upper travel time threshold for each time period was calculated by taking the travel time estimate for that time period, multiplying that value by 1.22 and adding 15 minutes. This provides a conservative upper travel time limit which takes slower vehicles and drivers into consideration. The factor of 1.22 equates to an approximate average speed of 55 MPH for an interstate OD pair which passes through the urbanized area. The additional 15 minutes provides a buffer to allow for possible incidents or very short stops such as fuel or restroom stops.
- The OD trip was then assigned a classification of either External-External (EE) or External-Internal-Internal-External (EI-IE) depending on the observed travel time and the travel time thresholds for that OD pair and time period. Trips with observed travel times falling within the upper and lower limits of the travel time thresholds were assigned a classification of EE, while trips with travel times in excess of the upper limit of the travel time threshold were assigned a classification of EI-IE.

As shown in Table 6 , the mode of the observed travel times for OD pairs on high volume facilities (i.e. – interstate) through the urbanized area resulted in higher travel times during the peak periods. However, OD pairs on lower volume roadways which did not pass through the heart of the urbanized area either had too few observations to determine a mode or in some cases the mode value was the same as the Free-Flow value – in both cases the Free-Flow value was used.

Table 6 Travel Time Threshold Examples

O Site	D Site	OD Pair	Area	AM Peak	Mid-Day	PM Peak	Over-night	Free Flow	Min	1 – AM Peak	2 - Mid-Day Off-Peak	3 – PM Peak	4 – Overnight
082	013	082013	MAG	143	104	125	102	102	76.5	189.46	141.88	167.5	139.44
082	023	082023	MAG	141	141	141	141	141	105.75	187.02	187.02	187.02	187.02
082	034	082034	MAG	55	55	55	55	55	41.25	82.1	82.1	82.1	82.1
082	041	082041	MAG	51	51	51	51	51	38.25	77.22	77.22	77.22	77.22
082	091	082091	MAG	68	68	68	68	68	51	97.96	97.96	97.96	97.96
082	102	082102	MAG	98	98	98	98	98	73.5	134.56	134.56	134.56	134.56
082	112	082112	MAG	159	124	165	125	125	93.75	208.98	166.28	216.3	167.5
082	122	082122	MAG	174	174	174	174	174	130.5	227.28	227.28	227.28	227.28
082	133	082133	MAG	157	138	176	138	138	103.5	206.54	183.36	229.72	183.36
082	143	082143	MAG	134	134	134	134	134	100.5	178.48	178.48	178.48	178.48
082	151	082151	MAG	77	77	77	77	77	57.75	108.94	108.94	108.94	108.94
082	153	082153	MAG	79	77	79	77	77	57.75	111.38	108.94	111.38	108.94

Site Expansion Factors

The Site Expansion Factors are provided in an Excel workbook. The "Expansion Factors" Excel workbook contains the table of expansion factors on the tabs named "MAG Period Factors" and "PAG Period Factors". The Site Expansion Factors represent the weighting of each transcribed plate for a given Site, Vehicle Type, and Time Period as shown in the examples in Table 7 below.

Table 7 Site Expansion Factor Examples

Site	Vehicle Type	MAG Period	Transcribed	ATR Count	Factor	Obs. %
084	1Non-Commercial	1 - AM Peak	768	1,916	2.495	0.401
084	1Non-Commercial	2 - Mid-Day Off-Peak	5,115	4,737	0.926	1.080
084	1Non-Commercial	3 - PM Peak	2,716	2,639	0.972	1.029
084	1Non-Commercial	4 – Overnight	2,823	3,287	1.164	0.859
084	1Non-Commercial	Day	11,422	12,579	1.101	0.908
104	1Non-Commercial	1 - AM Peak	191	211	1.105	0.905
104	1Non-Commercial	2 - Mid-Day Off-Peak	984	966	0.982	1.019
104	1Non-Commercial	3 - PM Peak	529	566	1.070	0.935
104	1Non-Commercial	4 – Overnight	544	531	0.976	1.024
104	1Non-Commercial	Day	2,248	2,274	1.012	0.989

As an example: The weighting factor for a transcribed Non-Commercial vehicle at Site 084 during the PM-Peak period is 0.972 which is equivalent to the inverse of 1.029 (the value for "Obs. %").

For transcribed plates which were matched at another site, the factor is adjusted using the factor for that site for the time period in which the plate was observed. For example: Assume the Non-Commercial vehicle from Site 084 was matched at Site 104 in the Overnight period. The factor for a

Non-Commercial vehicle at Site 104 during the Overnight Period is 0.976. The adjustment factor applied to that transcribed plate is calculated by multiplying the two factors together. The applied adjustment factor is:

$$\text{Factor}_{(\text{Site 084 PM})} \times \text{Factor}_{(\text{Site 104 Overnight})} = \text{Applied Adjustment Factor}$$

$$0.972 \times 0.976 = 0.949$$

An applied adjustment factor is generated in this manner for each matched plate in the matched plates dataset. This provides a more thorough method of generating expansion factors over a study area of this size since it takes into consideration the factor of actual count to transcribed plates at each site both by vehicle type and time period.

Although the factors are typically greater than one (1), it is possible for an adjustment factor to be less than one (1) in some cases, as shown in some cells in the table above. In the two sites shown, the 24-hour transcribed count is less than the 24-hour machine (ATR or radar) count resulting in a factor of 1.101 for Site 084 and 1.012 for Site 104. However, there is some variation within the time periods for each site. Factors contributing to these differences can include the following:

- The timestamp on the video may be different from the timestamp from the ATR or radar counter due to the two pieces of equipment being synchronized to different time sources.
- The ATR and radar count relies on computer algorithms to classify vehicles based on axle spacing or overall length, while the classification from video is based on visual interpretation of the vehicle. It is possible for these different methods of processing the data to result in different vehicle classifications; especially when processing overnight video where the side of the vehicle has little or no visibility and the interpretation of the vehicle type must be made primarily from the taillights of the vehicle.
- On higher volume facilities, ATR and radar counters might report a lower than actual count due to interference from multiple vehicles triggering the counter at the same time or a smaller vehicle being “hidden” by a larger commercial vehicle as the vehicles pass the radar. This becomes more pronounced as volumes increase.

Trip Table Development

The processed plate matching results were used to build an external-external trip table based on the sample data. The expanded trip tables were developed using the data aggregated into four time periods. This minimized the impact of the sample cells with less than 30 sample observations due to either low-volume or mechanical difficulties. The time periods used for aggregating the trip data were those used in the travel demand model for the respective MPO. Therefore, the aggregation of the trip data provides appropriate trip rates for the model associated with each time period. Trips were assigned to time periods based on the observed time at the origin station independent of the time period associated with the destination station of the trip.

Expansion factors were developed as detailed above for each time period (as specified by both MAG and PAG) at each site for the purpose of scaling the sample count to the observed traffic volume count for that time period. An expanded external-external trip table was then generated using the expansion factors. Since each matched plate has an expansion factor associated with it (based on the transcribed plates observed at each site), the trip table is generated by calculating the sum of the expansion factors for the tabulations shown in Table 8. The calculated value for the expanded match count for each site and time period was used to evaluate the reasonableness of the marginal totals for the trip tables.

Expanded trip tables were developed for the following scenarios shown in Table 8:

(Study Area) x (3 Trip Types) x (5 Time Periods) x (4 Vehicle Classes) = 60 Trip Tables for each study area

Table 8 List of Trip Tables

Study Area	Trip Type	Time Period	Vehicle Classification
MAG (60 Trip Tables) PAG (60 Trip Tables)	1 - EE Trips (20 Trip Tables) (1 of each combination to the right) 2 - EI-IE Trips (20 Trip Tables) (1 of each combination to the right) 3 - Commute Trips (20 Trip Tables) (1 of each combination to the right)	All Periods/24-Hour	All Vehicles
			1-Non-Commercial - Light
			2-Commercial - Medium
			3-Commercial - Heavy
		1 - AM Peak	All Vehicles
			1-Non-Commercial - Light
			2-Commercial - Medium
			3-Commercial - Heavy
		2 - Mid-Day Off-Peak	All Vehicles
			1-Non-Commercial - Light
			2-Commercial - Medium
			3-Commercial - Heavy
		3 - PM Peak	All Vehicles
			1-Non-Commercial - Light
			2-Commercial - Medium
			3-Commercial - Heavy
		4 – Overnight	All Vehicles
			1-Non-Commercial - Light
			2-Commercial - Medium
			3-Commercial - Heavy

The three types of trips shown in Table 8 have the common characteristic that the license plate was observed more that once and matched with a subsequent observation of that plate. An external-external (EE) trip is a trip which enters the study area at one location and travels through the study area without a discernable stop within the study area. An external-internal-internal-external (EI-IE) trip is a trip which travels through the study area and makes a discernable stop within the study area as revealed by a travel time through the study area which is greater than the amount of time required to traverse the study area. A commute type trip is a trip where the plate is observed at the same site in opposite directions without being observed at another site. The observed movement could be **either** entering and later exiting the study area at the same site **or** exiting and later entering the study area at the same site. For example - a commuter from **outside** the study area entering to go to work in the morning and exiting to return home in the evening; or a commuter from **inside** the study area exiting to go to work in the morning and entering to return home in the evening.

Trip Table Adjustment

As stated previously, there were a few locations where mechanical issues affected the amount of data collected during certain time periods. Three methods were used in evaluating potential adjustments to the trip tables for these sites during the affected time periods. One method evaluates the trip distribution relative to the distribution during an inverse period. The second method evaluates the trip distribution relative to adjacent time periods for that site in the affected direction. The third method evaluates the EE trip movements based on 24-hour EE movements in the opposite direction at the site. Once the appropriate method has been identified, the proxy distributions are applied to the ground count during the gap period to distribute the trips during the gap period. The following discussions use a hypothetical scenario for a study area which has five external sites.

Inverted Direction Method

An evaluation can be made regarding the travel patterns in the reverse direction for the site in question. For example, if Site 5 has a gap in the EE trip rates in the outbound direction, the EE trip rates in the inbound direction can be reviewed for consistency and used as a proxy for the missing period. This is consistent with the method typically used to generate EE trip rates from intercept survey samples collected in the outbound direction. The assumption is made that the inbound trip rates mirror the outbound trip rates with the appropriate adjustment for the peak periods (i.e. – the inbound AM peak period is considered to be the inverse of the outbound PM peak period). The trip rates for the sample taken in the outbound direction are applied to the count for the inbound direction using the rates for the appropriate time periods. This method was not used for this study.

Table 9 Data Gap Example

Methodology applied using Intercept sample data collected in the Outbound direction only:

Covered Direction					Gap Direction			
Outbound					Inbound			
From Site	To Site	EE %	Hour		From Site	To Site	EE %	Hour
1	5	10%	7:00 - 8:00	Compared to	5	1	11%	17:30 - 18:30
2	5	12%	7:00 - 8:00	Compared to	5	2	13%	17:30 - 18:30
3	5	8%	7:00 - 8:00	Compared to	5	3	7%	17:30 - 18:30
4	5	14%	7:00 - 8:00	Compared to	5	4	13%	17:30 - 18:30
1	5	6%	8:00 - 9:00	Applied to	5	1		16:30 - 17:30
2	5	7%	8:00 - 9:00	Applied to	5	2		16:30 - 17:30
3	5	4%	8:00 - 9:00	Applied to	5	3		16:30 - 17:30
4	5	10%	8:00 - 9:00	Applied to	5	4		16:30 - 17:30

Table 10 Inverted Direction Methodology

Methodology applied using Video sample data collected in the Outbound and Inbound direction with gap in one of the directions:

Covered Direction					Gap Direction			
Outbound					Inbound			
From Site	To Site	EE %	Hour		From Site	To Site	EE %	Hour
1	5	10%	7:00 - 8:00	Compared to	5	1	11%	17:30 - 18:30
2	5	12%	7:00 - 8:00	Compared to	5	2	13%	17:30 - 18:30
3	5	8%	7:00 - 8:00	Compared to	5	3	7%	17:30 - 18:30
4	5	14%	7:00 - 8:00	Compared to	5	4	13%	17:30 - 18:30
1	5	6%	8:00 - 9:00	Applied to	5	1	6%	16:30 - 17:30
2	5	7%	8:00 - 9:00	Applied to	5	2	7%	16:30 - 17:30
3	5	4%	8:00 - 9:00	Applied to	5	3	4%	16:30 - 17:30
4	5	10%	8:00 - 9:00	Applied to	5	4	10%	16:30 - 17:30
Yellow highlight represent percentages applied from inverse direction.								

Adjacent Time Periods Method

An evaluation can be made regarding the travel patterns for adjacent time periods for the site in question. For example, if Site 5 has a gap in the EE trip rates in the outbound direction between 8:00 and 9:00, the EE trip rates in the outbound direction for periods before and after the gap can be reviewed for consistency and used to generate a proxy for the missing period. The generated rate may be a simple average or may be weighted to account for transitioning traffic volumes. The proxy trip rate is then applied to the count for the outbound direction during the gap period. This method was not used for this study.

Table 11 Adjacent Time Period Methodology

Methodology applied using Video sample data collected in the Outbound and Inbound direction with gap in one of the directions:

Unadjusted Gap Period					Adjusted Gap Period			
Outbound					Outbound			
From Site	To Site	EE %	Hour		From Site	To Site	EE %	Hour
1	5	10%	7:00 - 8:00	n/c	1	5	10%	7:00 - 8:00
2	5	12%	7:00 - 8:00	n/c	2	5	12%	7:00 - 8:00
3	5	8%	7:00 - 8:00	n/c	3	5	8%	7:00 - 8:00
4	5	14%	7:00 - 8:00	n/c	4	5	14%	7:00 - 8:00
1	5		8:00 - 9:00	Applied to	1	5	8%	8:00 - 9:00
2	5		8:00 - 9:00	Applied to	2	5	9.5%	8:00 - 9:00
3	5		8:00 - 9:00	Applied to	3	5	6%	8:00 - 9:00
4	5		8:00 - 9:00	Applied to	4	5	12%	8:00 - 9:00
1	5	6%	9:00 - 10:00	n/c	1	5	6%	9:00 - 10:00
2	5	7%	9:00 - 10:00	n/c	2	5	7%	9:00 - 10:00
3	5	4%	9:00 - 10:00	n/c	3	5	4%	9:00 - 10:00
4	5	10%	9:00 - 10:00	n/c	4	5	10%	9:00 - 10:00

Yellow highlight represents percentages generated from averaging adjacent periods (by OD site pair) before and after the gap.

Balanced EE Movements Method

An evaluation can be made regarding the travel patterns for EE trips in each direction for the site in question based on the commonly accepted premise that the EE trips for the 24-hour period are balanced in both directions. For example, if Site 5 has a gap in the EE trips in the outbound direction during the AM Peak Period, the EE trips in the outbound direction for all other periods combined can be compared to the EE trips in the inbound direction for the entire 24-hour period. The percentage of EE trips during the 24-hour period in the inbound direction is calculated. That percentage is then applied to the total trips in the outbound direction during the 24-hour period to obtain an estimate of the total number of EE trips in the outbound direction for the 24-hour period. The number of EE trips for the outbound direction in the AM Period is estimated by subtracting the EE trips for all known periods (mid-day, PM Peak, and overnight) from the estimated 24-hour EE trips. This method was not used for this study.

Zip Code Summary

In addition to the information obtained through plate matching additional information for the domiciled location of the vehicle was developed using the Zip Code associated with the plate from the vehicle registration database maintained by the Motor Vehicle Division (MVD) of the Arizona Department of Transportation. A list of transcribed license plate numbers for observed vehicles registered in Arizona

was submitted to the MVD for matching against the database. The list of license plate numbers was returned with the associated Zip Code appended to the plate number. Only the Zip Code of the registration address was obtained, no personal information was collected from the registration database. This information was then used to generate a regional distribution of observed vehicle domicile locations for each site. This was particularly useful in providing additional information for plates which were only observed at a single location. These observations represent vehicles making an external-internal trip or an internal-external trip. An external-internal trip is a trip which originates outside the study area and has a final destination within the study area. An internal-external trip is a trip which originates inside the study area and has a final destination outside the study area.

Results Summary

This section provides a summary of the results from the license plate data collection effort and matching process for the MAG study area only. Results for the PAG study area are documented in a separate report.

Table 12 provides a list of the external survey locations, study area, and direction code. Figures 4 through 9 provide both a tabular and graphical presentation of the expanded trips by origin site, vehicle type, and a trip type as defined previously.

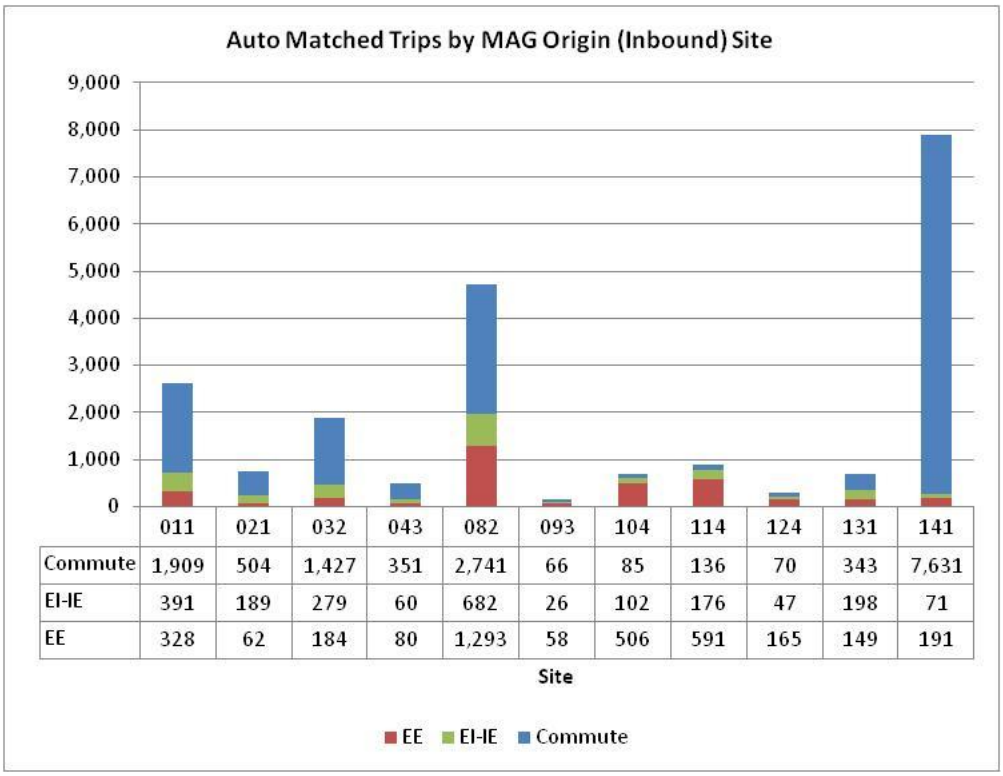
As can be seen from these figures the observe traffic volumes vary substantially between lower functional classification roadways and interstates. In addition to the wide range in traffic volume, there is also a wide variation in the distribution of trip types by the functional classification of the roadway.

Table 12 External Site Directions

Study Area	Site	Inbound Direction	Outbound Direction
MAG	1	011	013
MAG	2	021	023
MAG	3	032	034
MAG	4	043	041
MAG	8	082	084
MAG	9	093	091
MAG	10	104	102
MAG	11	114	112
MAG	12	124	122
MAG	13	131	133
MAG	14	141	143
MAG	15*	151	151
MAG	15*	153	153

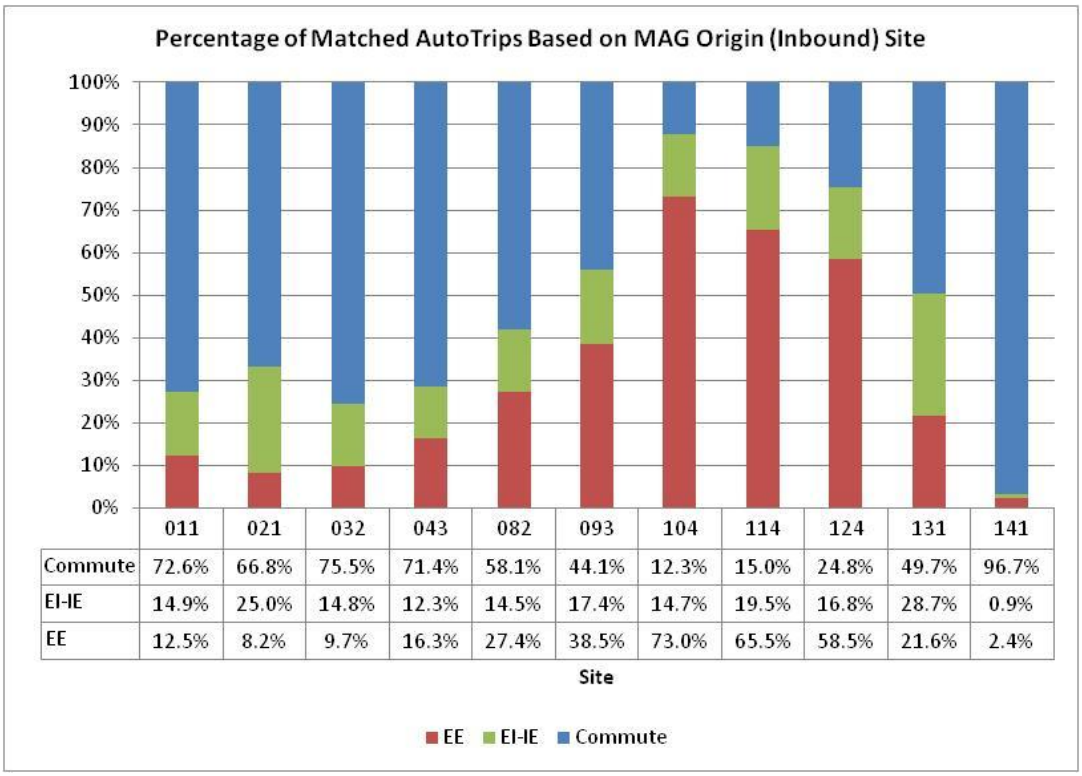
*Note – Site 15 was an internal site and was coded as either an inbound direction or outbound direction based on the direction of travel at the paired location at the study area boundary.

Figure 4 Auto Matched Trips by MAG Inbound Site



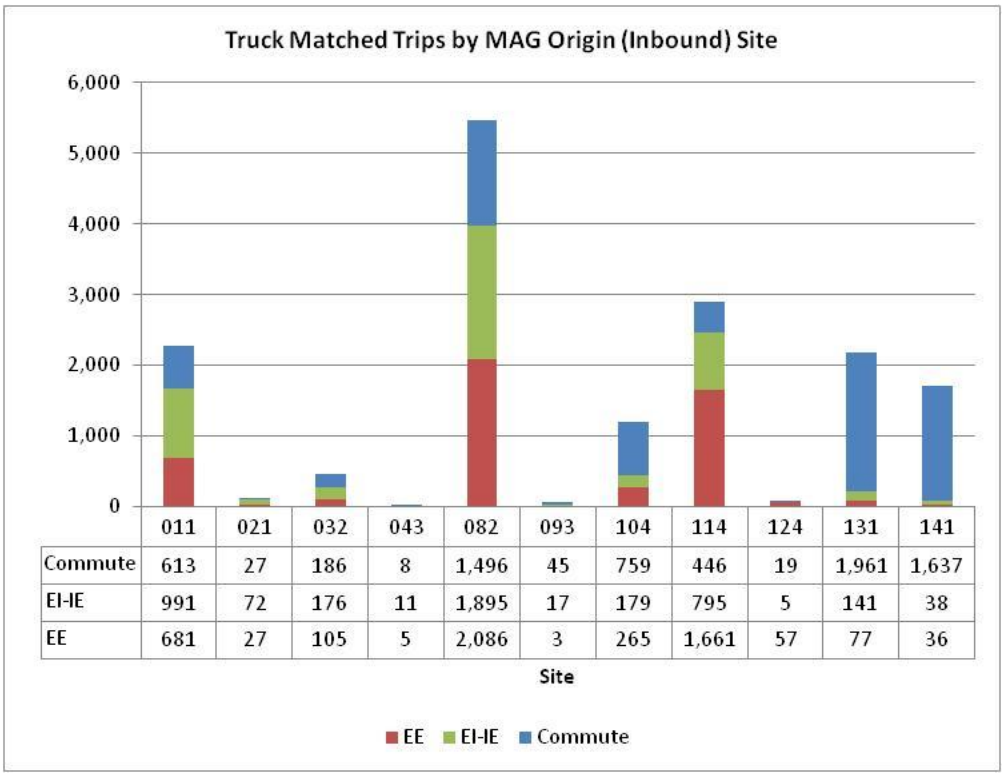
	011	021	032	043	082	093	104	114	124	131	141
Commute	1,909	504	1,427	351	2,741	66	85	136	70	343	7,631
EI-IE	391	189	279	60	682	26	102	176	47	198	71
EE	328	62	184	80	1,293	58	506	591	165	149	191

Figure 5 Percentage of Auto Matched Trips by MAG Inbound Site



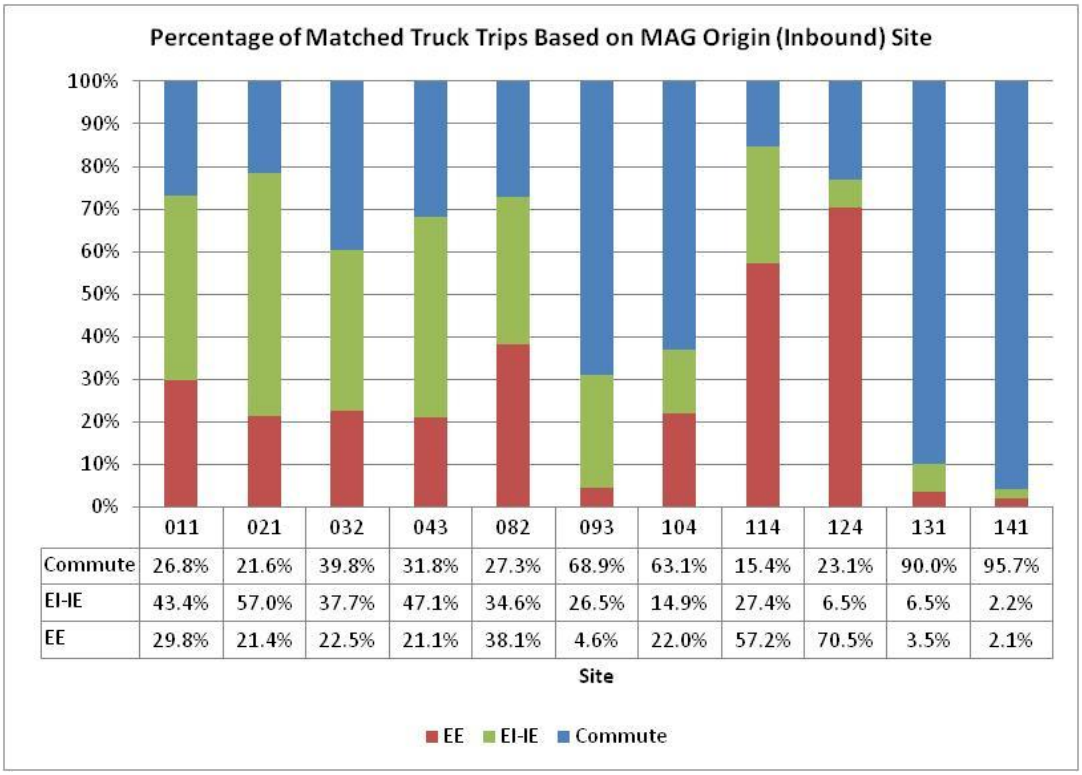
	011	021	032	043	082	093	104	114	124	131	141
Commute	72.6%	66.8%	75.5%	71.4%	58.1%	44.1%	12.3%	15.0%	24.8%	49.7%	96.7%
EI-IE	14.9%	25.0%	14.8%	12.3%	14.5%	17.4%	14.7%	19.5%	16.8%	28.7%	0.9%
EE	12.5%	8.2%	9.7%	16.3%	27.4%	38.5%	73.0%	65.5%	58.5%	21.6%	2.4%

Figure 6 Truck Matched Trips by MAG Inbound Site



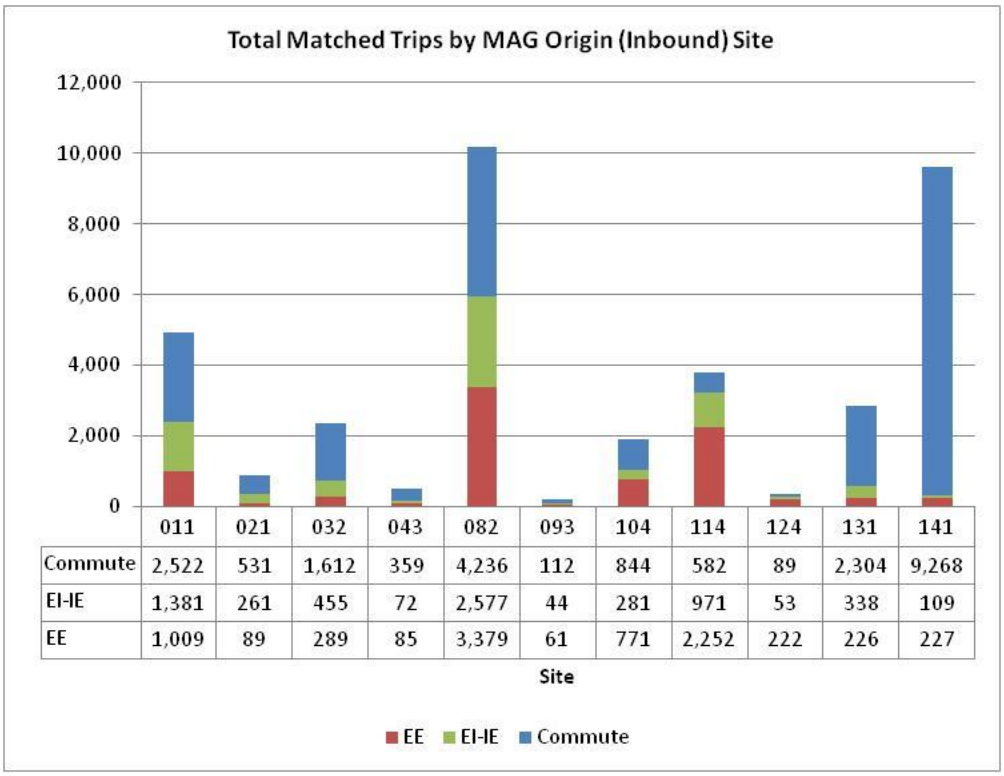
	011	021	032	043	082	093	104	114	124	131	141
Commute	613	27	186	8	1,496	45	759	446	19	1,961	1,637
EI-IE	991	72	176	11	1,895	17	179	795	5	141	38
EE	681	27	105	5	2,086	3	265	1,661	57	77	36

Figure 7 Percentage of Truck Matched Trips by MAG Inbound Site



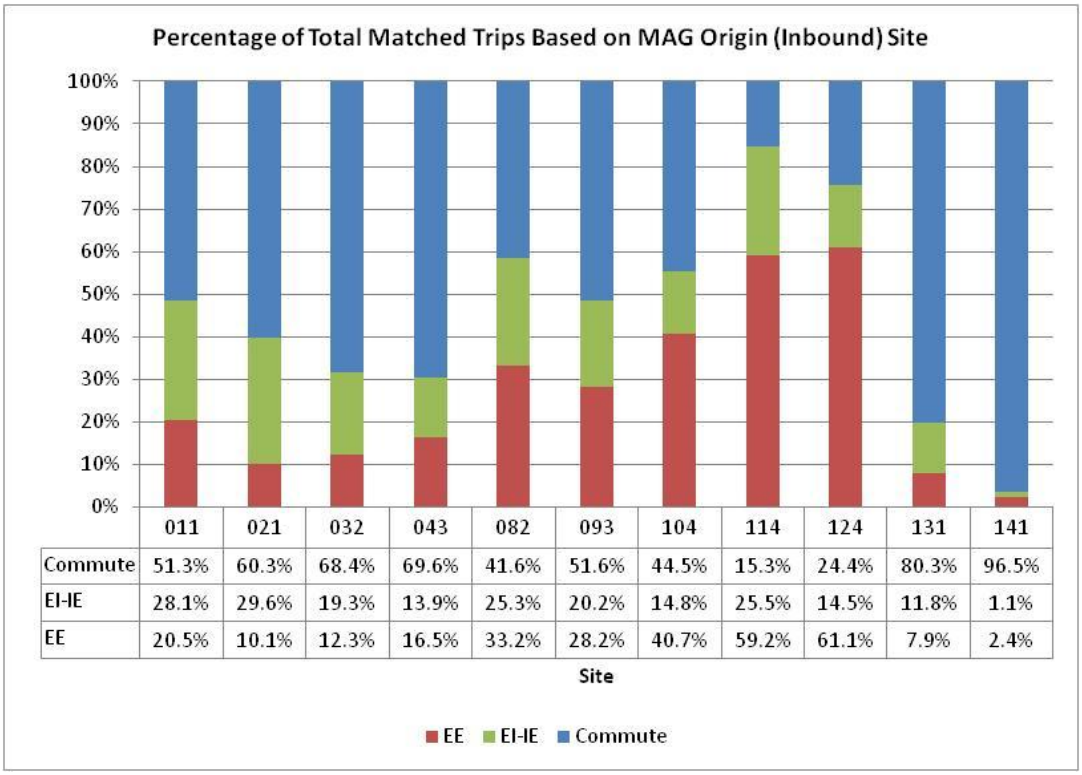
	011	021	032	043	082	093	104	114	124	131	141
Commute	26.8%	21.6%	39.8%	31.8%	27.3%	68.9%	63.1%	15.4%	23.1%	90.0%	95.7%
EI-IE	43.4%	57.0%	37.7%	47.1%	34.6%	26.5%	14.9%	27.4%	6.5%	6.5%	2.2%
EE	29.8%	21.4%	22.5%	21.1%	38.1%	4.6%	22.0%	57.2%	70.5%	3.5%	2.1%

Figure 8 Total Matched Trips by MAG Inbound Site



	011	021	032	043	082	093	104	114	124	131	141
Commute	2,522	531	1,612	359	4,236	112	844	582	89	2,304	9,268
EI-IE	1,381	261	455	72	2,577	44	281	971	53	338	109
EE	1,009	89	289	85	3,379	61	771	2,252	222	226	227

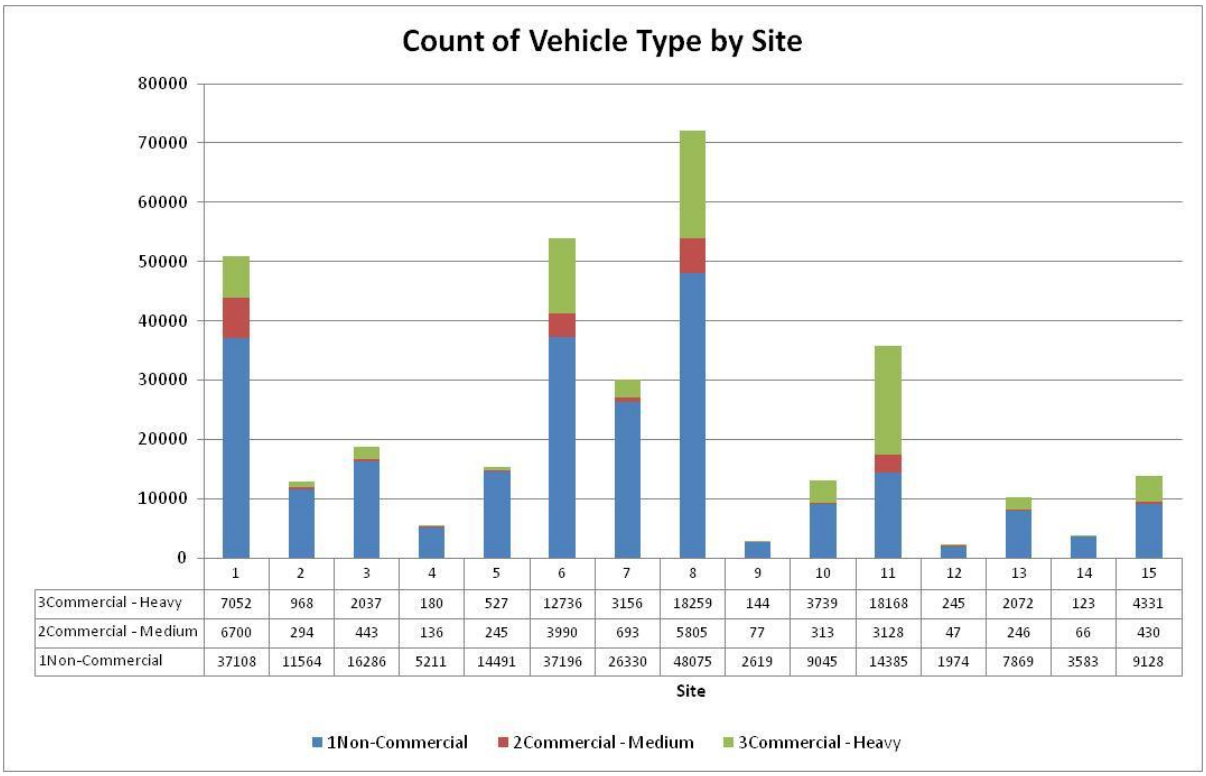
Figure 9 Percentage of Total Matched Trips by MAG Inbound Site



	011	021	032	043	082	093	104	114	124	131	141
Commute	51.3%	60.3%	68.4%	69.6%	41.6%	51.6%	44.5%	15.3%	24.4%	80.3%	96.5%
EI-IE	28.1%	29.6%	19.3%	13.9%	25.3%	20.2%	14.8%	25.5%	14.5%	11.8%	1.1%
EE	20.5%	10.1%	12.3%	16.5%	33.2%	28.2%	40.7%	59.2%	61.1%	7.9%	2.4%

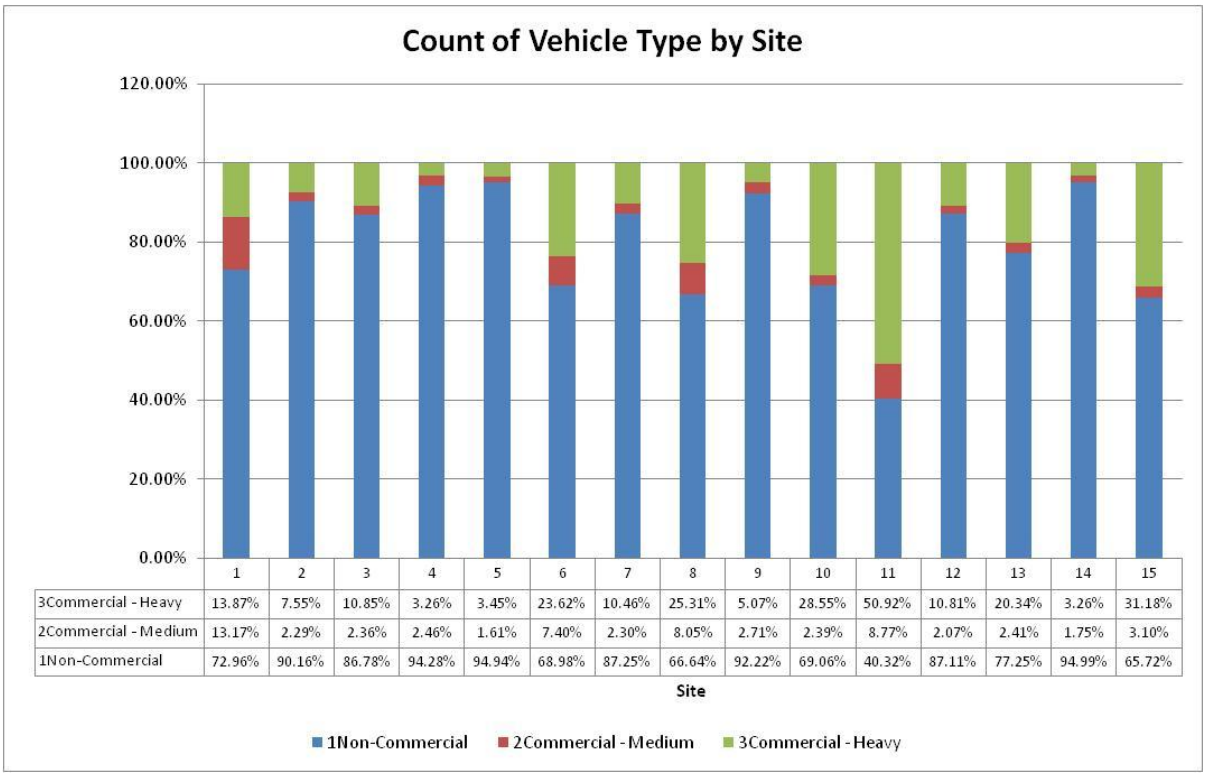
Figures 10 and 11 provide a summary of the observed vehicle count by type by station. As can be seen in these figures the observed traffic at all locations is predominantly noncommercial. It should also be noted that of the locations surveyed the locations with the most substantial observations of heavy commercial trucks are the interstate locations with observed percentages ranging from just under 14% to almost 51% on the interstate locations.

Figure 10 Observed Vehicle Type Count by Station



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3Commercial - Heavy	7052	968	2037	180	527	12736	3156	18259	144	3739	18168	245	2072	123	4331
2Commercial - Medium	6700	294	443	136	245	3990	693	5805	77	313	3128	47	246	66	430
1Non-Commercial	37108	11564	16286	5211	14491	37196	26330	48075	2619	9045	14385	1974	7869	3583	9128

Figure 11 Percentage of Vehicle Type by Site



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3Commercial - Heavy	13.87%	7.55%	10.85%	3.26%	3.45%	23.62%	10.46%	25.31%	5.07%	28.55%	50.92%	10.81%	20.34%	3.26%	31.18%
2Commercial - Medium	13.17%	2.29%	2.36%	2.46%	1.61%	7.40%	2.30%	8.05%	2.71%	2.39%	8.77%	2.07%	2.41%	1.75%	3.10%
1Non-Commercial	72.96%	90.16%	86.78%	94.28%	94.94%	68.98%	87.25%	66.64%	92.22%	69.06%	40.32%	87.11%	77.25%	94.99%	65.72%

As mentioned previously, ZIP code information was also obtained for observed plates registered in the state of Arizona. Figures 12 through 15 provide a graphical representation of the distribution of these plates. The distribution of ZIP code of registration address for unmatched plates provides insight into the possible origin or destination locations of vehicles which were seen at only one location. The distributions provided in Figure13 shows the locations of the registration address for plates that were seen at more than one location and include EE trips, EI-IE trips, and commute type trips. Figures 14 and 15 provide the regional distributions for the unmatched and matched plates.

Figures 16 and 17 provide flow band maps between the external station locations for the MAG study area. Flow band maps are provided for auto trips and truck trips. As can be seen from these maps the heaviest external to external flows are between the interstate locations. These maps were generated from the EE trip tables for each study area which were generated from the license plate capture and matching effort. Tabular versions of the trip tables are provided in the appendices.

Figure 12 ZIP Code of Registration Address for Unmatched License Plates – MAG Study Area

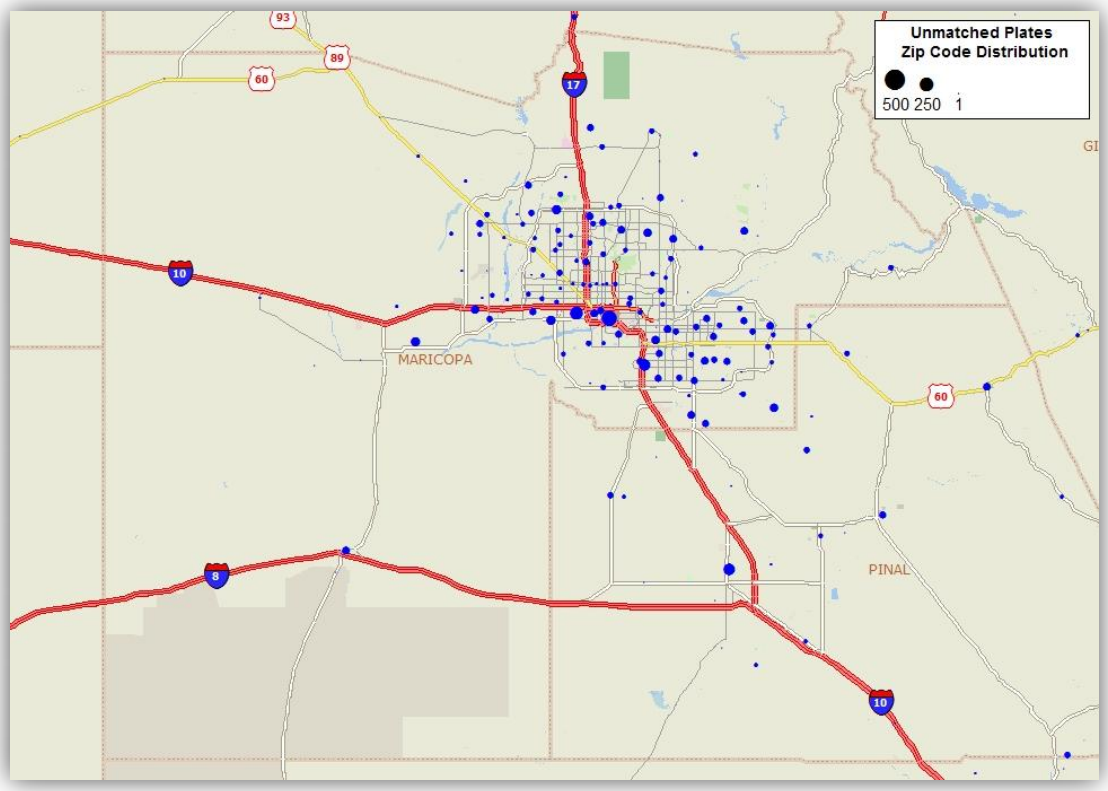


Figure 13 ZIP Code of Registration Address for Matched License Plates – MAG Study Area

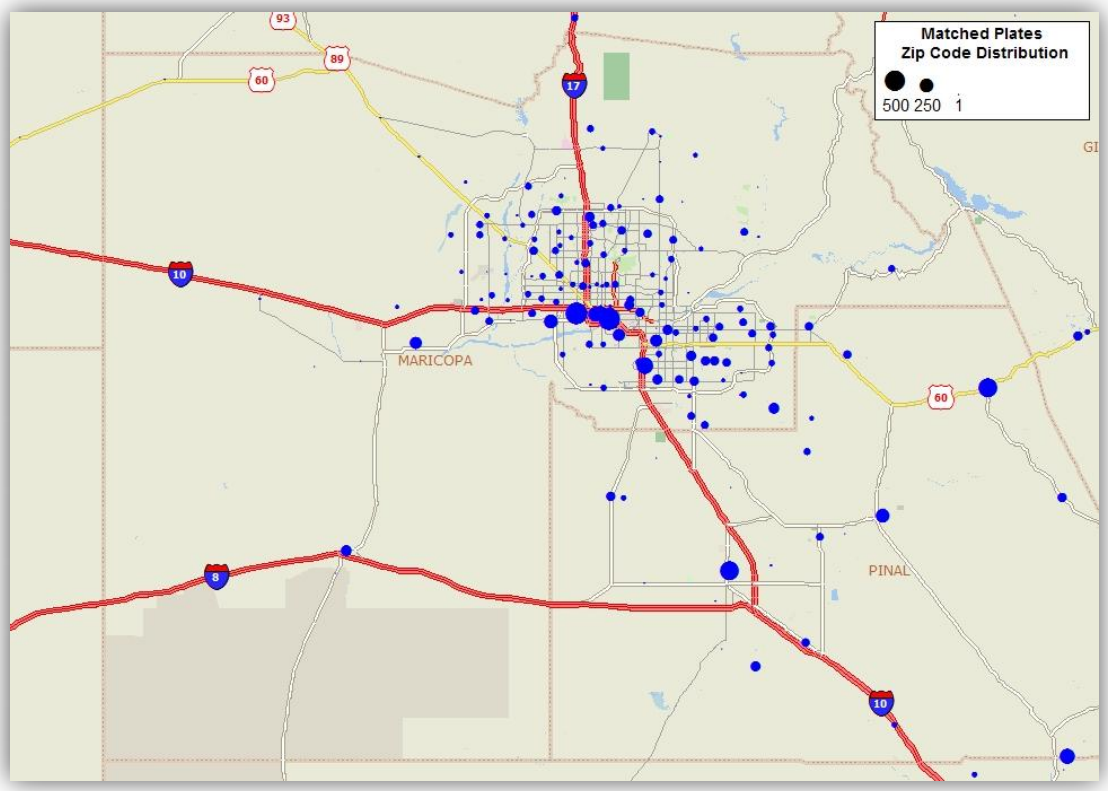


Figure 14 ZIP Code of Registration Address for Unmatched License Plates – Arizona

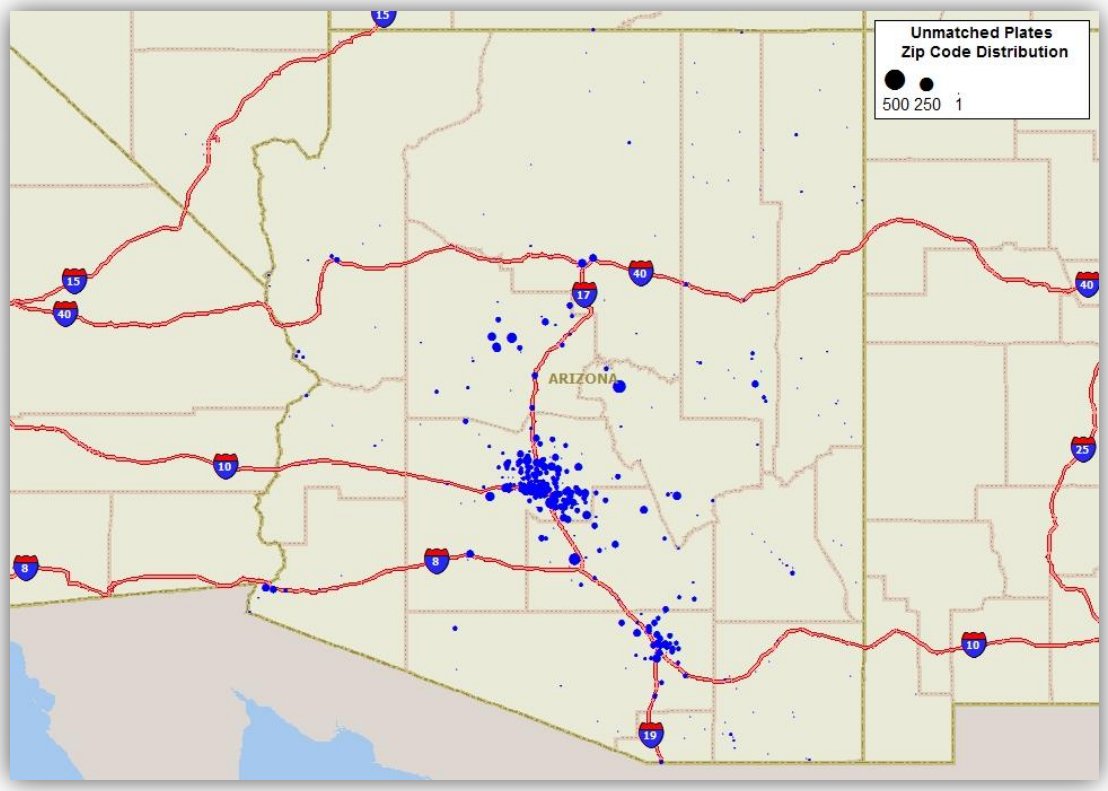


Figure 15 ZIP Code of Registration Address for Matched License Plates – Arizona

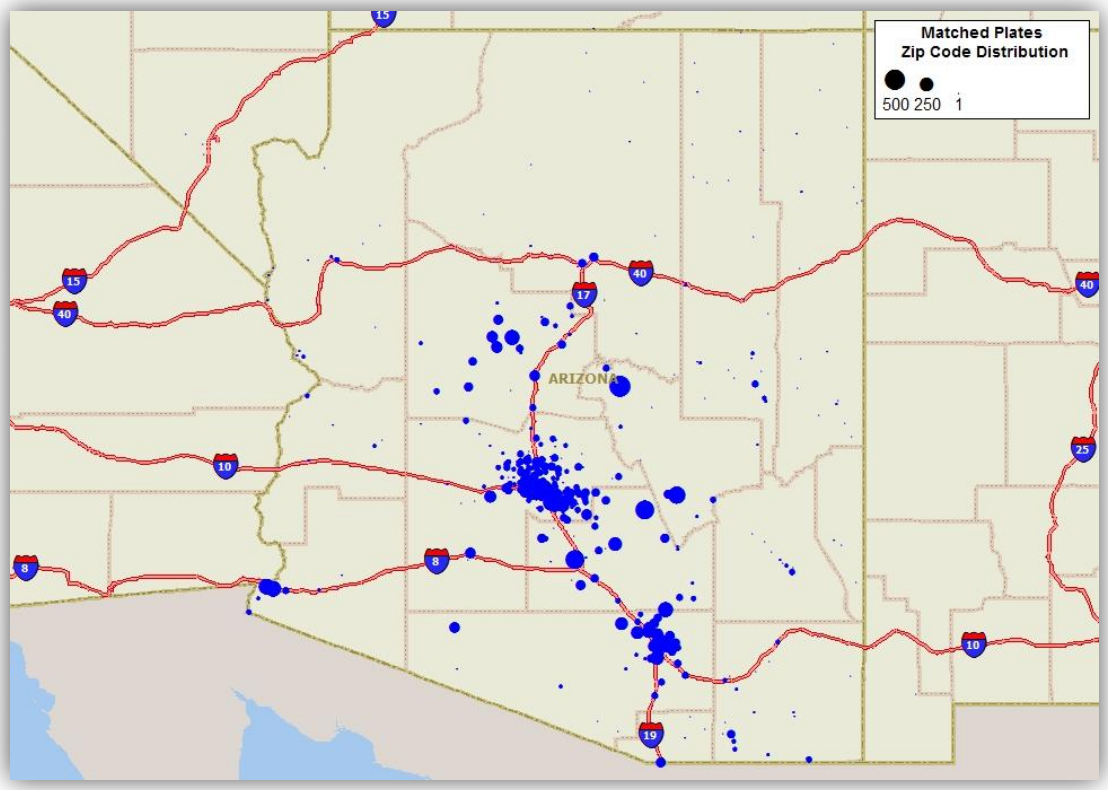


Figure 16 External-External Auto Trips – MAG Study Area

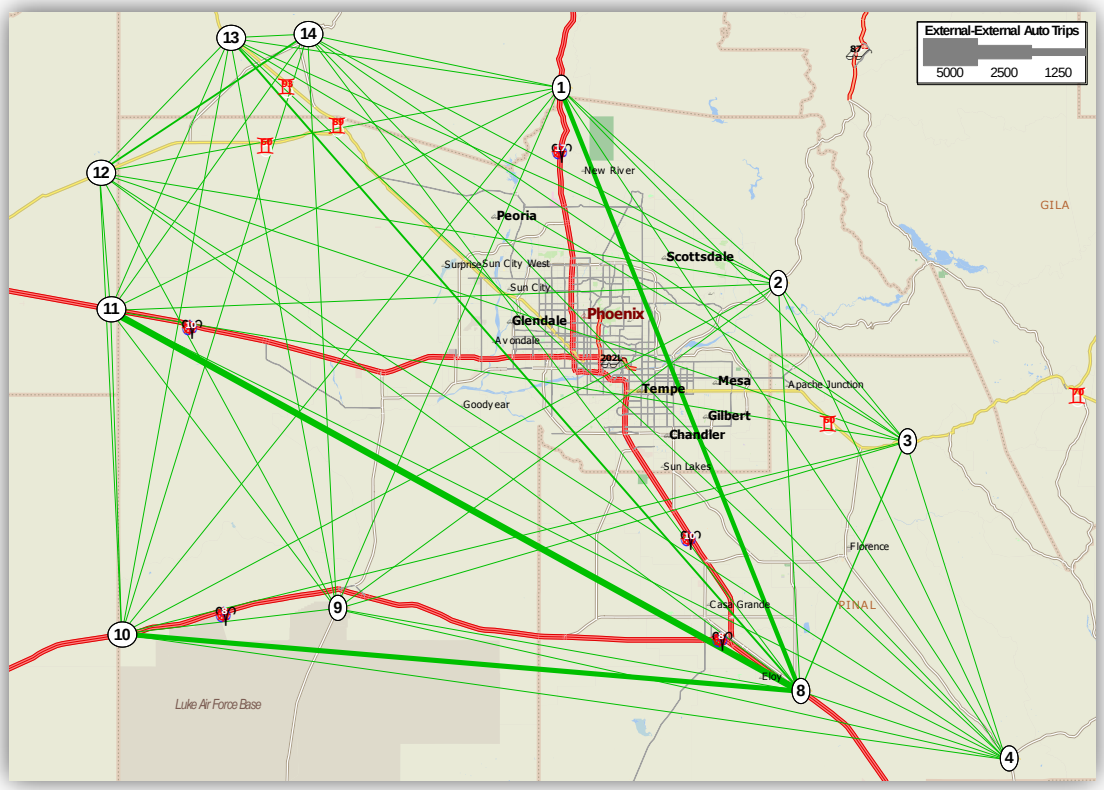
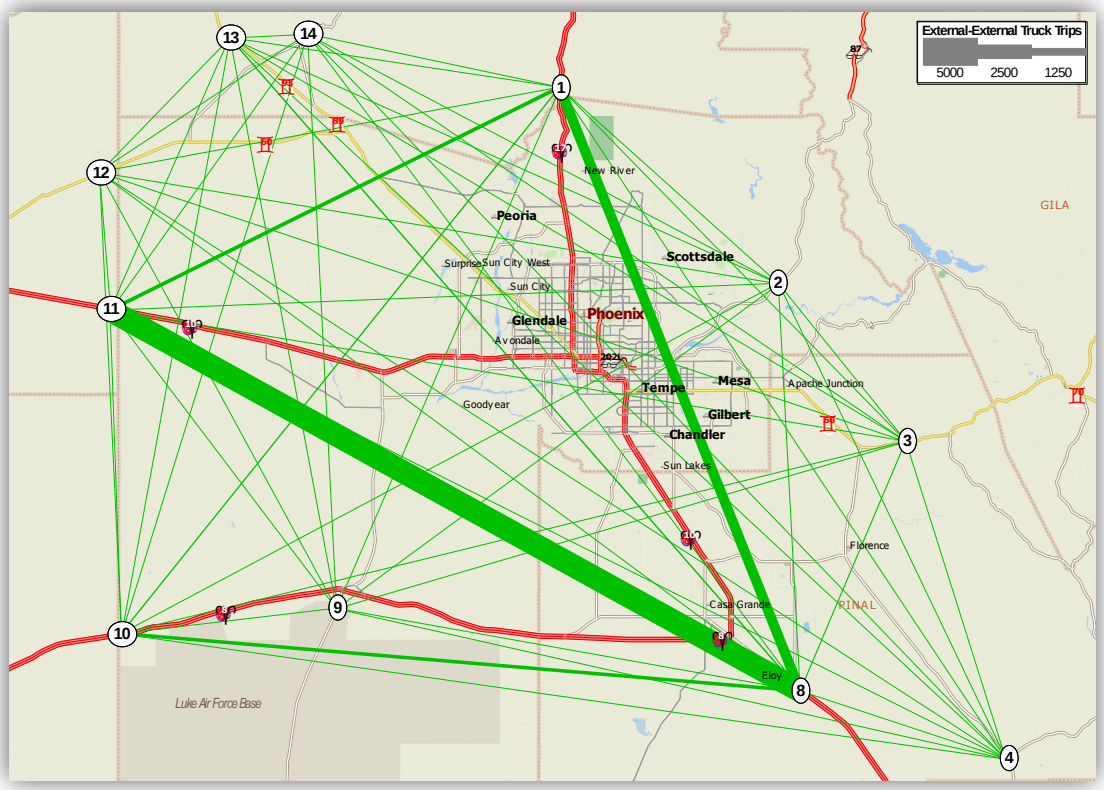


Figure 17 External-External Truck Trips – MAG Study Area



Appendix A Site Locations

The following pages provide information for each individual site including information such as the ADOT Encroachment Permit number, number of feet from the nearest Mile Post, typical traffic control plan for the site as listed in the MUTCD, original location as proposed by either MAG or PAG, general site setup description, and comments regarding the selection of the site. It should be noted that the overview map provided for each site does not necessarily show the site in the center of the map. The maps are scaled to show the site location relative to nearby cities or other geographic references. Other information is provided for each site such as pictures of the site for reference purposes and a site layout; typically drawn on an aerial photo of the site.

Note: the contents of this Appendix are from the initial site selection process and recommendations and do not include the changes made at Site 2 and Site 3 at the time of the field data collection as documented in the body of this report.

Site 1

Site Number	1
District	Prescott
MAG / PAG Region	MAG
Longitude	-112.142456
Latitude	34.064879
County	Yavapai
Facility	I-17
Closest Mile Post	269 feet South of MP 243
Location Information	I-17 North @ Mud Springs Rd
Facility Type	4 lane divided with median – minor facility is an overpass
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1201589
TCP / Layout	TA-1 from Appendix A / Typical 4 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park in the median under the overpass. Median is ~80 feet wide. Barrels will be placed just off the shoulder to monitor each lane. Video cables will be run up to the overpass from the monitoring vehicle and across to reach the outside lanes.
Original Site Location	F) I-17 at MP 245
Comments	Original site did not have good geometrics or a structure to run the video cabling to the outside lanes. New site has good line of site and a bridge structure to run the cabling. The recommended site is outside the study boundary and close to the original site.

Figure 18 - Site 1 I-17

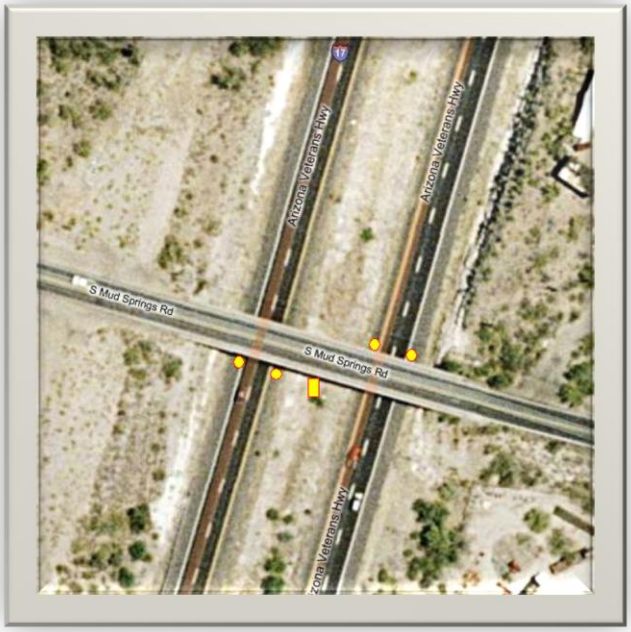


Figure 19 - Site 1 Layout

Picture notes: The above pictures show placement of the monitoring vehicle, placement of a barrel, and general site characteristics.

Site 2

Site Number	2
District	Phoenix
MAG / PAG Region	MAG
Longitude	-111.559557
Latitude	33.628072
County	Maricopa
Facility	SR 87
Closest Mile Post	578 feet NE of MP 199
Location Information	SR 87 @ Bush Hwy
Facility Type	4 lane divided with median – minor facility is an overpass
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1201243
TCP / Layout	TA-1 from Appendix A / Typical 4 lane divided layout from Appendix B – a specific layout is provided below
Setup Description	Monitoring vehicle will park in the median under the overpass. Median is ~110 feet wide. Barrels will be placed just off the shoulder to monitor each lane. Video cables will be run up to the overpass from the monitoring vehicle and across to reach the west side outside lane and the southbound exit ramp.
Original Site Location	G) SR 87 at MP 230
Comments	Original site had no place to set up a monitoring vehicle or run the video cabling from one side to the other. No other reasonable site was found either further out or just inside the study boundary. The current site at Bush Highway is under construction and is inside the study boundary. However, after discussions with MAG, there are no 'real' interactions between this location and the study area boundary. Cameras will be setup to monitor lanes in each direction along with the inbound exit ramp. This will account for any traffic that is external in nature.

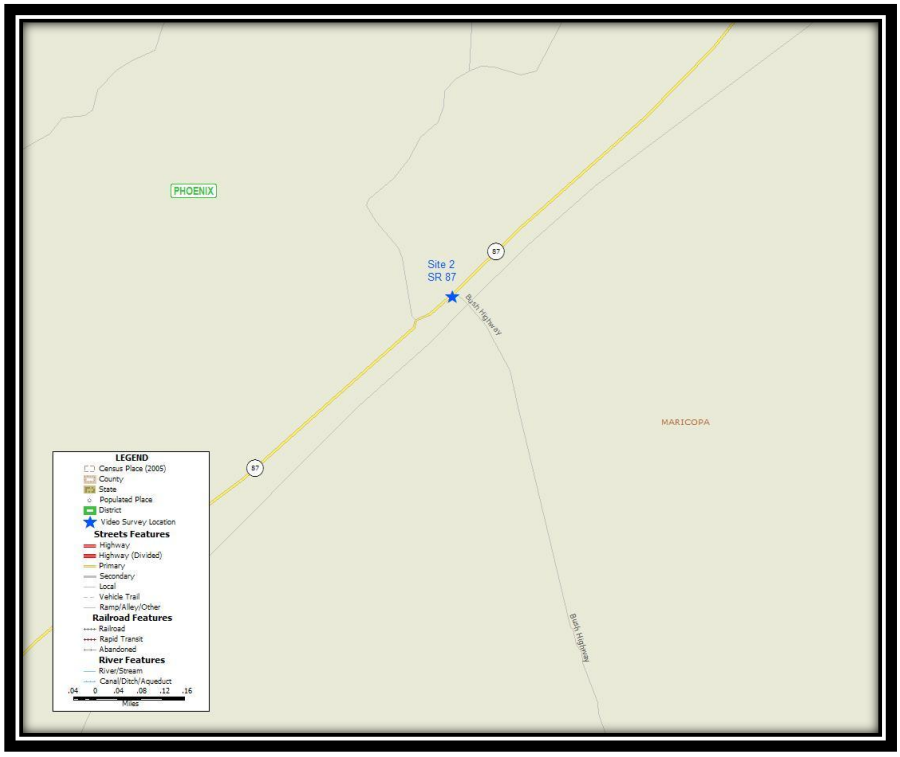


Figure 20 - Site 2 SR 87

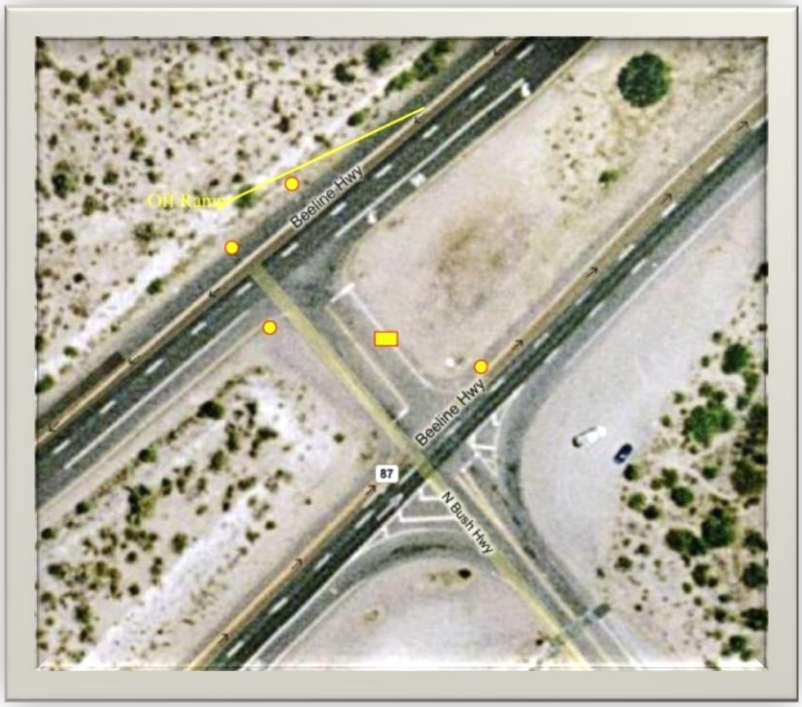


Figure 21 - Site 2 Layout

Picture notes: The above pictures show the placement of the monitoring vehicle, placement of the southbound exit ramp barrel, and placement of the one northbound barrel.

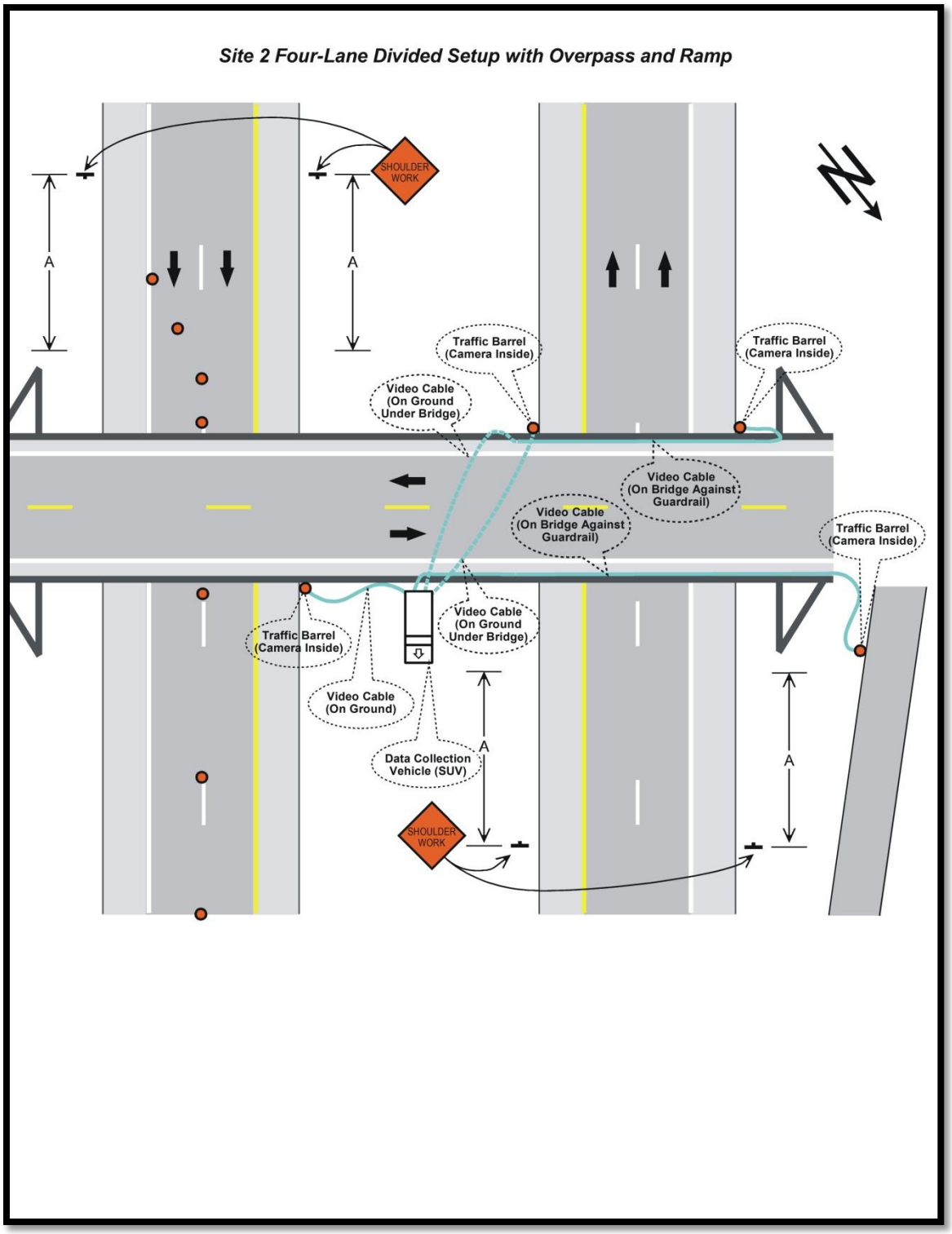


Figure 22 - Site 2 Special Site Setup Graphic

Site 3

Site Number	3
District	Globe
MAG / PAG Region	MAG
Longitude	-111.211047
Latitude	33.264491
County	Pinal
Facility	US 60
Closest Mile Post	681 feet West of MP 220
Location Information	US 60 East of Box Canyon Rd
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201723B
TCP / Layout	TA-1 from Appendix A / Typical 2 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park behind guardrail on northwest side of the bridge. Barrels will be placed behind guardrail on west side of bridge structure. Video cables will be run under bridge over creek.
Original Site Location	H) US 60 at MP 220
Comments	This location is near the original site location and provides the necessary geometrics and video cabling necessities. The site is within a construction corridor, but is far East of any construction activity.

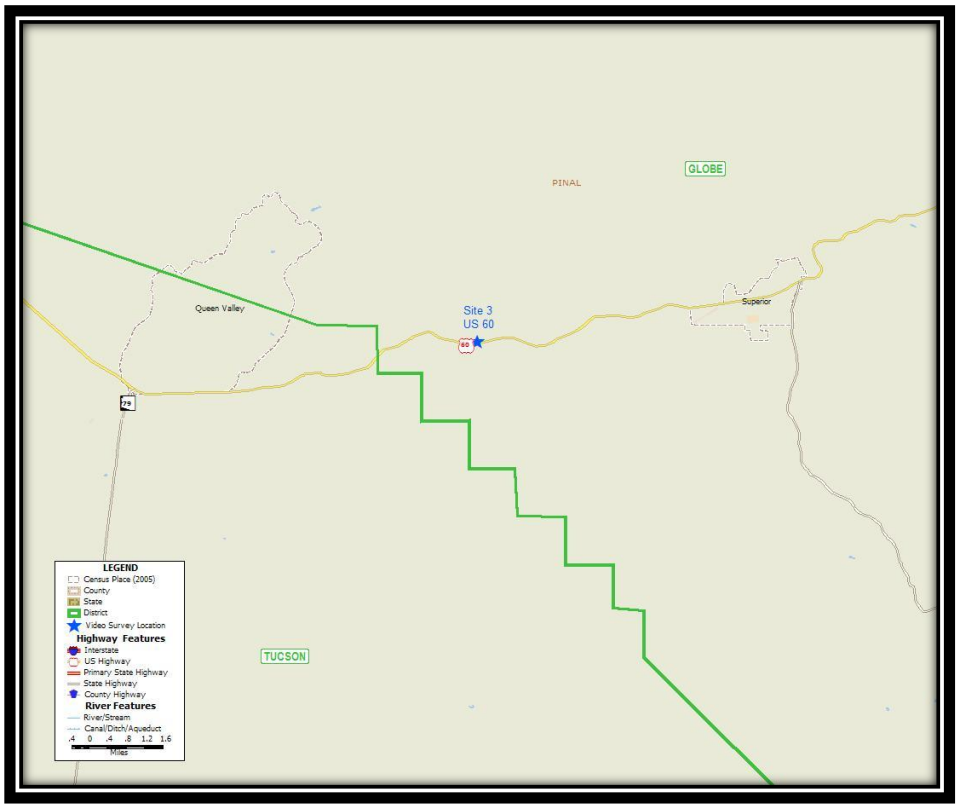


Figure 23 - Site 3 US 60

Figure 24 - Site 3 Layout

Picture notes: The above pictures show the placement of the monitoring vehicle behind the guardrail and placement of each barrel behind the guardrails.

Site 4

Site Number	4
District	Tucson
MAG / PAG Region	Shared
Longitude	-110.938568
Latitude	32.562444
County	Pinal
Facility	SR 79
Closest Mile Post	1,937 feet SE of MP 92
Location Information	SR 79 North of Oracle Junction
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1200858
TCP / Layout	TA-1 from Appendix A / Typical 2 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park off the road on the southwest of the bridge structure. There is a track off the road. Barrels will be placed behind the guardrail on the south side of bridge. Cables will be run under the bridge.
Original Site Location	B) SR 79, northwest of Oracle Junction
Comments	Original site was north of this location. However, no real interaction was found between the original location and the recommended location. This location provides several benefits: a) it will capture the interaction between the two study areas; b) it is closer to Oracle Junction and, therefore, closer to the SR 77 site; and c) it provides a good location for running the cables and places the monitoring vehicle and personnel well off the roadway.

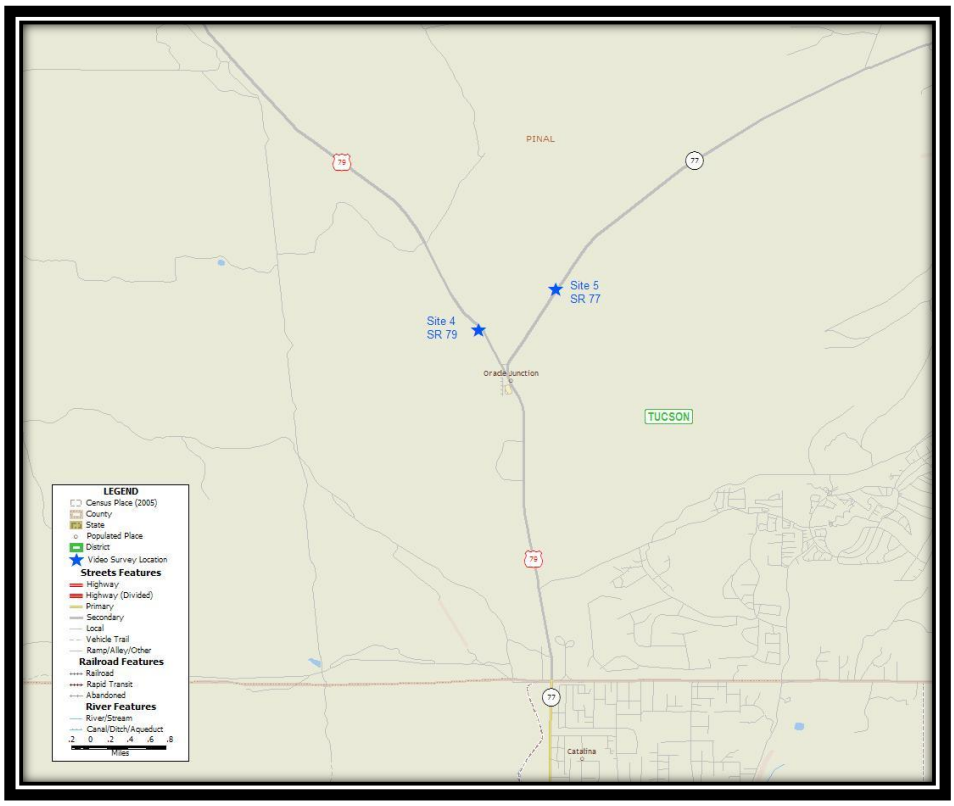


Figure 25 - Site 4 SR 79

Figure 26 - Site 4 Layout

Picture notes: The above pictures show placement of the monitoring vehicle well off the roadway and placement of each of the barrels behind the guardrail.

Site 5

Site Number	5
District	Tucson
MAG / PAG Region	PAG
Longitude	-110.925075
Latitude	32.568329
County	Pinal
Facility	SR 77
Closest Mile Post	357 feet NE of MP 92
Location Information	SR 77 North of Oracle Junction
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1200858
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the northwest side of the bridge structure. There is a clear spot well off the road. Barrels will be placed behind the guardrail on the north side of the bridge. Cables will be run under the bridge.
Original Site Location	A) SR 77, northeast of Oracle Junction
Comments	Original site was just north of the recommended location. This location provides protection for the barrels, monitoring vehicle, and personnel.

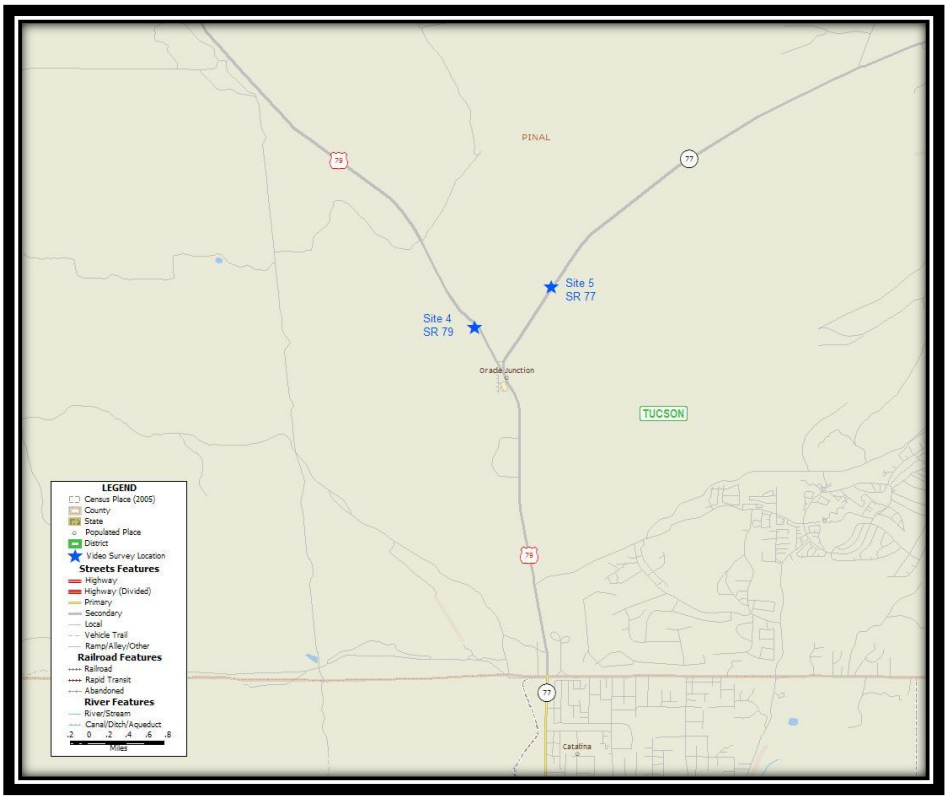


Figure 27 - Site 5 SR 77

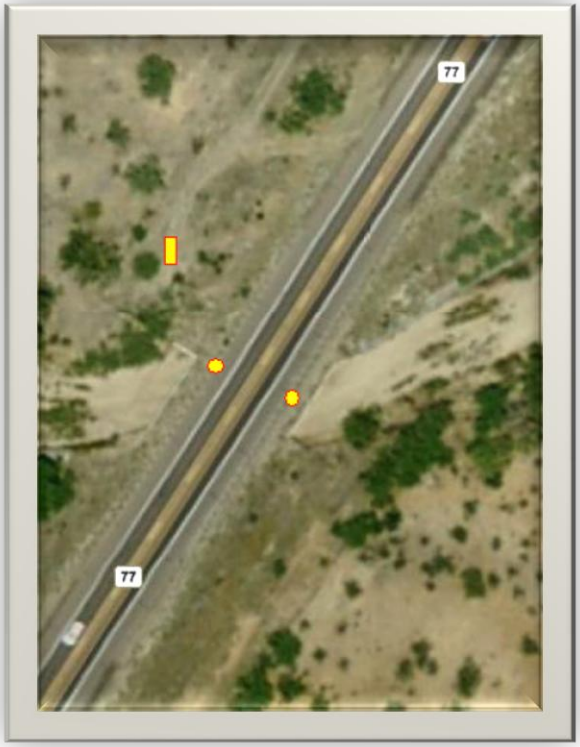


Figure 28 - Site 5 Layout

Picture notes: The above pictures show placement of the monitoring vehicle and placement of each barrel behind the guardrails.

Site 6

Site Number	6
District	Safford
MAG / PAG Region	PAG
Longitude	-110.397354
Latitude	31.963067
County	Cochise
Facility	I-10
Closest Mile Post	At MP 299
Location Information	I-10 @ Skyline Rd
Facility Type	4 lane divided with median – minor facility is an underpass
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1201297
TCP / Layout	TA-1 from Appendix A / Typical 4 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park in the median on the east side. Median is ~70 feet wide. Barrels will be placed behind the guardrail on the east side to monitor each lane. Video cables will be run under the bridge structure from the monitoring vehicle and across to reach the outside lanes.
Original Site Location	C) I-10, at milepost 299 west of SR 90
Comments	This is the original site. The median is wide. Both the barrels and monitoring vehicle will be behind guardrails.

Figure 29 - Site 6 I-10

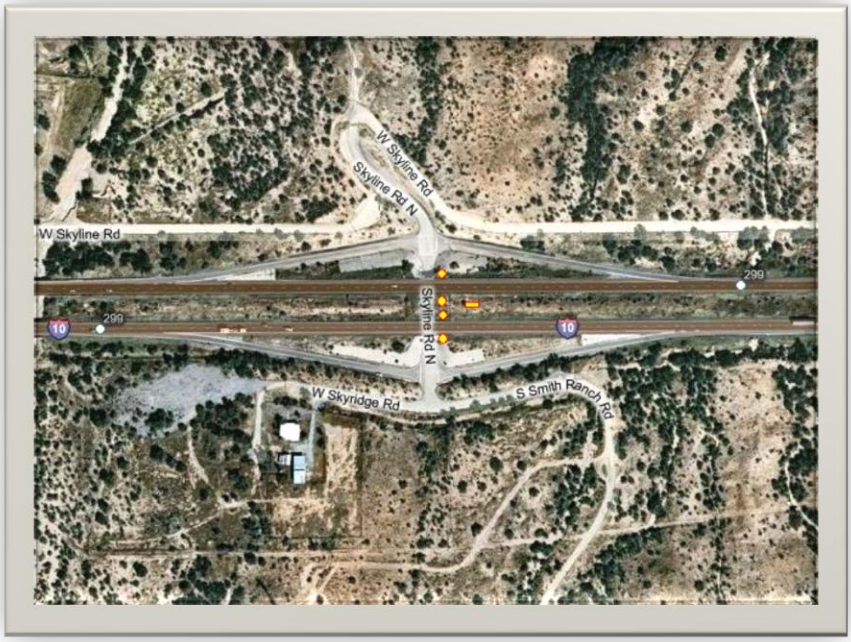


Figure 30 - Site 6 Layout

Picture notes: The above pictures show placement of the monitoring vehicle and placement of one barrel behind the guardrail.

Site 7

Site Number	7
District	Tucson
MAG / PAG Region	PAG
Longitude	-111.058273
Latitude	31.725698
County	Pima/Santa Cruz
Facility	I-19
Closest Mile Post	At MP 48
Location Information	I-19 @ Arivaca Rd
Facility Type	4 lane divided with median – minor facility is an underpass
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1200858
TCP / Layout	TA-1 from Appendix A / Typical 4 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park in the median on the south side. Median is ~80 feet wide. Barrels will be placed behind the guardrail on the south side to monitor each lane. Video cables will be run under the bridge structure from the monitoring vehicle to reach the outside lanes.
Original Site Location	D) I-19, at milepost 42 south of Green Valley
Comments	The original site is just south of this location. The recommended site provides the necessary geometrics to run the cabling under the main lanes, place the barrels behind the guardrail, and place the monitoring vehicle in the median between the guardrails.

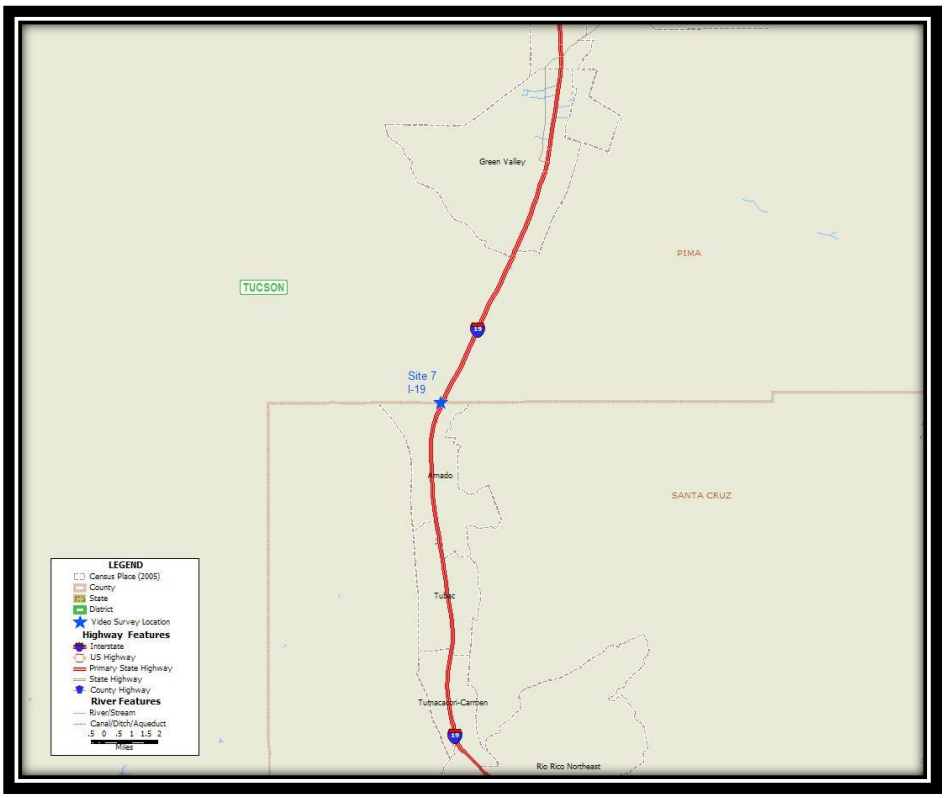


Figure 31 - Site 7 I-19

Figure 32 - Site 7 Layout

Picture notes: The above pictures show placement of the monitoring vehicle and placement of two of the barrels behind the guardrails.

Site 8

Site Number	8
District	Tucson
MAG / PAG Region	Shared
Longitude	-111.49832
Latitude	32.713373
County	Pinal
Facility	I-10
Closest Mile Post	At MP 212
Location Information	I-10 @ Picacho Hwy
Facility Type	4 lane divided with median – minor facility is an underpass
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1200858
TCP / Layout	TA-1 from Appendix A / Typical 4 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park in the median on the southeast. Median is ~70 feet wide. Barrels will be placed behind the guardrail on the south side to monitor each lane. Video cables will be run under the bridge structure from the monitoring vehicle to reach the outside lanes.
Original Site Location	I) I-10 at Mile Post 220
Comments	The original site did not provide the necessary geometrics for cable runs and monitoring vehicle placement. The recommended site is northwest of the original site and provides an underpass to run the video cables, a wide median to place the monitoring vehicle, and guardrails to place the barrels behind.

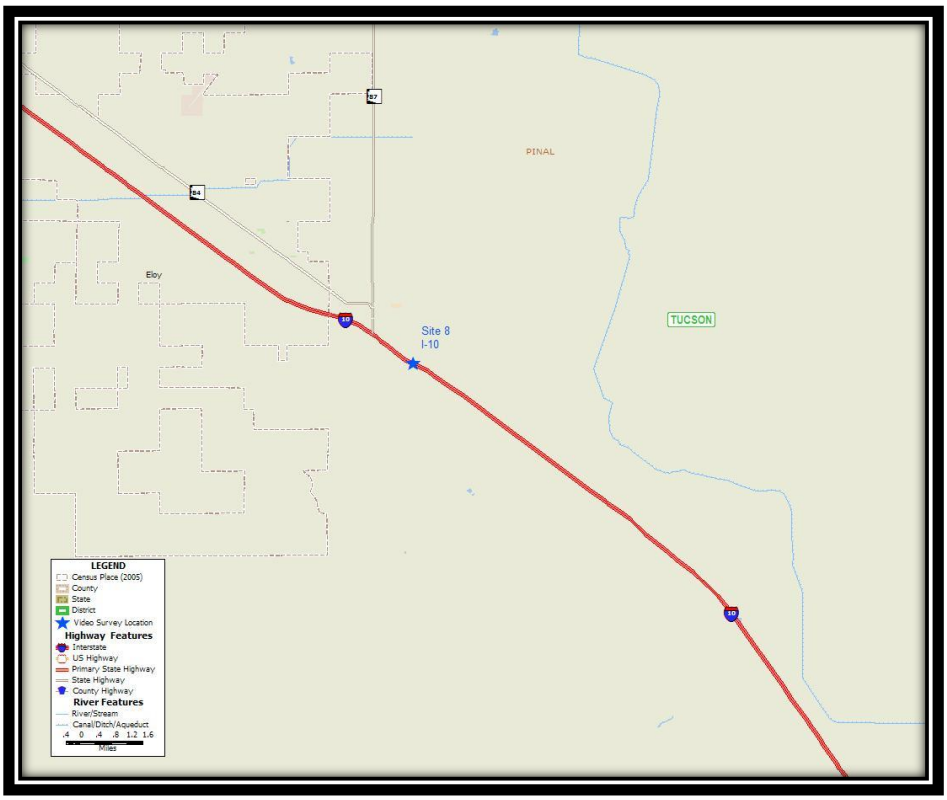


Figure 33 - Site 8 I-10

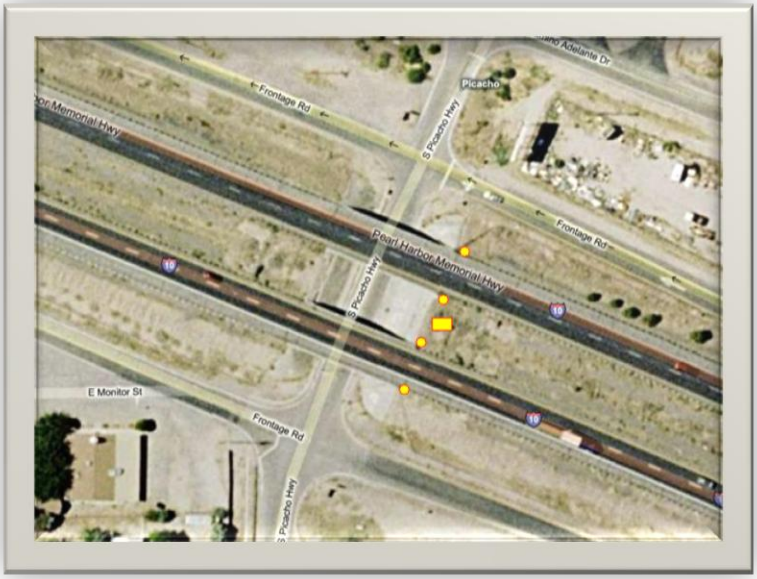


Figure 34 - Site 8 Layout

Picture notes: The above pictures show placement of the monitoring vehicle and placement of two barrels behind the guardrails.

Site 9

Site Number	9
District	Yuma
MAG / PAG Region	MAG
Longitude	-112.743618
Latitude	32.899679
County	Maricopa
Facility	SR 85
Closest Mile Post	892 feet NE of MP 4
Location Information	SR 85 South of 4th Street
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201639
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the northwest side of the bridge structure. There is a clear spot well off the road. Barrels will be placed behind the guardrail on the north side of the bridge. Cables will be run under the bridge.
Original Site Location	K) SR85 at Mile Post 25
Comments	Original site was well south of the recommended site. However, there is no interaction with any roads between the recommended and original sites since this road runs through the military reserve. This location provides protection for the barrels, monitoring vehicle, and personnel.

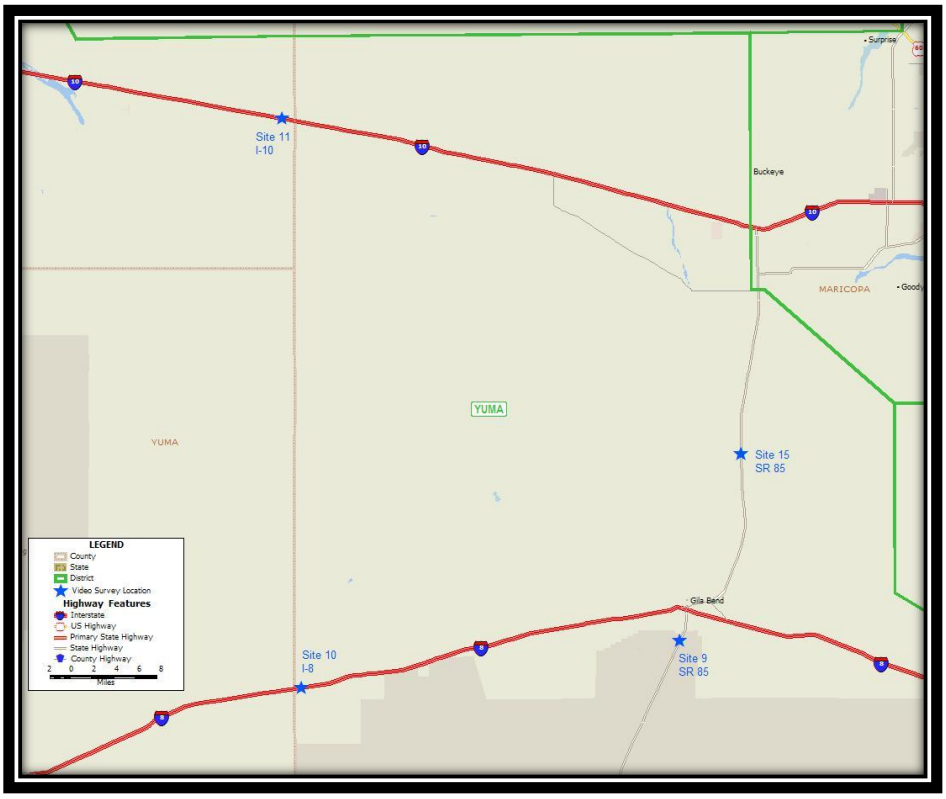


Figure 35 - Site 9 SR 85

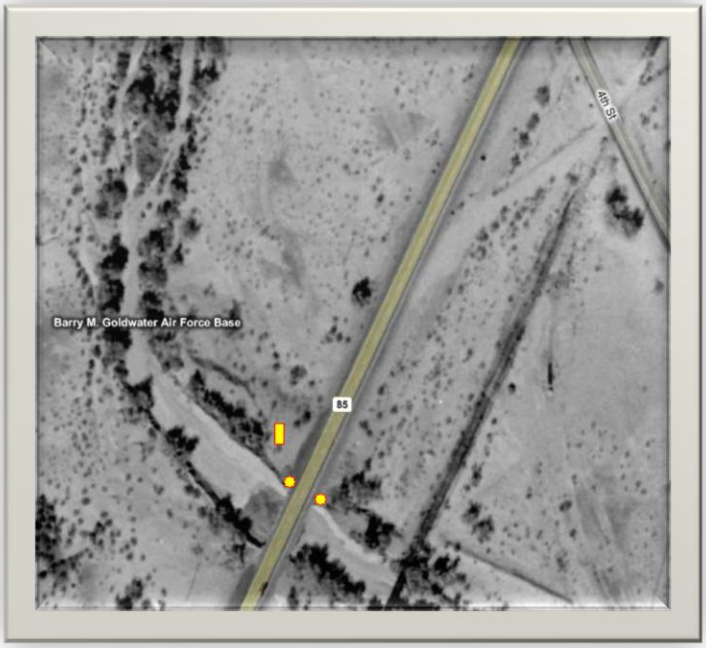


Figure 36 - Site 9 Layout

Picture notes: The above pictures show placement of the monitoring vehicle (far right side is an open area well off the roadway), placement of one barrel behind the guardrail, and the bridge structure for running the video cables across to the other side.

Site 10

Site Number	10
District	Yuma
MAG / PAG Region	MAG
Longitude	-113.323559
Latitude	32.840058
County	Maricopa
Facility	I-8
Closest Mile Post	2,774 feet West of MP 81
Location Information	I-8 East of Exit 78
Facility Type	4 lane divided with median – no minor facility, large drainage culvert running under roadway
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1201639
TCP / Layout	TA-1 from Appendix A / Typical 4 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park in the median on the west. Median is ~100 feet wide. Barrels will be placed just off the shoulder to monitor each lane. Video cables will be run under the drainage structure from the monitoring vehicle to reach the outside lanes.
Original Site Location	A) I-8 at Mile Post 70
Comments	The original site was farther west. This site provides the necessary geometrics to run cabling and place the monitoring vehicle and personnel well away from the travel lanes. This site is at just inside the county boundary but is east of the Border Patrol Check Point, which will significantly reduce travel time for field supervisors.

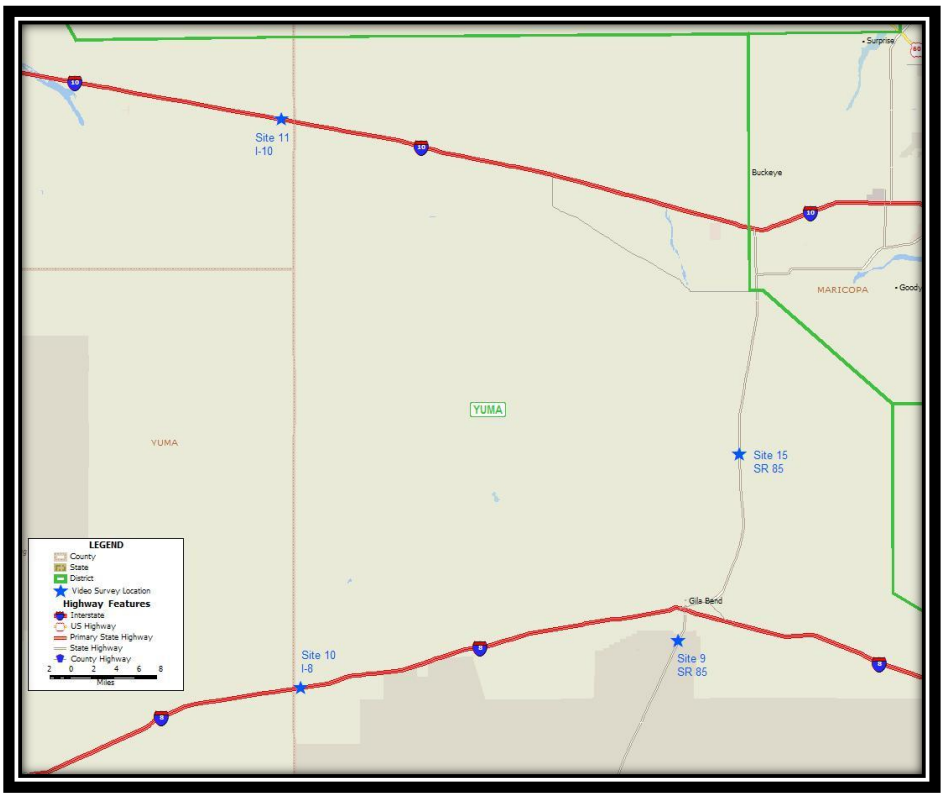


Figure 37 - Site 10 I-8

Figure 38 - Site 10 Layout

Picture notes: The above picture shows placement of the monitoring vehicle and placement of the two inside barrels just off the shoulder.

Site 11

Site Number	11
District	Yuma
MAG / PAG Region	MAG
Longitude	-113.352346
Latitude	33.568539
County	La Paz
Facility	I-10
Closest Mile Post	1,868 feet West of MP 70
Location Information	I-10 @ Ave 75 E
Facility Type	4 lane divided with median – minor facility is an underpass
Equipment	1 monitoring vehicle, 1 generator, 4 cameras/barrels/bases, 4 advanced warning signs
ADOT Encroachment Permit	1201639
TCP / Layout	TA-1 from Appendix A / Typical 4 lane undivided layout from Appendix B
Setup Description	Monitoring vehicle will park in the median on the west. Median is ~130 feet wide. Barrels will be placed just off the shoulder on the west side to monitor each lane. Video cables will be run up to the overpass from the monitoring vehicle and across to reach the outside lanes.
Original Site Location	B) I-10 at Mile Post 70
Comments	This is the original site location. The site has good geometrics and a wide median to place the monitoring vehicle well off the travel lanes.

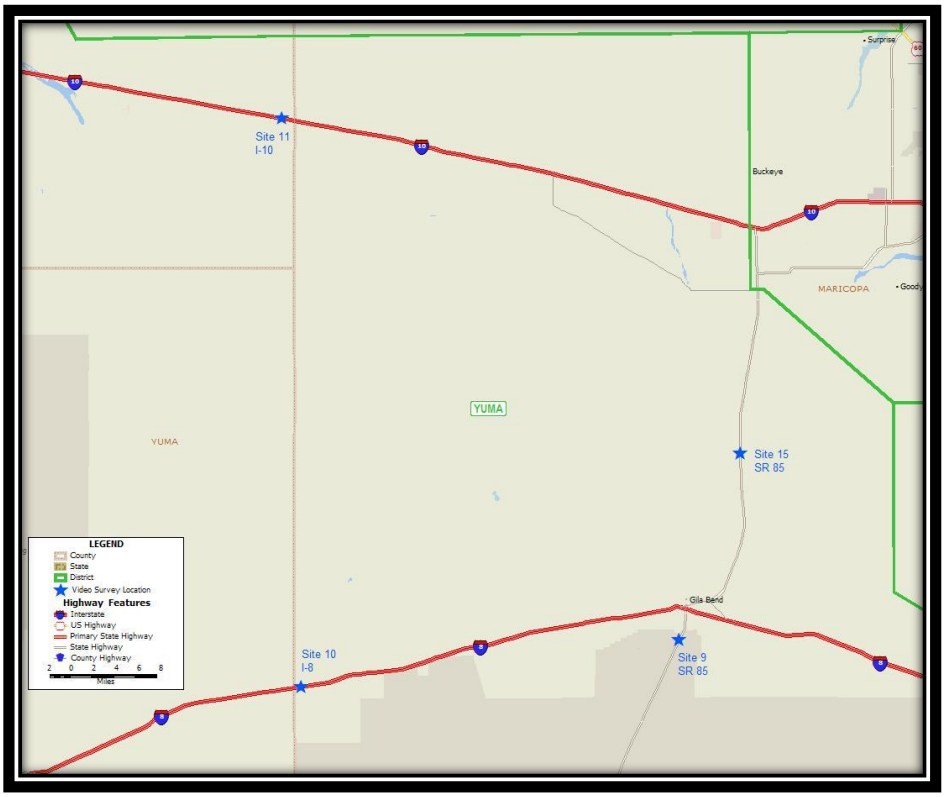


Figure 39 - Site 11 I-10

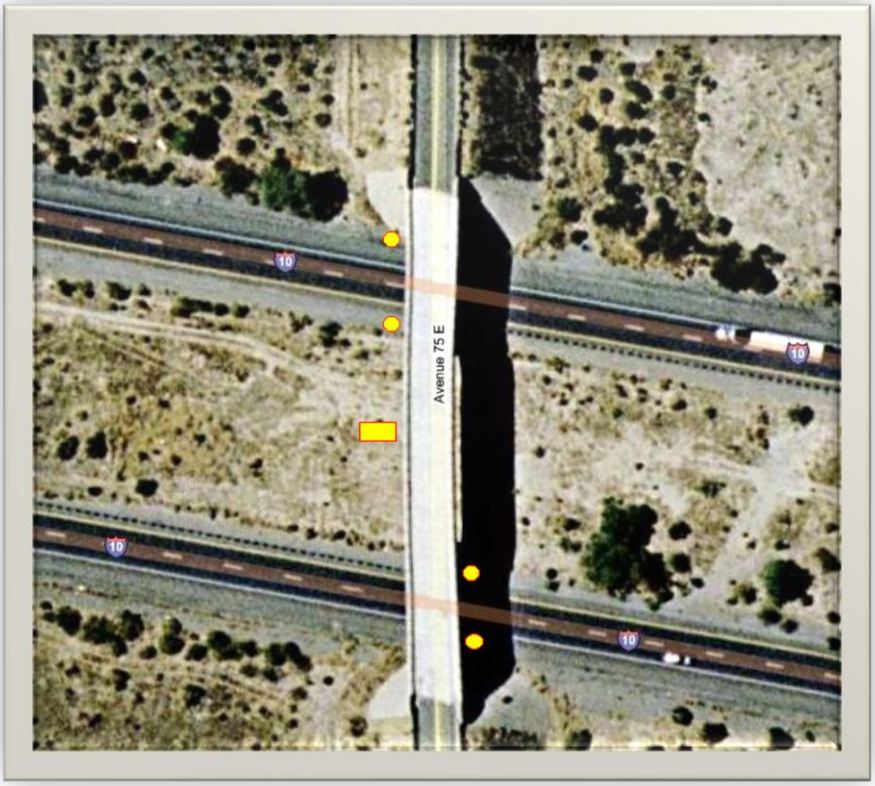


Figure 40 - Site 11 Layout

Picture notes: The above pictures show placement of the monitoring vehicle in the median under the overpass and placement of the inside barrels behind the guardrails.

Site 12

Site Number	12
District	Prescott
MAG / PAG Region	MAG
Longitude	-113.379539
Latitude	33.874971
County	La Paz
Facility	US 60
Closest Mile Post	1,873 feet West of MP 72
Location Information	US 60 West of Aguila
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201589
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the northeast side of the bridge structure. There is a clear spot well off the road. Barrels will be placed behind the guardrail on the east side of the bridge. Cables will be run under the bridge.
Original Site Location	C) US-60 at Mile Post 75
Comments	This site is just east of the original site. It is still outside the study boundary. This site provides the geometrics necessary to place the monitoring vehicle well off the travel lanes, has a bridge structure over a creek to run the cables under the travel lanes, and barrels can be placed at the end of the guardrails off the shoulder.

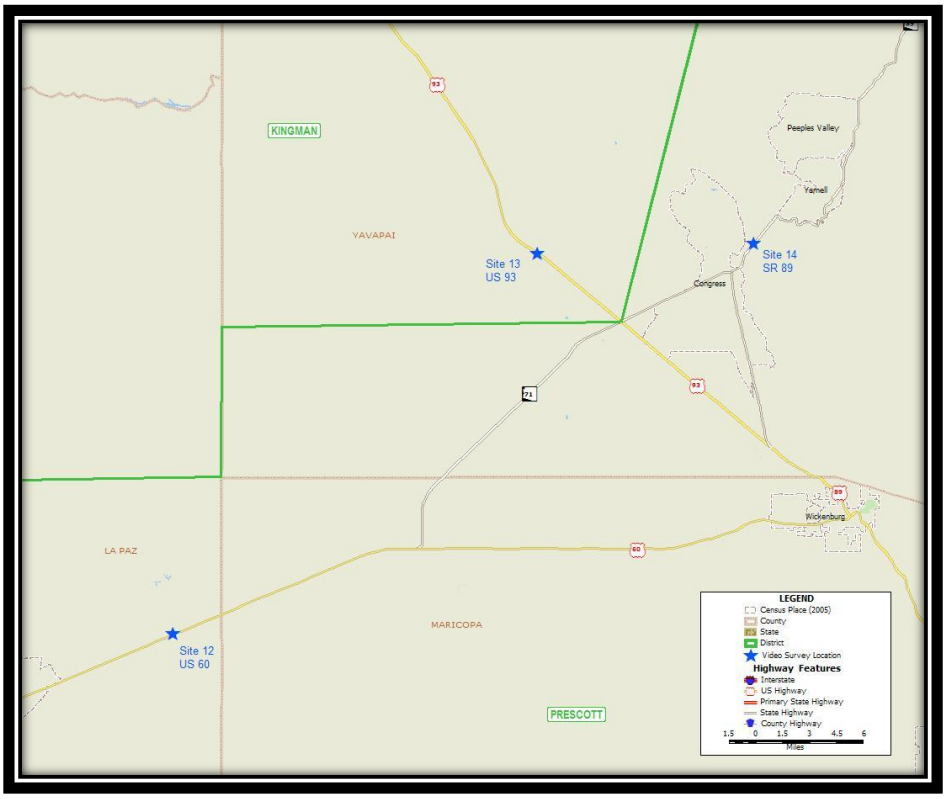


Figure 41 - Site 12 US 60

Figure 42 - Site 12 Layout

Picture notes: The above pictures show placement of the monitoring vehicle and placement of each barrel behind the guardrails.

Site 13

Site Number	13
District	Kingman
MAG / PAG Region	MAG
Longitude	-113.030459
Latitude	34.177046
County	Yavapai
Facility	US 93
Closest Mile Post	At MP 177
Location Information	US 93 North of Date Creek Ranch Rd
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1200661
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the northeast side of the bridge structure. There is a clear spot well off the road. Barrels will be placed behind the guardrail on the west side of the bridge. Cables will be run under the bridge.
Original Site Location	D) US-93 at Mile Post 170
Comments	This site is east of the original site. It is still outside the study boundary. This site provides the geometrics necessary to place the monitoring vehicle well off the travel lanes, has a bridge structure over a creek to run the cables under the travel lanes, and barrels can be placed at the end of the guardrails off the shoulder

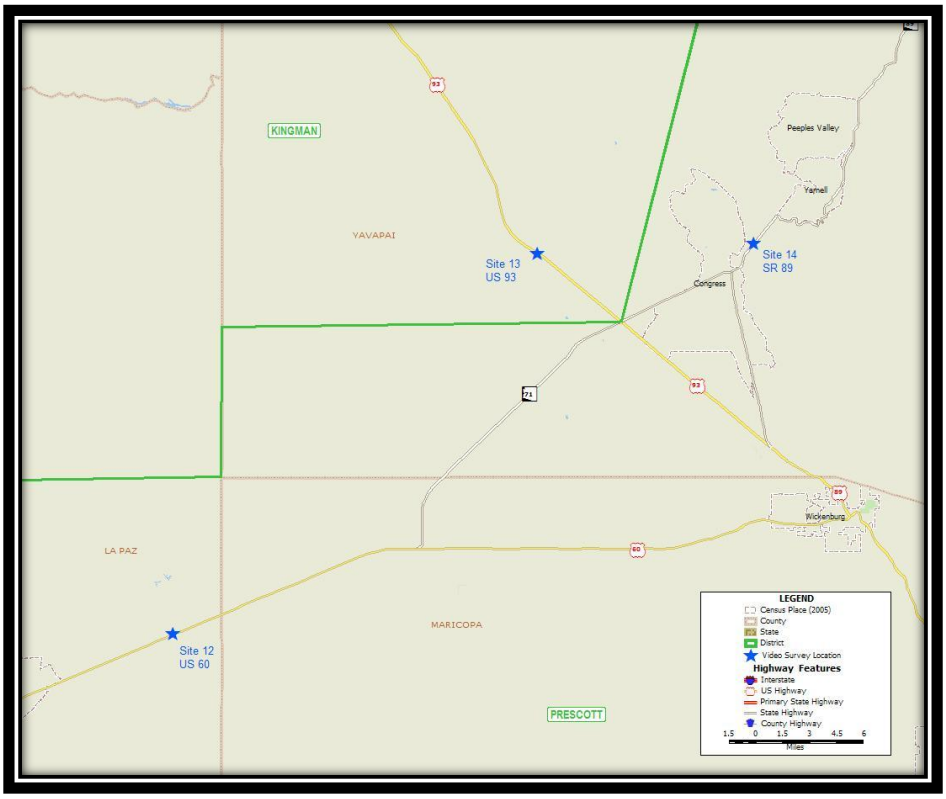


Figure 43 - Site 13 US 93

Figure 44 - Site 13 Layout

Picture notes: The above pictures show placement of the monitoring vehicle and placement of each barrel behind the guardrails.

Site 14

Site Number	14
District	Prescott
MAG / PAG Region	MAG
Longitude	-112.820929
Latitude	34.18391
County	Yavapai
Facility	SR 89
Closest Mile Post	552 feet NE of MP 270
Location Information	SR 89 North of Date Creek Rd (CR 62)
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201589
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the west side of the roadway on the flat area leading to the bridge structure. There is a clear spot off the road at the edge of the culvert structure to place the monitoring vehicle. Cables will be run under the bridge.
Original Site Location	E) SR89 at Mile Post 275
Comments	This site is well south of the original site. However, it is still outside the study boundary. This location provides the only spot north of Date Creek Rd (the roadway from this location to the original location and farther was reviewed) with the geometrics necessary to place the monitoring vehicle off the travel lanes and has a bridge structure over a creek to run the cables under the travel lanes. The barrels can be placed on the outside edge of the shoulder.

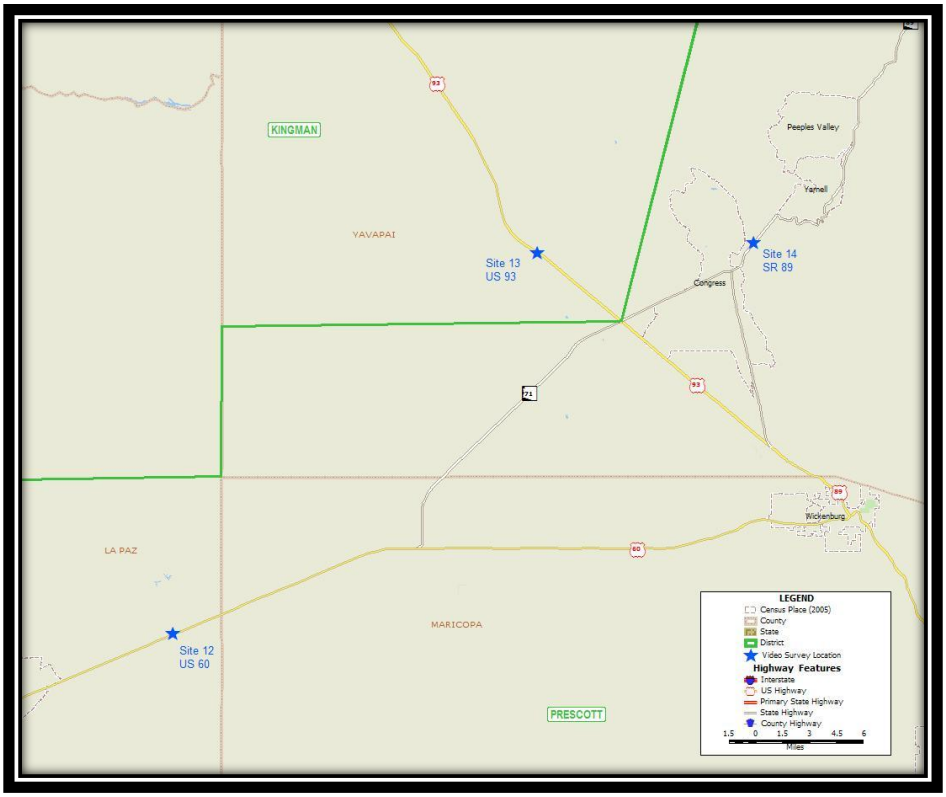
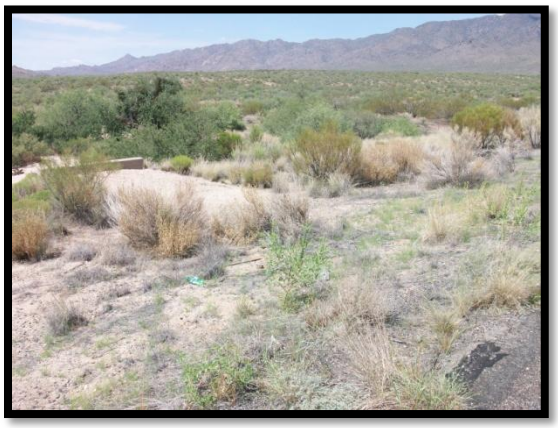
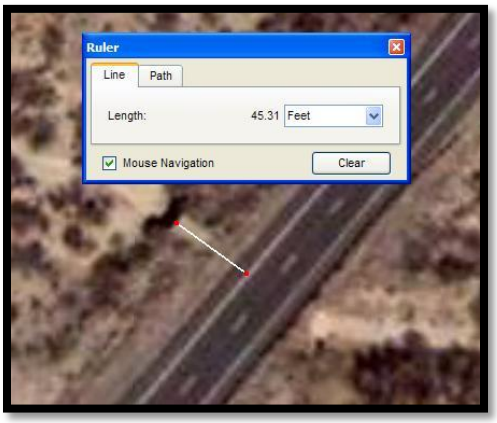


Figure 45 - Site 14 SR 89

Figure 46 - Site 14 Layout





Picture notes: The above pictures show placement of the monitoring vehicle. The vehicle will be backed into the flat spot near the culvert structure. The last picture shows the approximate measurement from edge of roadway to the culvert structure. Most small SUVs are between 14 and 16 feet in length. The consultant will assign a shorter SUV to this location to ensure that there is a 30' clearance between edge of travel lane and vehicle/equipment. Barrels will be placed just off the shoulder.

Site 15

Site Number	15
District	Yuma
MAG / PAG Region	MAG
Longitude	-112.649946
Latitude	33.139185
County	Maricopa
Facility	SR 85
Closest Mile Post	2,229 feet North of MP 134
Location Information	SR 85 between I-8 and I-10
Facility Type	2 lane undivided – bridge over creek
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201639
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the east side of the bridge structure. There is a clear spot well off the road. Barrels will be placed just off the shoulder on the north side of the bridge. Cables will be run under the bridge.
Original Site Location	SR 85 between I-10 and I-8
Comments	This location is an internal site and falls within the original limits. This site provides the geometrics necessary to place the monitoring vehicle well off the travel lanes, has a bridge structure over a creek to run the cables under the travel lanes, and barrels can be placed just off the shoulder.

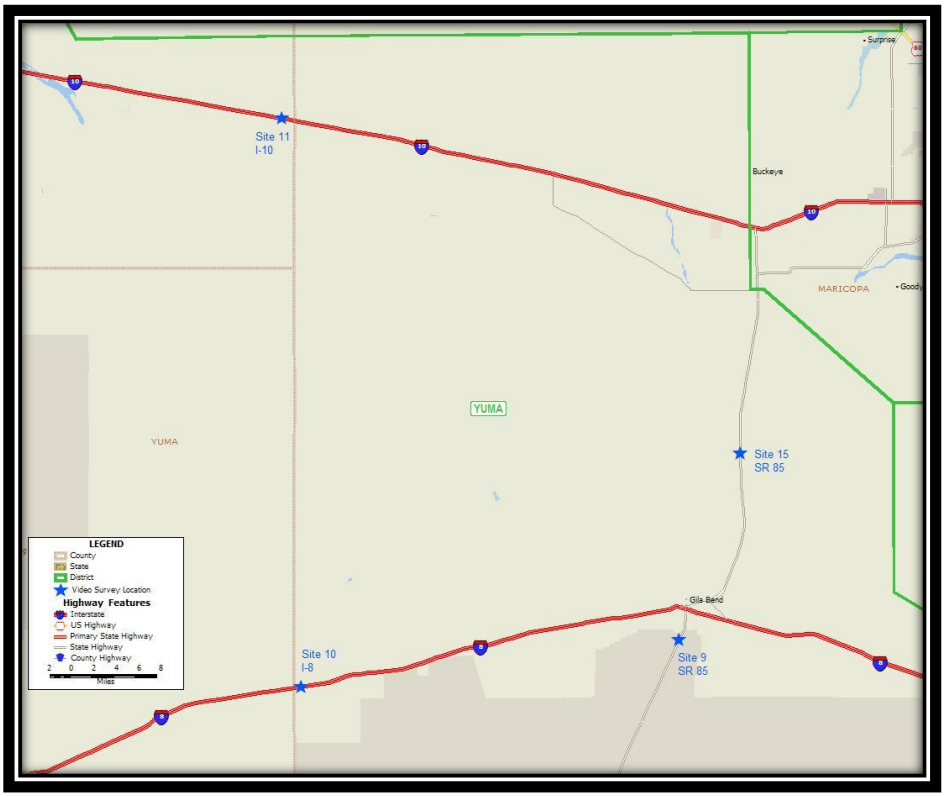


Figure 47 - Site 15 SR 85

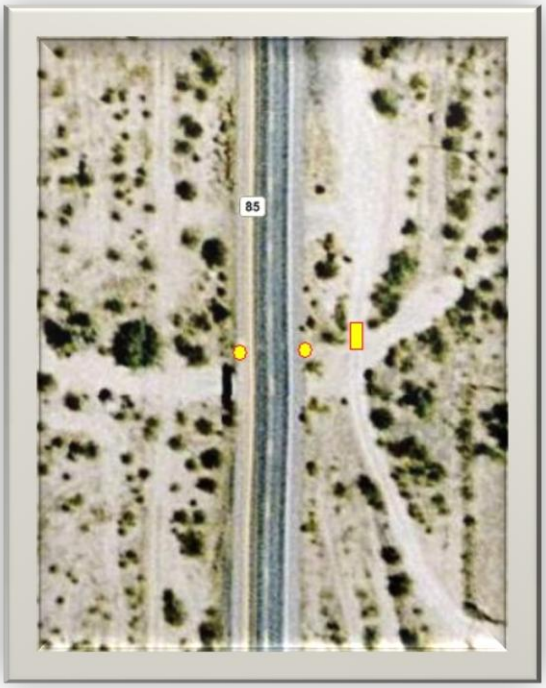


Figure 48 - Site 15 Layout

Picture notes: The above pictures show placement of the monitoring vehicle on a track well off the roadway and placement of each barrel behind just off the shoulder.

Site 16

Site Number	16
District	Phoenix
MAG / PAG Region	MAG
Longitude	-112.261637
Latitude	33.594235
County	Maricopa
Facility	US 60
Closest Mile Post	863 feet West of MP 149
Location Information	US 60 just West of SR 101 Loop
Facility Type	4 lane divided with median – no minor facility, a bridge structure over creek
Equipment	1 monitoring vehicle, 1 generator, 5 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201243
TCP / Layout	TA-1 from Appendix A / Typical 4 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on a concrete pad in front of a locked gate between the creek bridge to the west and SR 101 Loop southbound entrance ramp to the east. Four barrels will be places behind the guardrails at the creek bridge structure for the US 60 main lanes and one barrel will be placed on the southbound entrance ramp.
Original Site Location	N/A
Comments	This site will require 5 cameras to gather the eastbound and westbound US 60 and the southbound entrance ramp for SR 101 Loop.

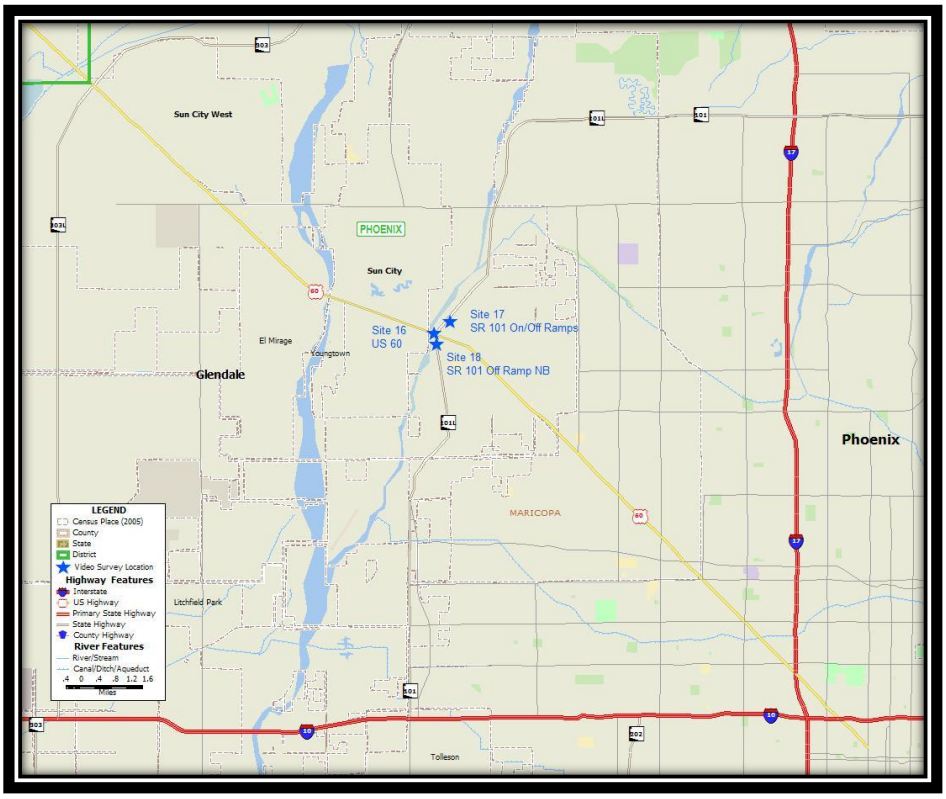


Figure 49 - Site 16 US 60

Figure 50 - Site 16 Layout

Picture notes: The above pictures show placement of the monitoring vehicle, placement of a barrel behind the guardrails for US 60, and placement of the barrel to monitor the southbound entrance ramp for SR 101 Loop. The vehicle will park as close to the fence as possible to provide maximum separation between it and the travel lanes. If necessary, three cones will be placed on the outside edge of the vehicle.

Site 17

Site Number	17
District	Phoenix
MAG / PAG Region	MAG
Longitude	-112.255245
Latitude	33.598015
County	Maricopa
Facility	SR 101
Closest Mile Post	2,140 feet South of MP 12
Location Information	SR 101 NB Entrance Ramp and SB Exit Ramp North of US 60
Facility Type	2 lane divide with median – entrance and exit ramps
Equipment	1 monitoring vehicle, 1 generator, 2 cameras/barrels/bases, 2 advanced warning signs
ADOT Encroachment Permit	1201243
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park in the gore between the entrance and exit ramp facing north. The southbound exit ramp vehicles will not see the monitoring vehicle due to the difference in elevation. One barrel will be placed on each ramp just off the shoulder.
Original Site Location	N/A
Comments	This site is just north of the US 60 and SR 101 Loop interchange and provides southbound exit to US 60 off SR 101 Loop and northbound entrance to SR 101 Loop. The gore is wide at the point proposed for the monitoring vehicle and there is a difference in elevation.

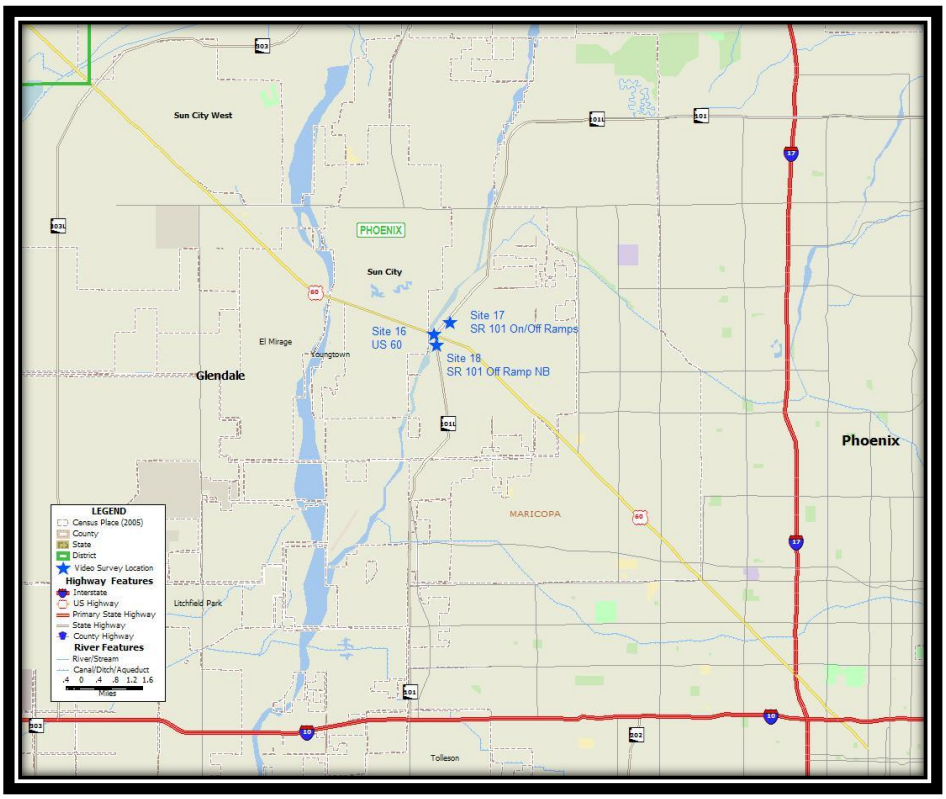


Figure 51 - Site 17 SR 101 Loop Entrance/Exit Ramps

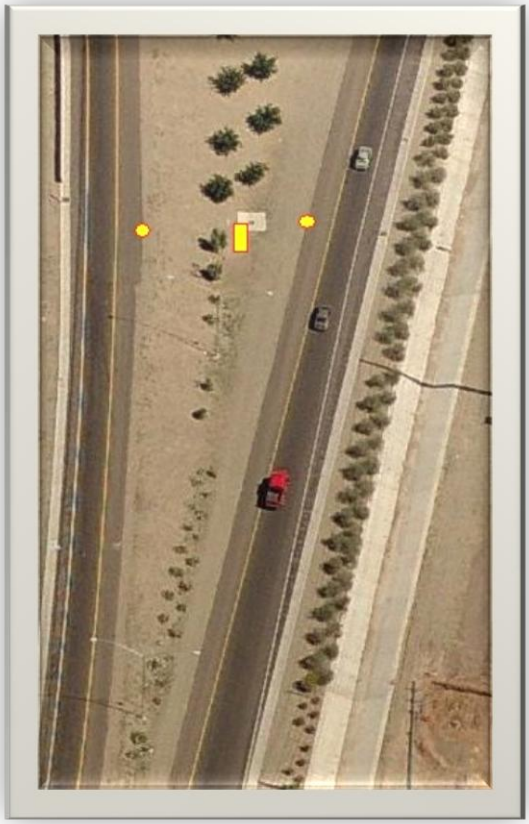


Figure 52 - Site 17 Layout

Picture notes: The above picture shows placement of the monitoring vehicle in the gore between the two ramps. Barrels will be placed just off the shoulder to monitor each direction.

Site 18

Site Number	18
District	Phoenix
MAG / PAG Region	MAG
Longitude	-112.260609
Latitude	33.590511
County	Maricopa
Facility	SR 101
Closest Mile Post	104 feet South of MP 11
Location Information	SR 101 NB Exit Ramp at US 60
Facility Type	1 lane exit ramp northbound off SR 101 Loop
Equipment	1 monitoring vehicle, 1 generator, 1 camera/barrel/base, 1 advanced warning sign
ADOT Encroachment Permit	1201243
TCP / Layout	TA-1 from Appendix A / Typical 2 lane divided layout from Appendix B
Setup Description	Monitoring vehicle will park on the east side of the exit ramp well off the roadway facing north. One barrel will be placed on the east side of the exit ramp just off the shoulder.
Original Site Location	N/A
Comments	This site is the final element of sites 16, 17 and 18. It will capture the northbound SR 101 Loop traffic exiting to US 60.

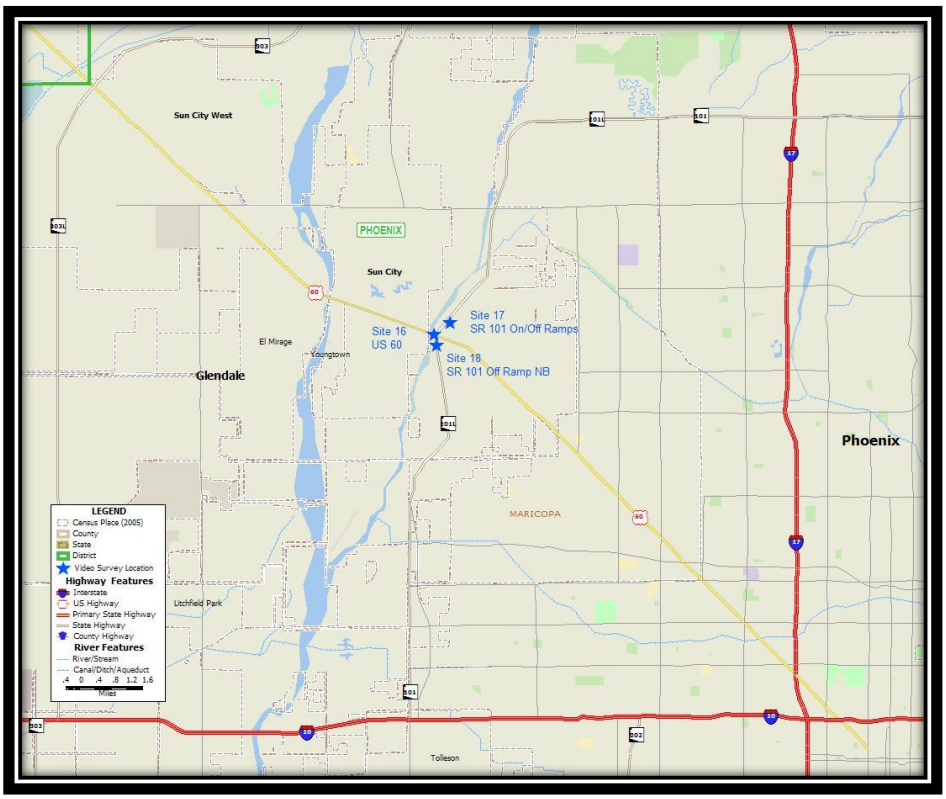


Figure 53 - Site 18 SR 101 Loop Exit Ramp to US 60

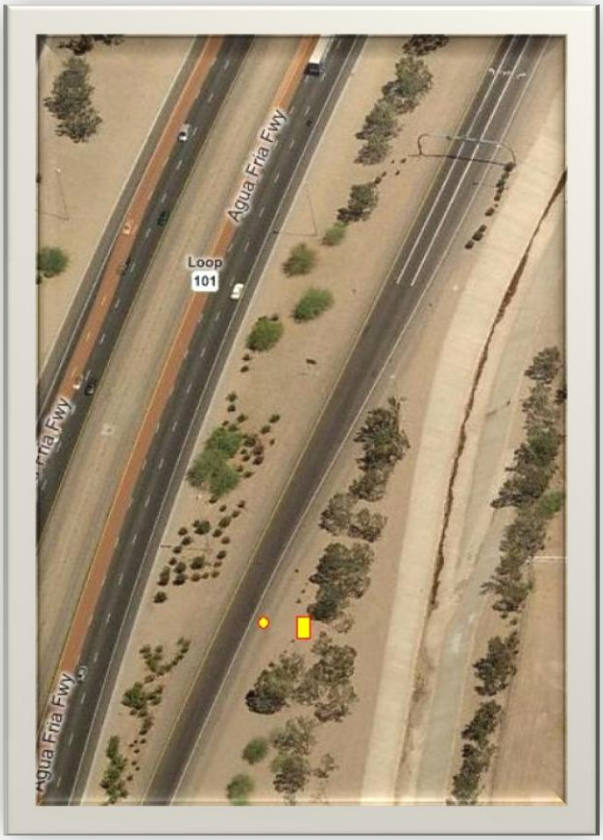


Figure 54 - Site 18 Layout

Picture notes: The above picture shows placement of the monitoring vehicle to the right and placement of the barrel just off the shoulder.

Appendix B Traffic Control Plans

Typical Application 1 (TA-1)

From the:

Manual on Uniform Traffic Control Devices (MUTCD)

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	30 (100)	30 (100)	30 (100)
Urban (high speed)*	100 (350)	100 (350)	100 (350)
Rural	150 (500)	150 (500)	150 (500)
Expressway / Freeway	300 (1,000)	450 (1,500)	800 (2,640)

* Speed category to be determined by highway agency

** Distances are shown in meters (feet). The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The third sign is the first one in a three-sign series encountered by a driver approaching a TTC zone.)

Table 6H-4. Formulas for Determining Taper Lengths

Speed Limit (S)	Taper Length (L) Meters
60 km/h or less	$L = \frac{WS^2}{155}$
70 km/h or more	$L = \frac{WS}{1.6}$

Speed Limit (S)	Taper Length (L) Feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in meters (feet)
W = width of offset in meters (feet)
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in km/h (mph)

Notes for Figure 6H-1—Typical Application 1
Work Beyond the Shoulder

Guidance:

1. If the work space is in the median of a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

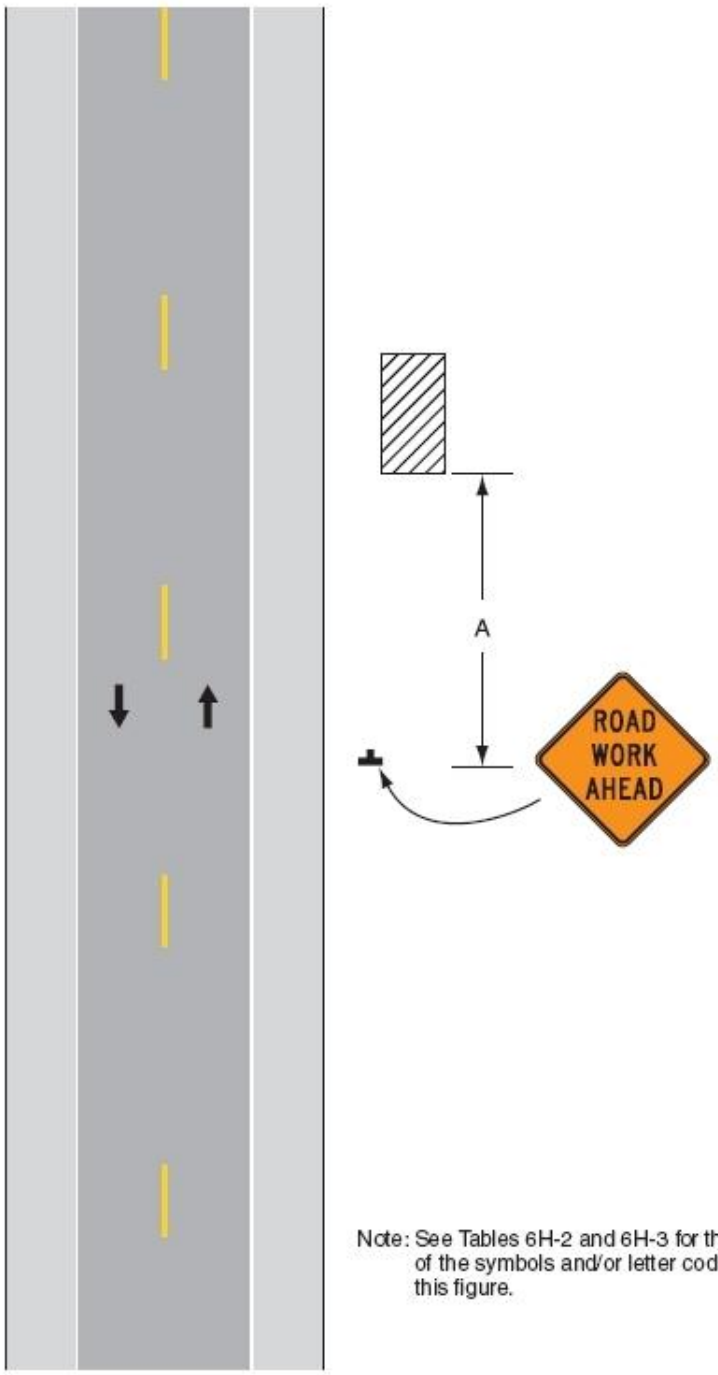
Option:

2. The ROAD WORK AHEAD sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
3. The ROAD WORK AHEAD sign may be omitted where the work space is behind a barrier, more than 600 mm (24 in) behind the curb, or 4.6 m (15 ft) or more from the edge of any roadway.
4. For short-term, short-duration or mobile operation, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6H-1. Work Beyond the Shoulder (TA-1)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 1

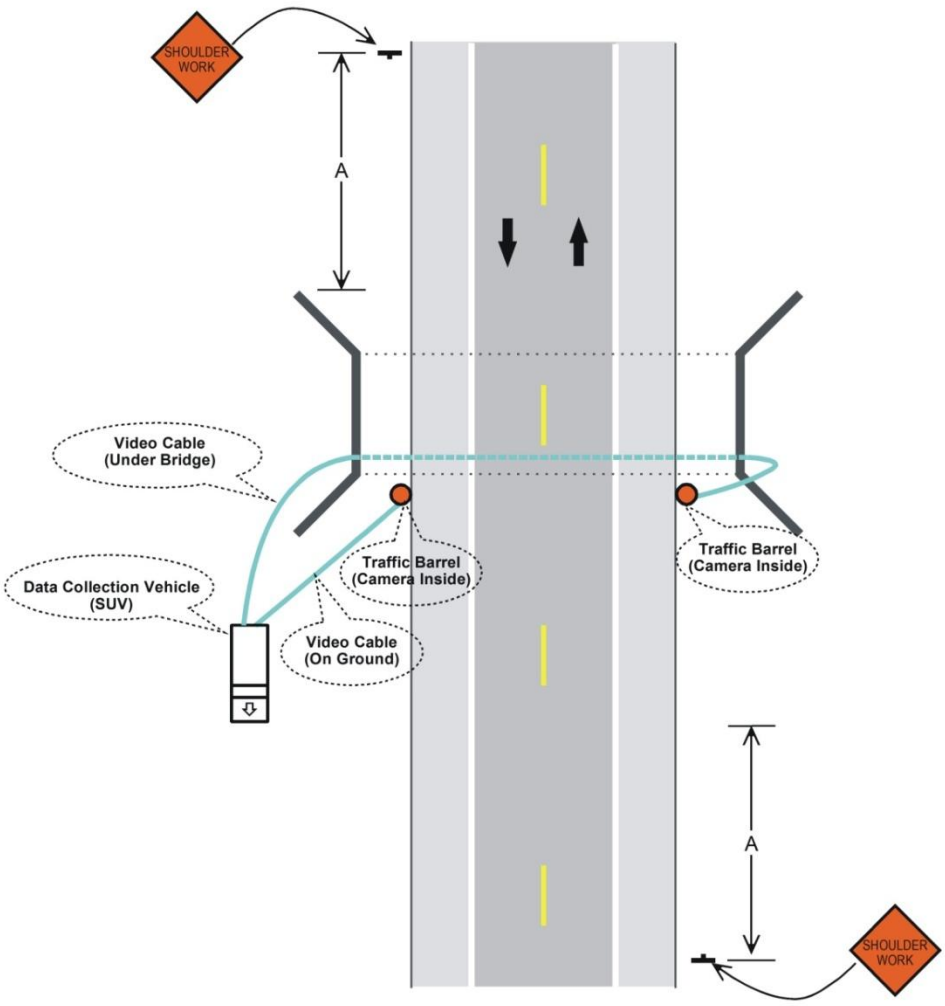
Appendix C Typical Site Layouts

2 Lane Undivided with Creek Bridge Structure

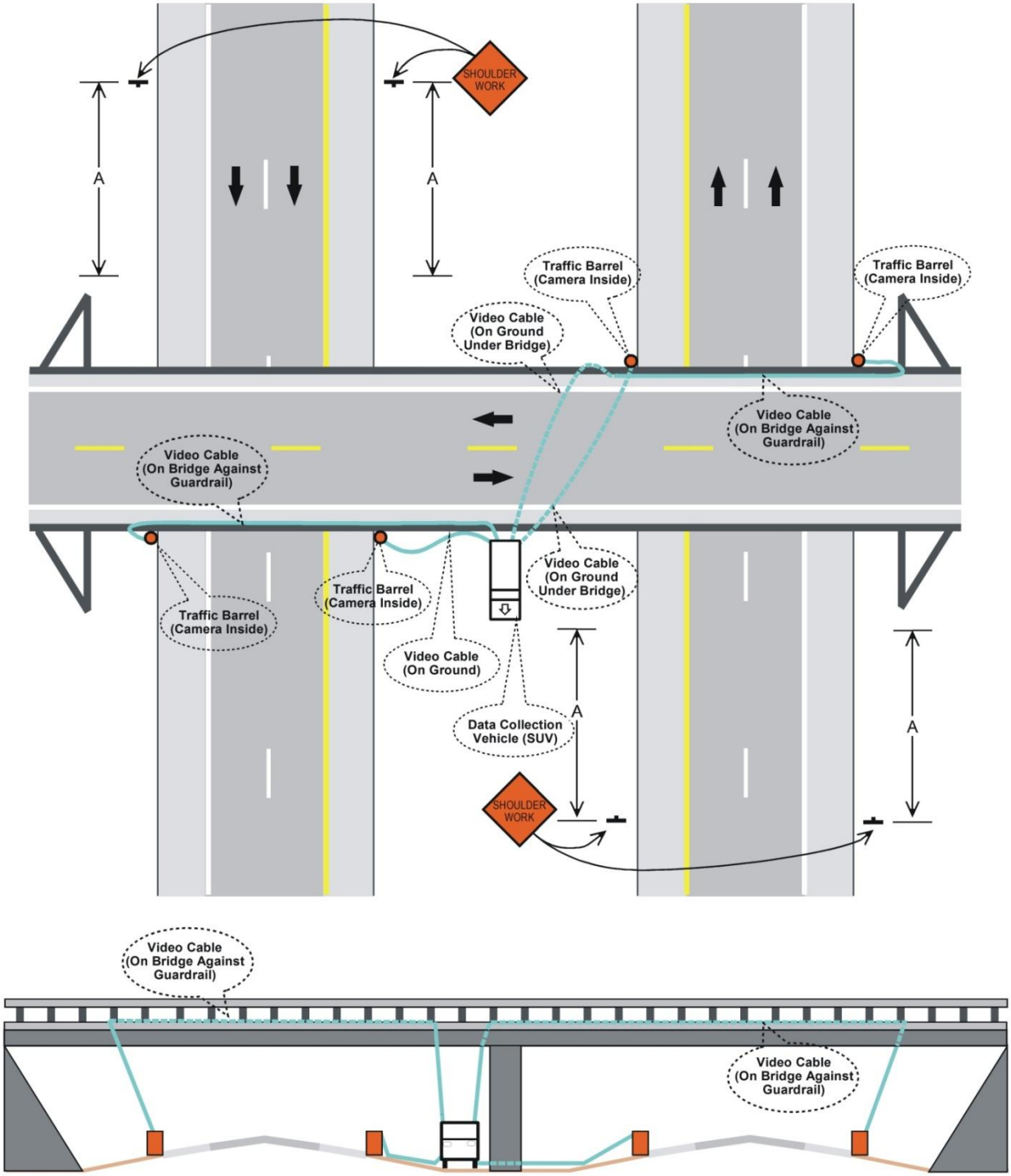
4 Lane Divided with Overpass

4 Lane Divided with Underpass

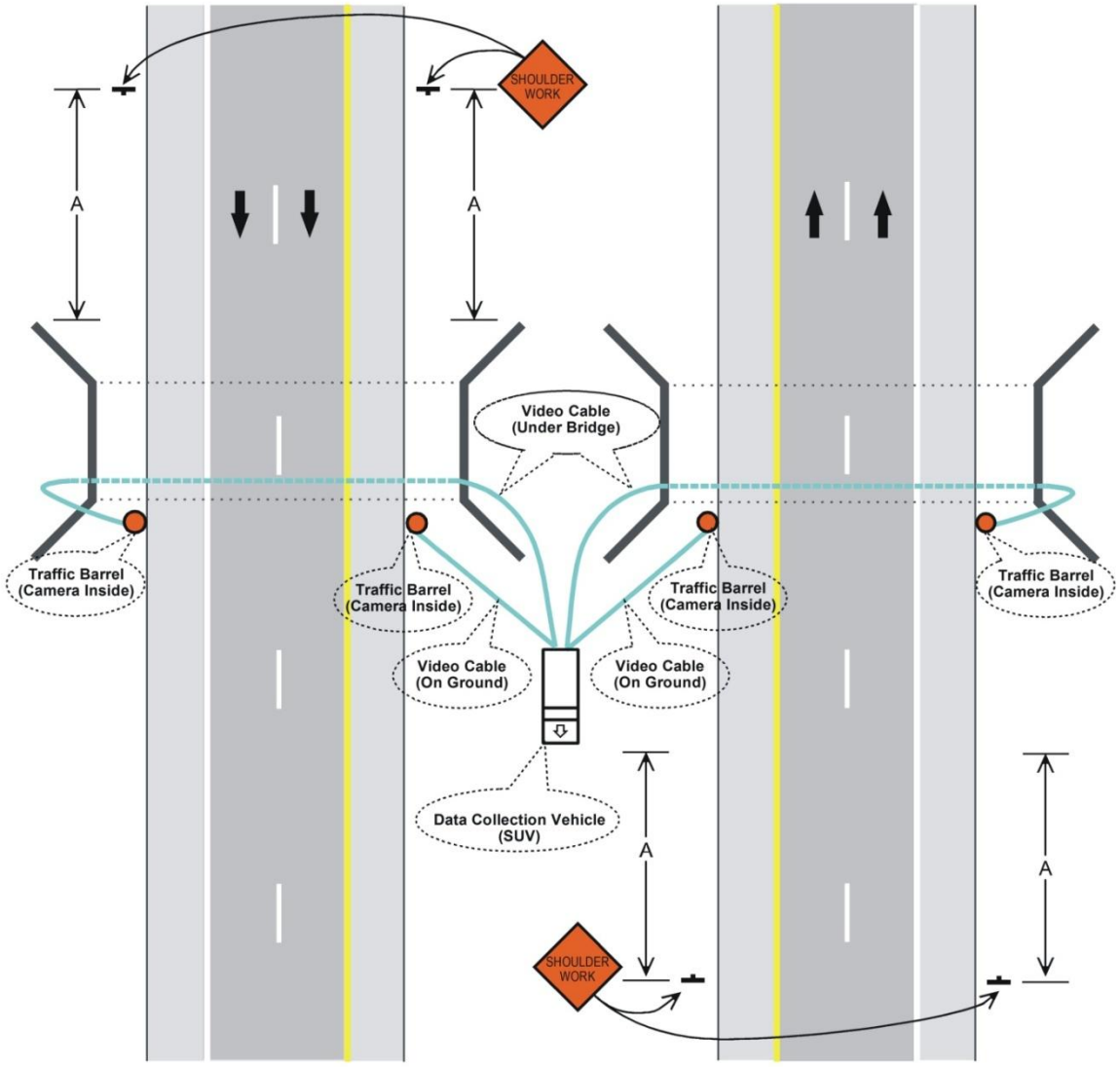
Typical Two-Lane Undivided Setup with Underpass



Typical Four-Lane Divided Setup with Overpass



Typical Four-Lane Divided Setup with Underpass



Appendix D Traffic Count Summary Data

24-Hour Traffic Counts

Site	Directional Site Number	Route	Direction	All Vehicles	Class 1 - Non-Commercial	Class 2 - Commercial Medium	Class 3 - Commercial Heavy
1	011	I 17	SB	13,186	8,371	2,885	1,930
1	013	I 17	NB	13,042	9,866	1,459	1,717
2	021	SR 87	SB	3,414	3,099	57	258
2	023	SR 87	NB	3,231	2,914	103	214
3	032	US 60	WB	4,801	4,148	118	535
3	034	US 60	EB	4,728	4,066	120	542
4	041	SR 79	SB	1,427	1,342	34	51
4	043	SR 79	NB	1,390	1,302	44	44
5	051	SR 77	SB	3,814	3,626	53	135
5	053	SR 77	NB	3,865	3,674	53	138
6	062	I 10	WB	13,910	9,517	1,146	3,247
6	064	I 10	EB	13,527	9,346	879	3,302
7	071	I 19	SB	7,522	6,544	176	802
7	073	I 19	NB	7,583	6,640	167	776
8	082	I 10	WB	17,973	11,820	1,552	4,601
8	084	I 10	EB	18,524	12,579	1,334	4,611
9	091	SR 85	SB	738	673	17	48
9	093	SR 85	NB	661	608	18	35
10	102	I 8	WB	3,445	2,375	87	983
10	104	I 8	EB	3,235	2,274	86	875
11	112	I 10	WB	9,342	3,690	715	4,937
11	114	I 10	EB	8,929	3,554	903	4,472
12	122	US 60	WB	559	486	9	64
12	124	US 60	EB	576	491	16	69
13	131	US 93	SB	2,755	2,167	70	518
13	133	US 93	NB	2,479	1,901	46	532
14	141	SR 89	SB	975	920	22	33
14	143	SR 89	NB	940	889	13	38
15	151	SR 85	SB	3,585	2,321	96	1,168
15	153	SR 85	NB	3,299	2,159	94	1,046
16	162	US 60	WB	25,898	24,327	1,193	378
16	164	US 60	EB	26,854	24,943	1,428	483
17	171	SR 101 Off Ramp	SB	9,413	9,208	133	72
17	173	SR 101 On Ramp	NB	10,238	10,053	120	65
18	183	SR 101 Off Ramp	NB	11,606	11,032	236	338

Appendix E Sample Statistics by Hour

Site 011 I 17 SB - At MP 243

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	68	105	190	297	448	496	634	748	797	817	836	902	1,014	996	1,028	1,024	824	589	442	333	261	147	112	78	78	109	13,373
Sample Count	64	86	131	260	433	376	390	495	496	460	421	439	432	439	214	379	573	493	377	315	209	132	106	69	79	122	7,990
Count of Unmatched	50	63	91	178	328	305	331	390	390	375	323	374	364	370	195	326	482	399	304	252	154	104	86	53	60	102	6,449
Count of Matched	14	23	40	82	105	71	59	105	106	85	98	65	68	69	19	53	91	94	73	63	55	28	20	16	19	20	1,541
Mean of Matched Plate Count	0.231	0.276	0.311	0.318	0.244	0.191	0.153	0.214	0.215	0.187	0.235	0.150	0.159	0.159	0.093	0.142	0.160	0.192	0.196	0.203	0.267	0.218	0.196	0.243	0.250	0.171	0.193
Standard Deviation	0.417	0.445	0.462	0.466	0.429	0.392	0.359	0.409	0.410	0.389	0.423	0.356	0.365	0.364	0.285	0.347	0.366	0.393	0.396	0.401	0.441	0.410	0.393	0.425	0.430	0.372	0.395
Variance	0.174	0.198	0.214	0.217	0.184	0.154	0.129	0.167	0.168	0.151	0.179	0.126	0.133	0.133	0.081	0.121	0.134	0.155	0.157	0.161	0.195	0.168	0.155	0.181	0.185	0.138	0.156
Confidence Interval (@ 0.9)	0.086	0.079	0.066	0.047	0.034	0.033	0.030	0.030	0.030	0.030	0.034	0.028	0.029	0.029	0.032	0.029	0.025	0.029	0.034	0.037	0.050	0.059	0.063	0.084	0.080	0.055	0.007
Lower Bound	0.145	0.197	0.244	0.271	0.210	0.158	0.124	0.183	0.185	0.157	0.201	0.122	0.130	0.130	0.061	0.113	0.135	0.163	0.162	0.165	0.216	0.159	0.133	0.159	0.170	0.115	0.186
Upper Bound	0.316	0.355	0.377	0.365	0.278	0.224	0.183	0.244	0.246	0.216	0.269	0.178	0.188	0.188	0.125	0.171	0.185	0.221	0.229	0.240	0.317	0.277	0.259	0.327	0.330	0.226	0.200
Lower Bound (Matches)	9	17	32	70	91	59	48	91	92	72	84	54	56	57	13	43	77	80	61	52	45	21	14	11	13	14	1,484
Upper Bound (Matches)	20	31	49	95	120	84	72	121	122	100	113	78	81	82	27	65	106	109	86	75	66	37	27	23	26	28	1,600
Expanded Match Count	16	29	59	94	109	95	97	160	172	152	196	135	162	158	96	146	132	113	87	67	70	32	22	19	20	19	2,581

Site 013 I 17 NB - At MP 243

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	123	100	194	281	474	665	764	949	988	932	836	806	856	868	882	723	629	527	457	329	277	167	110	105	97	100	13,239
Sample Count	69	108	133	265	464	243	126	293	226	192	108	262	686	712	352	288	344	484	391	307	235	136	106	108	78	77	6,793
Count of Unmatched	57	91	104	203	360	204	112	252	198	176	103	218	518	521	239	211	253	334	301	214	174	90	70	75	59	50	5,187
Count of Matched	12	17	29	62	104	39	14	41	28	16	5	44	168	191	113	77	91	150	90	93	61	46	36	33	19	27	1,606
Mean of Matched Plate Count	0.186	0.165	0.224	0.237	0.226	0.164	0.118	0.143	0.128	0.088	0.055	0.171	0.246	0.269	0.323	0.270	0.267	0.311	0.232	0.305	0.263	0.343	0.346	0.312	0.253	0.359	0.237
Standard Deviation	0.382	0.366	0.414	0.424	0.417	0.368	0.316	0.348	0.330	0.277	0.211	0.375	0.430	0.443	0.468	0.443	0.442	0.463	0.421	0.460	0.439	0.475	0.476	0.463	0.432	0.480	0.425
Variance	0.146	0.134	0.172	0.180	0.174	0.135	0.100	0.121	0.109	0.077	0.045	0.140	0.185	0.197	0.219	0.197	0.195	0.214	0.178	0.212	0.193	0.225	0.226	0.214	0.187	0.231	0.181
Confidence Interval (@ 0.9)	0.076	0.058	0.059	0.043	0.032	0.039	0.046	0.033	0.036	0.033	0.033	0.038	0.027	0.027	0.041	0.043	0.039	0.035	0.035	0.043	0.047	0.067	0.076	0.073	0.080	0.090	0.008
Lower Bound	0.110	0.107	0.165	0.194	0.194	0.125	0.072	0.109	0.092	0.055	0.022	0.133	0.219	0.242	0.282	0.227	0.227	0.277	0.197	0.262	0.216	0.276	0.270	0.239	0.173	0.269	0.228
Upper Bound	0.261	0.223	0.283	0.280	0.258	0.203	0.164	0.176	0.164	0.121	0.088	0.209	0.273	0.297	0.364	0.313	0.306	0.346	0.267	0.348	0.310	0.410	0.422	0.385	0.334	0.449	0.245
Lower Bound (Matches)	8	12	22	51	90	30	9	32	21	11	2	35	150	172	99	65	78	134	77	80	51	38	29	26	13	21	1,549
Upper Bound (Matches)	18	24	38	74	120	49	21	52	37	23	10	55	187	211	128	90	105	167	104	107	73	56	45	42	26	35	1,664
Expanded Match Count	23	17	43	67	107	109	90	136	126	82	46	138	211	234	285	195	168	164	106	100	73	57	38	33	25	36	3,131

Site 021 SR 87 SB - At MP 199

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	14	18	30	57	98	144	167	200	241	223	247	281	283	280	273	207	228	164	104	66	36	25	18	10	11	16	3,441
Sample Count	17	17	33	56	84	153	190	225	259	259	288	307	276	330	280	236	193	143	98	55	26	23	7	18	12	23	3,608
Count of Unmatched	13	13	20	31	59	104	129	157	188	200	237	243	214	249	233	186	151	115	74	45	24	19	7	17	11	22	2,761
Count of Matched	4	4	13	25	25	49	61	68	71	59	51	64	62	81	47	50	42	28	24	10	2	4	0	1	1	1	847
Mean of Matched Plate Count	0.278	0.278	0.412	0.456	0.306	0.325	0.325	0.305	0.277	0.231	0.180	0.211	0.227	0.248	0.171	0.215	0.222	0.201	0.253	0.196	0.111	0.208	0.125	0.105	0.154	0.083	0.235
Standard Deviation	0.437	0.437	0.496	0.502	0.460	0.468	0.468	0.460	0.447	0.420	0.382	0.407	0.418	0.431	0.374	0.409	0.414	0.398	0.432	0.389	0.272	0.388	0.000	0.236	0.289	0.209	0.424
Variance	0.191	0.191	0.246	0.252	0.212	0.219	0.219	0.212	0.200	0.177	0.146	0.166	0.175	0.186	0.140	0.168	0.171	0.159	0.187	0.152	0.074	0.150	0.000	0.056	0.083	0.043	0.180
Confidence Interval (@ 0.9)	0.174	0.174	0.142	0.110	0.083	0.062	0.056	0.050	0.046	0.043	0.037	0.038	0.041	0.039	0.037	0.044	0.049	0.055	0.072	0.086	0.088	0.133	N/A	0.091	0.137	0.072	0.012
Lower Bound	0.103	0.103	0.270	0.346	0.223	0.262	0.269	0.255	0.231	0.188	0.143	0.173	0.186	0.209	0.134	0.171	0.173	0.147	0.181	0.110	0.023	0.075	N/A	0.014	0.017	0.012	0.223
Upper Bound	0.452	0.452	0.554	0.566	0.388	0.387	0.380	0.356	0.323	0.274	0.217	0.249	0.269	0.287	0.208	0.259	0.271	0.256	0.324	0.283	0.199	0.341	N/A	0.197	0.291	0.155	0.247
Lower Bound (Matches)	2	2	9	19	19	40	51	57	60	49	41	53	51	69	38	40	33	21	18	6	1	2	N/A	0	0	0	806
Upper Bound (Matches)	8	8	18	32	33	59	72	80	84	71	62	77	74	95	58	61	52	37	32	16	5	8	N/A	4	3	4	890
Expanded Match Count	4	5	12	26	30	47	54	61	67	51	44	59	64	69	47	45	51	33	26	13	4	5	2	1	2	1	809

Site 023 SR 87 NB - At MP 199

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	6	24	38	83	139	179	208	256	253	213	206	213	242	254	238	176	149	112	68	63	52	29	16	14	15	20	3,266
Sample Count	9	16	33	74	179	214	237	205	224	208	203	234	180	198	285	166	85	47	17	25	27	8	8	3	5	10	2,900
Count of Unmatched	6	11	20	43	127	159	161	153	187	159	156	174	136	125	185	97	58	35	14	21	21	6	5	3	4	8	2,074
Count of Matched	3	5	13	31	52	55	76	52	37	49	47	60	44	73	100	69	27	12	3	4	6	2	3	0	1	2	826
Mean of Matched Plate Count	0.400	0.353	0.412	0.427	0.294	0.260	0.324	0.257	0.169	0.239	0.235	0.260	0.249	0.372	0.353	0.419	0.326	0.271	0.222	0.192	0.250	0.333	0.444	0.250	0.333	0.273	0.285
Standard Deviation	0.500	0.479	0.496	0.497	0.455	0.438	0.468	0.436	0.372	0.425	0.423	0.438	0.431	0.484	0.478	0.494	0.468	0.441	0.393	0.374	0.424	0.463	0.518	0.000	0.447	0.422	0.451
Variance	0.250	0.229	0.246	0.247	0.207	0.192	0.219	0.190	0.139	0.181	0.179	0.191	0.186	0.234	0.229	0.244	0.219	0.194	0.154	0.140	0.179	0.214	0.268	0.000	0.200	0.178	0.204
Confidence Interval (@ 0.9)	0.274	0.197	0.142	0.095	0.056	0.049	0.050	0.050	0.041	0.049	0.049	0.047	0.053	0.057	0.047	0.063	0.084	0.106	0.157	0.123	0.134	0.269	0.301	N/A	0.329	0.219	0.014
Lower Bound	0.126	0.156	0.270	0.332	0.238	0.211	0.274	0.207	0.128	0.191	0.186	0.213	0.196	0.315	0.307	0.356	0.242	0.165	0.065	0.069	0.116	0.064	0.143	N/A	0.004	0.053	0.271
Upper Bound	0.674	0.550	0.554	0.522	0.350	0.310	0.374	0.307	0.210	0.288	0.284	0.307	0.301	0.428	0.400	0.482	0.409	0.377	0.379	0.315	0.384	0.603	0.745	N/A	0.662	0.492	0.299
Lower Bound (Matches)	1	2	9	25	43	45	65	42	29	40	38	50	35	62	87	59	21	8	1	2	3	1	1	N/A	0	1	787
Upper Bound (Matches)	6	9	18	39	63	66	89	63	47	60	58	72	54	85	114	80	35	18	6	8	10	5	6	N/A	3	5	867
Expanded Match Count	2	8	16	35	41	47	67	66	43	51	48	55	60	94	84	74	49	30	15	12	13	10	7	4	5	5	931

Site 032 US 60 WB - At MP 220

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	18	34	62	130	205	230	243	272	294	273	315	342	381	417	468	376	264	148	99	79	46	47	31	27	22	49	4,872
Sample Count	11	33	61	139	160	187	229	260	309	272	268	296	297	332	392	283	129	100	73	52	35	32	16	18	12	20	4,016
Count of Unmatched	5	14	32	81	89	94	148	149	175	181	152	193	188	189	218	149	63	60	54	37	25	19	10	11	8	12	2,356
Count of Matched	6	19	29	58	71	93	81	111	134	91	116	103	109	143	174	134	66	40	19	15	10	13	6	7	4	8	1,660
Mean of Matched Plate Count	0.583	0.588	0.484	0.421	0.447	0.500	0.357	0.429	0.435	0.337	0.435	0.350	0.369	0.432	0.445	0.475	0.515	0.406	0.270	0.302	0.306	0.424	0.412	0.421	0.385	0.429	0.413
Standard Deviation	0.522	0.502	0.504	0.495	0.498	0.501	0.479	0.496	0.496	0.473	0.496	0.477	0.483	0.496	0.497	0.500	0.502	0.492	0.442	0.457	0.458	0.499	0.500	0.502	0.492	0.503	0.492
Variance	0.273	0.252	0.254	0.245	0.248	0.251	0.230	0.246	0.246	0.223	0.246	0.228	0.233	0.246	0.247	0.250	0.252	0.242	0.195	0.209	0.210	0.249	0.250	0.252	0.242	0.253	0.243
Confidence Interval (@ 0.9)	0.259	0.144	0.106	0.069	0.065	0.060	0.052	0.051	0.046	0.047	0.050	0.046	0.046	0.045	0.041	0.049	0.073	0.081	0.085	0.104	0.127	0.145	0.206	0.194	0.234	0.185	0.013
Lower Bound	0.324	0.445	0.378	0.352	0.382	0.440	0.304	0.379	0.389	0.290	0.385	0.305	0.323	0.388	0.404	0.426	0.443	0.325	0.185	0.198	0.178	0.279	0.206	0.227	0.151	0.244	0.401
Upper Bound	0.842	0.732	0.590	0.490	0.512	0.560	0.409	0.480	0.482	0.384	0.485	0.396	0.415	0.477	0.487	0.524	0.588	0.487	0.355	0.406	0.433	0.569	0.617	0.616	0.618	0.613	0.426
Lower Bound (Matches)	4	15	23	49	61	82	70	98	120	79	103	90	96	129	158	121	57	32	14	10	6	9	3	4	2	5	1,609
Upper Bound (Matches)	9	24	36	68	82	105	94	125	149	104	130	117	123	158	191	148	76	49	26	21	15	18	10	11	7	12	1,712
Expanded Match Count	11	20	30	55	92	115	87	117	128	92	137	120	141	180	208	179	136	60	27	24	14	20	13	11	8	21	2,015

Site 034 US 60 EB - At MP 220

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	21	41	130	306	344	312	277	278	269	262	267	259	269	273	281	253	217	176	142	136	87	69	37	22	30	43	4,801
Sample Count	8	33	115	279	277	245	186	189	203	111	198	248	235	247	177	149	162	157	126	114	67	55	32	19	31	37	3,700
Count of Unmatched	5	17	65	138	131	160	113	122	142	63	126	127	116	130	108	72	102	81	75	64	39	30	20	11	18	24	2,099
Count of Matched	3	16	50	141	146	85	73	67	61	48	72	121	119	117	69	77	60	76	51	50	28	25	12	8	13	13	1,601
Mean of Matched Plate Count	0.444	0.500	0.440	0.507	0.529	0.350	0.396	0.358	0.304	0.438	0.367	0.490	0.508	0.476	0.393	0.520	0.374	0.487	0.409	0.443	0.426	0.464	0.394	0.450	0.438	0.368	0.433
Standard Deviation	0.518	0.508	0.498	0.501	0.500	0.477	0.490	0.480	0.460	0.498	0.482	0.501	0.501	0.500	0.489	0.501	0.484	0.501	0.493	0.498	0.497	0.503	0.492	0.507	0.502	0.484	0.496
Variance	0.268	0.258	0.248	0.251	0.250	0.228	0.240	0.230	0.211	0.248	0.233	0.251	0.251	0.250	0.239	0.251	0.235	0.251	0.243	0.248	0.247	0.253	0.242	0.257	0.252	0.234	0.246
Confidence Interval (@ 0.9)	0.301	0.145	0.076	0.049	0.049	0.050	0.059	0.057	0.053	0.078	0.056	0.052	0.054	0.052	0.060	0.068	0.063	0.066	0.072	0.077	0.100	0.111	0.143	0.191	0.148	0.131	0.013
Lower Bound	0.143	0.355	0.363	0.458	0.479	0.299	0.337	0.301	0.251	0.360	0.310	0.438	0.455	0.423	0.333	0.452	0.312	0.422	0.337	0.367	0.327	0.353	0.251	0.259	0.289	0.238	0.419
Upper Bound	0.745	0.645	0.516	0.556	0.578	0.400	0.455	0.415	0.357	0.515	0.423	0.542	0.562	0.528	0.454	0.588	0.437	0.553	0.482	0.520	0.526	0.576	0.537	0.641	0.586	0.499	0.446
Lower Bound (Matches)	1	12	42	128	133	73	63	57	51	40	61	109	107	105	59	67	50	66	42	42	22	19	8	5	9	9	1,552
Upper Bound (Matches)	6	21	59	155	160	98	85	78	72	57	84	134	132	130	80	88	71	87	61	59	35	32	17	12	18	18	1,651
Expanded Match Count	9	21	57	155	182	109	110	99	82	115	98	127	137	130	111	132	81	86	58	60	37	32	15	10	13	16	2,078

Site 041 SR 79 SB - At MP 92

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	4	1	5	35	74	90	89	104	80	74	86	96	93	125	140	120	59	52	31	25	24	7	8	5	3	4	1,434
Sample Count	4	1	4	31	70	99	53	56	51	72	69	77	85	96	141	108	55	38	27	21	23	6	5	3	2	1	1,198
Count of Unmatched	3	0	4	9	25	30	26	36	30	38	37	36	47	53	63	34	25	16	14	3	8	4	4	1	1	1	548
Count of Matched	1	1	0	22	45	69	27	20	21	34	32	41	38	43	78	74	30	22	13	18	15	2	1	2	1	0	650
Mean of Matched Plate Count	0.400	1.000	0.200	0.719	0.648	0.700	0.519	0.368	0.423	0.479	0.471	0.538	0.453	0.454	0.556	0.688	0.554	0.590	0.500	0.864	0.667	0.429	0.333	0.750	0.667	0.500	0.543
Standard Deviation	0.500	N/A	0.000	0.461	0.483	0.462	0.505	0.483	0.497	0.503	0.502	0.502	0.500	0.500	0.499	0.467	0.503	0.500	0.509	0.359	0.487	0.516	0.447	0.577	0.707	N/A	0.498
Variance	0.250	N/A	0.000	0.213	0.233	0.213	0.255	0.234	0.247	0.253	0.252	0.252	0.250	0.250	0.249	0.218	0.253	0.250	0.259	0.129	0.237	0.267	0.200	0.333	0.500	N/A	0.248
Confidence Interval (@ 0.9)	0.411	N/A	N/A	0.136	0.095	0.076	0.114	0.106	0.114	0.097	0.099	0.094	0.089	0.084	0.069	0.074	0.111	0.134	0.161	0.129	0.167	0.347	0.329	0.548	0.822	N/A	0.024
Lower Bound	-0.011	N/A	N/A	0.582	0.553	0.624	0.404	0.262	0.309	0.382	0.372	0.444	0.364	0.370	0.487	0.614	0.442	0.456	0.339	0.735	0.500	0.082	0.004	0.202	-0.156	N/A	0.519
Upper Bound	0.811	N/A	N/A	0.855	0.743	0.776	0.633	0.475	0.538	0.577	0.571	0.633	0.543	0.538	0.625	0.762	0.665	0.723	0.661	0.992	0.834	0.775	0.662	1.298	1.489	N/A	0.567
Lower Bound (Matches)	0	N/A	N/A	18	39	62	21	15	16	28	26	34	31	35	69	66	24	17	9	15	11	0	0	1	0	N/A	622
Upper Bound (Matches)	3	N/A	N/A	27	52	77	34	27	27	42	39	49	46	52	88	82	37	27	18	21	19	5	3	4	3	N/A	679
Expanded Match Count	2	1	1	25	48	63	46	38	34	35	41	52	42	57	78	83	33	31	16	22	16	3	3	4	2	2	779

Site 043 SR 79 NB - At MP 92

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	4	8	58	53	100	82	92	86	82	83	92	73	93	110	91	90	62	47	38	15	13	9	7	2	3	8	1,401
Sample Count	4	6	55	50	91	84	93	74	80	83	92	74	90	115	96	82	46	36	38	17	11	7	3	2	5	12	1,346
Count of Unmatched	3	2	29	30	52	46	59	51	45	53	54	44	57	61	48	40	30	25	18	8	5	2	2	1	2	9	776
Count of Matched	1	4	26	20	39	38	34	23	35	30	38	30	33	54	48	42	16	11	20	9	6	5	1	1	3	3	570
Mean of Matched Plate Count	0.400	0.714	0.482	0.412	0.435	0.459	0.372	0.320	0.444	0.369	0.419	0.413	0.374	0.474	0.505	0.518	0.362	0.324	0.538	0.556	0.583	0.750	0.500	0.667	0.667	0.308	0.424
Standard Deviation	0.500	0.516	0.504	0.495	0.498	0.501	0.484	0.466	0.499	0.483	0.495	0.494	0.485	0.501	0.503	0.503	0.482	0.467	0.506	0.514	0.522	0.488	0.577	0.707	0.548	0.452	0.494
Variance	0.250	0.267	0.254	0.245	0.248	0.251	0.234	0.217	0.249	0.234	0.245	0.244	0.235	0.251	0.253	0.253	0.232	0.218	0.256	0.265	0.273	0.238	0.333	0.500	0.300	0.205	0.244
Confidence Interval (@ 0.9)	0.411	0.347	0.112	0.115	0.086	0.090	0.083	0.089	0.092	0.087	0.085	0.095	0.084	0.077	0.084	0.091	0.117	0.128	0.135	0.205	0.259	0.303	0.548	0.822	0.403	0.215	0.022
Lower Bound	-0.011	0.368	0.370	0.297	0.349	0.369	0.290	0.231	0.353	0.282	0.334	0.319	0.290	0.397	0.421	0.427	0.245	0.196	0.403	0.350	0.324	0.447	-0.048	-0.156	0.264	0.093	0.402
Upper Bound	0.811	1.061	0.594	0.527	0.521	0.549	0.455	0.409	0.536	0.456	0.504	0.508	0.458	0.551	0.590	0.609	0.478	0.452	0.673	0.761	0.842	1.053	1.048	1.489	1.070	0.522	0.446
Lower Bound (Matches)	0	2	20	15	32	31	27	17	28	23	31	24	26	46	40	35	11	7	15	6	4	3	0	0	1	1	541
Upper Bound (Matches)	3	6	33	26	47	46	42	30	43	38	46	38	41	63	57	50	22	16	26	13	9	7	3	3	5	6	600
Expanded Match Count	2	6	28	22	43	38	34	28	36	31	39	30	35	52	46	47	22	15	20	8	8	7	4	1	2	2	594

Site 051 SR 77 SB - At MP 92

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	7	23	106	212	311	336	289	241	238	211	255	235	241	237	257	202	151	77	71	52	25	19	8	10	8	19	3,841
Sample Count	7	22	94	188	303	333	271	224	89	212	233	215	187	217	227	170	74	38	72	47	23	18	6	11	11	25	3,317
Count of Unmatched	2	6	31	69	103	172	136	106	41	101	122	117	108	116	146	94	44	18	32	26	13	8	3	5	6	11	1,636
Count of Matched	5	16	63	119	200	161	135	118	48	111	111	98	79	101	81	76	30	20	40	21	10	10	3	6	5	14	1,681
Mean of Matched Plate Count	0.750	0.739	0.674	0.635	0.661	0.485	0.500	0.529	0.544	0.526	0.479	0.458	0.426	0.468	0.360	0.450	0.413	0.538	0.562	0.458	0.458	0.579	0.571	0.583	0.500	0.577	0.507
Standard Deviation	0.488	0.456	0.473	0.483	0.474	0.500	0.501	0.500	0.501	0.501	0.501	0.499	0.495	0.500	0.480	0.499	0.494	0.506	0.500	0.503	0.507	0.511	0.548	0.522	0.522	0.507	0.500
Variance	0.238	0.208	0.223	0.234	0.225	0.250	0.251	0.250	0.251	0.251	0.251	0.249	0.245	0.250	0.231	0.249	0.244	0.256	0.250	0.253	0.257	0.261	0.300	0.273	0.273	0.257	0.250
Confidence Interval (@ 0.9)	0.303	0.160	0.080	0.058	0.045	0.045	0.050	0.055	0.087	0.057	0.054	0.056	0.060	0.056	0.052	0.063	0.095	0.135	0.097	0.121	0.174	0.198	0.368	0.259	0.259	0.167	0.014
Lower Bound	0.447	0.579	0.593	0.577	0.616	0.440	0.450	0.474	0.457	0.469	0.425	0.402	0.366	0.412	0.307	0.387	0.319	0.403	0.465	0.338	0.284	0.381	0.204	0.324	0.241	0.410	0.493
Upper Bound	1.053	0.899	0.754	0.693	0.706	0.530	0.550	0.584	0.632	0.582	0.533	0.514	0.485	0.524	0.412	0.513	0.508	0.673	0.659	0.579	0.632	0.777	0.939	0.842	0.759	0.744	0.521
Lower Bound (Matches)	3	13	56	108	187	146	122	106	41	99	99	87	68	89	70	66	24	15	33	16	7	7	1	4	3	10	1,634
Upper Bound (Matches)	7	20	71	130	214	177	149	131	56	123	124	111	91	114	94	87	38	26	47	27	15	14	6	9	8	19	1,729
Expanded Match Count	5	17	71	135	206	163	145	127	130	111	122	108	103	111	92	91	62	41	40	24	11	11	5	6	4	11	1,947

Site 053 SR 77 NB - At MP 92

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	12	11	27	83	134	184	192	167	179	202	210	256	274	347	361	408	285	151	137	109	66	35	19	16	15	10	3,890
Sample Count	12	10	24	77	119	115	103	26	41	199	207	252	257	318	363	397	190	75	24	90	45	27	14	13	10	8	3,016
Count of Unmatched	9	6	10	42	65	63	59	20	18	103	86	85	114	133	127	109	105	25	8	29	18	9	5	7	7	5	1,267
Count of Matched	3	4	14	35	54	52	44	6	23	96	121	167	143	185	236	288	85	50	16	61	27	18	9	6	3	3	1,749
Mean of Matched Plate Count	0.308	0.455	0.600	0.462	0.458	0.457	0.433	0.259	0.571	0.485	0.587	0.664	0.558	0.583	0.651	0.726	0.450	0.671	0.680	0.681	0.609	0.679	0.667	0.500	0.364	0.444	0.580
Standard Deviation	0.452	0.516	0.504	0.501	0.500	0.500	0.497	0.430	0.502	0.501	0.494	0.474	0.498	0.494	0.478	0.447	0.499	0.475	0.482	0.470	0.495	0.480	0.497	0.519	0.483	0.518	0.494
Variance	0.205	0.267	0.254	0.251	0.250	0.250	0.247	0.185	0.252	0.251	0.244	0.224	0.248	0.244	0.228	0.200	0.249	0.225	0.232	0.221	0.245	0.231	0.247	0.269	0.233	0.268	0.244
Confidence Interval (@ 0.9)	0.215	0.269	0.169	0.094	0.075	0.077	0.081	0.139	0.129	0.058	0.056	0.049	0.051	0.046	0.041	0.037	0.059	0.090	0.162	0.081	0.121	0.152	0.219	0.237	0.251	0.301	0.015
Lower Bound	0.093	0.186	0.431	0.368	0.383	0.380	0.352	0.121	0.442	0.427	0.530	0.615	0.507	0.538	0.610	0.689	0.391	0.581	0.518	0.600	0.487	0.527	0.448	0.263	0.112	0.143	0.565
Upper Bound	0.522	0.723	0.769	0.555	0.534	0.534	0.513	0.398	0.700	0.543	0.643	0.713	0.609	0.629	0.692	0.763	0.510	0.761	0.842	0.763	0.730	0.831	0.885	0.737	0.615	0.745	0.595
Lower Bound (Matches)	1	2	10	28	46	44	36	3	18	85	110	155	130	171	221	274	74	44	12	54	22	14	6	3	1	1	1,705
Upper Bound (Matches)	6	7	18	43	64	61	53	10	29	108	133	180	157	200	251	303	97	57	20	69	33	22	12	10	6	6	1,794
Expanded Match Count	4	5	16	38	61	84	83	43	102	98	123	170	153	202	235	296	128	101	93	74	40	24	13	8	5	4	2,256

Site 062 I 10 WB - At MP 299

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	114	154	178	335	506	590	746	860	873	811	835	947	939	1,018	1,075	1,069	896	560	408	320	256	208	111	101	115	120	14,145
Sample Count	19	21	24	72	38	18	3	310	642	823	822	831	804	809	416	352	296	209	207	140	116	55	41	37	72	58	7,235
Count of Unmatched	9	13	15	45	32	11	2	195	418	491	455	505	519	502	302	258	223	140	141	76	81	31	23	25	43	42	4,597
Count of Matched	10	8	9	27	6	7	1	115	224	332	367	326	285	307	114	94	73	69	66	64	35	24	18	12	29	16	2,638
Mean of Matched Plate Count	0.550	0.409	0.400	0.384	0.179	0.421	0.500	0.373	0.350	0.404	0.447	0.393	0.355	0.380	0.276	0.269	0.249	0.333	0.322	0.461	0.308	0.446	0.452	0.342	0.411	0.288	0.365
Standard Deviation	0.513	0.498	0.495	0.488	0.370	0.502	0.577	0.484	0.477	0.491	0.497	0.489	0.479	0.486	0.447	0.443	0.432	0.471	0.467	0.500	0.461	0.501	0.502	0.475	0.494	0.451	0.481
Variance	0.263	0.248	0.245	0.238	0.137	0.252	0.333	0.234	0.228	0.241	0.247	0.239	0.229	0.236	0.199	0.196	0.186	0.222	0.218	0.250	0.213	0.251	0.252	0.225	0.244	0.203	0.232
Confidence Interval (@ 0.9)	0.194	0.179	0.166	0.095	0.099	0.194	0.548	0.045	0.031	0.028	0.029	0.028	0.028	0.028	0.036	0.039	0.041	0.054	0.053	0.070	0.070	0.111	0.129	0.128	0.096	0.097	0.009
Lower Bound	0.356	0.230	0.234	0.289	0.081	0.227	-0.048	0.328	0.319	0.376	0.419	0.365	0.328	0.352	0.240	0.230	0.208	0.280	0.269	0.391	0.237	0.335	0.323	0.214	0.315	0.191	0.355
Upper Bound	0.744	0.588	0.566	0.478	0.278	0.616	1.048	0.418	0.381	0.432	0.476	0.421	0.383	0.408	0.312	0.308	0.290	0.387	0.376	0.530	0.378	0.557	0.581	0.470	0.507	0.386	0.374
Lower Bound (Matches)	7	5	6	21	3	4	0	102	205	309	344	303	263	285	100	81	62	58	56	55	28	18	13	8	23	11	2,571
Upper Bound (Matches)	14	12	14	34	11	11	3	130	245	356	391	350	308	330	130	108	86	81	78	74	44	31	24	17	36	22	2,706
Expanded Match Count	63	63	71	128	91	248	373	321	305	328	373	372	334	387	296	288	223	187	131	148	79	93	50	35	47	35	5,159

Site 064 I 10 EB - At MP 299

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	123	150	175	327	622	802	847	917	832	840	789	825	809	876	892	784	686	467	461	378	334	246	207	138	126	133	13,786
Sample Count	63	95	141	245	300	63	31	44	245	650	600	667	620	638	609	554	233	64	94	74	124	178	126	102	88	117	6,765
Count of Unmatched	60	64	85	163	211	45	25	35	153	390	365	399	389	412	403	360	147	39	54	40	63	89	65	47	43	59	4,205
Count of Matched	3	31	56	82	89	18	6	9	92	260	235	268	231	226	206	194	86	25	40	34	61	89	61	55	45	58	2,560
Mean of Matched Plate Count	0.063	0.333	0.401	0.337	0.299	0.297	0.219	0.222	0.378	0.401	0.393	0.403	0.374	0.355	0.339	0.351	0.372	0.400	0.432	0.467	0.496	0.503	0.488	0.544	0.517	0.500	0.379
Standard Deviation	0.215	0.471	0.491	0.473	0.458	0.455	0.402	0.408	0.485	0.490	0.489	0.491	0.484	0.479	0.474	0.477	0.484	0.492	0.497	0.502	0.502	0.501	0.502	0.501	0.503	0.502	0.485
Variance	0.046	0.222	0.241	0.224	0.209	0.207	0.161	0.166	0.235	0.240	0.239	0.241	0.234	0.229	0.224	0.228	0.234	0.242	0.247	0.252	0.252	0.251	0.252	0.251	0.253	0.252	0.235
Confidence Interval (@ 0.9)	0.044	0.080	0.068	0.050	0.043	0.094	0.119	0.101	0.051	0.032	0.033	0.031	0.032	0.031	0.032	0.033	0.052	0.101	0.084	0.096	0.074	0.062	0.074	0.082	0.088	0.076	0.010
Lower Bound	0.018	0.254	0.333	0.288	0.256	0.203	0.100	0.121	0.327	0.369	0.360	0.371	0.342	0.324	0.308	0.318	0.320	0.299	0.347	0.371	0.422	0.441	0.415	0.462	0.429	0.424	0.369
Upper Bound	0.107	0.413	0.469	0.387	0.342	0.391	0.337	0.323	0.429	0.433	0.425	0.434	0.406	0.386	0.371	0.385	0.424	0.501	0.516	0.563	0.570	0.565	0.562	0.625	0.605	0.576	0.388
Lower Bound (Matches)	1	24	47	70	77	13	3	5	80	240	216	248	212	207	187	176	74	19	33	27	52	78	52	47	38	50	2,495
Upper Bound (Matches)	7	39	66	95	103	25	10	14	105	281	255	289	251	247	226	213	99	32	48	42	71	101	71	64	53	67	2,626
Expanded Match Count	8	50	70	110	186	238	185	204	315	337	310	332	302	311	303	275	255	187	199	176	166	124	101	75	65	67	5,218

Site 071 I 19 SB - At MP 30

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	29	22	58	192	376	478	456	547	505	434	426	436	499	473	524	549	404	273	249	229	162	107	56	38	27	31	7,580
Sample Count	21	22	37	156	218	76	287	331	252	157	76	250	475	446	492	532	230	80	69	169	120	81	48	43	26	15	4,709
Count of Unmatched	19	14	27	74	132	48	196	249	194	120	53	133	301	283	319	393	201	65	44	90	62	47	19	21	14	10	3,128
Count of Matched	2	8	10	82	86	28	91	82	58	37	23	117	174	163	173	139	29	15	25	79	58	34	29	22	12	5	1,581
Mean of Matched Plate Count	0.136	0.391	0.289	0.529	0.397	0.377	0.319	0.250	0.233	0.241	0.312	0.470	0.368	0.367	0.353	0.263	0.130	0.198	0.371	0.471	0.488	0.427	0.612	0.523	0.481	0.375	0.336
Standard Deviation	0.301	0.492	0.450	0.501	0.490	0.486	0.466	0.432	0.422	0.426	0.462	0.500	0.482	0.482	0.478	0.440	0.333	0.393	0.484	0.500	0.502	0.497	0.494	0.506	0.508	0.488	0.472
Variance	0.090	0.242	0.203	0.251	0.240	0.236	0.217	0.187	0.178	0.181	0.214	0.250	0.233	0.232	0.228	0.193	0.111	0.154	0.234	0.250	0.252	0.247	0.244	0.256	0.258	0.238	0.223
Confidence Interval (@ 0.9)	0.108	0.173	0.122	0.066	0.055	0.092	0.045	0.039	0.044	0.056	0.087	0.052	0.036	0.038	0.035	0.031	0.036	0.072	0.096	0.063	0.075	0.091	0.117	0.127	0.164	0.207	0.011
Lower Bound	0.028	0.219	0.168	0.463	0.343	0.285	0.274	0.211	0.189	0.185	0.224	0.418	0.331	0.329	0.317	0.231	0.094	0.125	0.276	0.407	0.412	0.336	0.495	0.396	0.317	0.168	0.325
Upper Bound	0.244	0.564	0.411	0.595	0.452	0.468	0.365	0.289	0.277	0.296	0.399	0.522	0.404	0.404	0.388	0.294	0.166	0.270	0.467	0.534	0.563	0.518	0.730	0.650	0.645	0.582	0.347
Lower Bound (Matches)	1	5	6	72	75	22	79	70	48	29	17	105	157	147	156	123	22	10	19	69	49	27	24	17	8	3	1,528
Upper Bound (Matches)	5	12	15	93	98	36	105	96	70	47	30	131	192	180	191	156	38	22	32	90	68	42	35	28	17	9	1,635
Expanded Match Count	4	9	17	102	149	180	146	137	118	104	133	205	183	174	185	144	52	54	92	108	79	46	34	20	13	12	2,546

Site 073 I 19 NB - At MP 30

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	30	31	106	208	334	412	413	375	458	418	458	547	556	616	612	603	424	346	256	169	94	37	50	30	32	27	7,642
Sample Count	4	2	10	42	75	2	24	89	187	206	201	390	485	532	575	605	356	265	98	109	72	31	24	28	20	26	4,458
Count of Unmatched	4	2	3	18	60	2	18	76	157	157	155	268	305	360	372	406	241	172	52	69	50	17	14	14	6	14	3,012
Count of Matched	0	0	7	24	15	0	6	13	30	49	46	122	180	172	203	199	115	93	46	40	22	14	10	14	14	12	1,446
Mean of Matched Plate Count	0.200	0.333	0.727	0.581	0.211	0.333	0.280	0.156	0.165	0.242	0.233	0.315	0.372	0.325	0.354	0.330	0.325	0.353	0.475	0.373	0.315	0.469	0.440	0.517	0.714	0.481	0.325
Standard Deviation	0.000	0.000	0.483	0.501	0.403	0.000	0.442	0.355	0.368	0.427	0.421	0.464	0.484	0.468	0.478	0.470	0.468	0.478	0.502	0.484	0.464	0.506	0.504	0.509	0.470	0.508	0.468
Variance	0.000	0.000	0.233	0.251	0.162	0.000	0.196	0.126	0.135	0.182	0.177	0.216	0.234	0.219	0.229	0.221	0.219	0.229	0.252	0.234	0.215	0.256	0.254	0.259	0.221	0.258	0.219
Confidence Interval (@ 0.9)	N/A	N/A	0.251	0.127	0.076	N/A	0.149	0.062	0.044	0.049	0.049	0.039	0.036	0.033	0.033	0.031	0.041	0.048	0.083	0.076	0.090	0.149	0.169	0.158	0.173	0.164	0.012
Lower Bound	N/A	N/A	0.476	0.454	0.134	N/A	0.131	0.094	0.121	0.193	0.184	0.276	0.336	0.291	0.321	0.299	0.284	0.305	0.391	0.296	0.225	0.319	0.271	0.359	0.541	0.317	0.313
Upper Bound	N/A	N/A	0.979	0.709	0.287	N/A	0.429	0.217	0.209	0.290	0.282	0.353	0.409	0.358	0.387	0.361	0.366	0.402	0.558	0.449	0.405	0.618	0.609	0.676	0.887	0.645	0.336
Lower Bound (Matches)	N/A	N/A	5	19	10	N/A	3	8	23	40	37	108	163	155	185	181	101	81	38	32	16	10	7	10	11	8	1,395
Upper Bound (Matches)	N/A	N/A	10	30	22	N/A	10	19	39	60	57	138	198	190	223	219	130	106	55	49	29	19	15	19	18	17	1,498
Expanded Match Count	6	10	77	121	70	137	116	58	76	101	107	172	207	200	217	199	138	122	122	63	30	17	22	16	23	13	2,480

Site 082 I 10 WB - At MP 212

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	146	160	271	425	648	775	952	1,059	1,008	1,128	1,016	1,135	1,286	1,351	1,219	1,160	1,018	864	699	538	436	320	209	150	144	172	18,289
Sample Count	96	143	248	366	474	448	653	939	1,076	1,131	1,056	1,155	1,327	1,368	1,137	1,126	554	471	388	343	381	291	183	129	131	166	15,780
Count of Unmatched	59	86	141	207	242	223	334	510	661	612	553	591	729	705	555	608	337	311	206	180	185	148	95	67	71	118	8,534
Count of Matched	37	57	107	159	232	225	319	429	415	519	503	564	598	663	582	518	217	160	182	163	196	143	88	62	60	48	7,246
Mean of Matched Plate Count	0.392	0.403	0.434	0.436	0.491	0.503	0.489	0.457	0.386	0.459	0.477	0.489	0.451	0.485	0.512	0.461	0.393	0.341	0.470	0.477	0.516	0.493	0.484	0.485	0.462	0.293	0.459
Standard Deviation	0.489	0.491	0.496	0.496	0.500	0.501	0.500	0.498	0.487	0.499	0.500	0.500	0.498	0.500	0.500	0.499	0.489	0.474	0.500	0.500	0.500	0.501	0.501	0.502	0.500	0.455	0.498
Variance	0.239	0.241	0.246	0.246	0.250	0.251	0.250	0.248	0.237	0.249	0.250	0.250	0.248	0.250	0.250	0.249	0.239	0.225	0.250	0.250	0.250	0.251	0.251	0.252	0.250	0.207	0.248
Confidence Interval (@ 0.9)	0.082	0.068	0.052	0.043	0.038	0.039	0.032	0.027	0.024	0.024	0.025	0.024	0.022	0.022	0.024	0.024	0.034	0.036	0.042	0.044	0.042	0.048	0.061	0.073	0.072	0.058	0.007
Lower Bound	0.310	0.335	0.382	0.393	0.453	0.464	0.457	0.431	0.362	0.435	0.452	0.465	0.429	0.463	0.488	0.436	0.359	0.305	0.429	0.432	0.474	0.445	0.423	0.412	0.390	0.235	0.453
Upper Bound	0.474	0.470	0.486	0.479	0.528	0.542	0.521	0.484	0.411	0.484	0.502	0.513	0.474	0.507	0.537	0.485	0.427	0.377	0.512	0.521	0.558	0.541	0.545	0.557	0.534	0.351	0.466
Lower Bound (Matches)	30	48	95	144	215	208	298	404	389	492	477	537	569	633	555	491	199	144	166	148	180	129	77	53	51	39	7,144
Upper Bound (Matches)	45	67	120	175	250	243	341	455	442	547	530	592	628	694	610	546	237	178	199	179	213	158	100	72	70	58	7,350
Expanded Match Count	57	64	118	185	318	390	466	484	389	518	484	555	580	655	624	534	400	295	329	256	225	158	101	73	67	50	8,399

Site 084 I 10 EB - At MP 212

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	240	207	270	581	721	1,010	1,145	1,265	1,175	1,167	1,115	1,147	1,091	1,217	1,193	975	764	807	596	585	446	353	250	204	213	185	18,922
Sample Count	163	189	263	539	624	122	511	1,191	1,148	1,152	1,166	1,148	1,241	1,265	1,153	850	481	688	546	463	475	310	231	211	186	226	16,542
Count of Unmatched	91	110	138	307	364	90	284	571	606	613	642	602	717	705	645	490	292	393	326	255	214	143	83	93	77	114	8,965
Count of Matched	72	79	125	232	260	32	227	620	542	539	524	546	524	560	508	360	189	295	220	208	261	167	148	118	109	112	7,577
Mean of Matched Plate Count	0.445	0.421	0.477	0.431	0.418	0.268	0.445	0.521	0.473	0.468	0.450	0.476	0.423	0.443	0.441	0.424	0.394	0.430	0.404	0.450	0.550	0.540	0.642	0.561	0.588	0.498	0.458
Standard Deviation	0.498	0.495	0.500	0.496	0.493	0.442	0.497	0.500	0.499	0.499	0.498	0.500	0.494	0.497	0.497	0.494	0.489	0.495	0.491	0.498	0.498	0.499	0.481	0.498	0.494	0.501	0.498
Variance	0.248	0.245	0.250	0.246	0.243	0.195	0.247	0.250	0.249	0.249	0.248	0.250	0.244	0.247	0.247	0.244	0.239	0.245	0.241	0.248	0.248	0.249	0.231	0.248	0.244	0.251	0.248
Confidence Interval (@ 0.9)	0.064	0.059	0.051	0.035	0.032	0.066	0.036	0.024	0.024	0.024	0.024	0.024	0.023	0.023	0.024	0.028	0.037	0.031	0.035	0.038	0.038	0.047	0.052	0.056	0.060	0.055	0.006
Lower Bound	0.381	0.362	0.427	0.396	0.385	0.203	0.409	0.497	0.448	0.444	0.426	0.452	0.400	0.420	0.417	0.396	0.358	0.399	0.369	0.412	0.513	0.494	0.590	0.505	0.529	0.443	0.452
Upper Bound	0.509	0.480	0.528	0.467	0.450	0.334	0.482	0.545	0.497	0.493	0.474	0.500	0.446	0.466	0.465	0.452	0.431	0.461	0.439	0.488	0.588	0.587	0.694	0.618	0.648	0.553	0.464
Lower Bound (Matches)	62	68	112	214	240	25	209	592	515	512	497	519	496	531	481	337	172	274	202	191	244	153	136	107	98	100	7,472
Upper Bound (Matches)	83	91	139	251	281	41	246	649	570	567	553	574	553	590	536	384	207	317	239	226	279	182	160	130	120	125	7,683
Expanded Match Count	107	87	129	251	301	271	510	659	555	547	502	546	461	539	526	414	301	347	241	264	245	191	161	115	125	92	8,668

Site 091 SR 85 SB - At MP 4

Hour	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	5	3	7	11	36	40	56	61	46	50	61	44	44	56	42	31	32	39	30	19	16	5	4	0	0
Sample Count	1	2	9	24	37	57	37	51	52	49	38	49	34	26	29	16	14	6	11	5	3	7	5	3	565
Count of Unmatched	1	2	8	17	33	44	24	42	39	38	22	40	18	14	22	11	7	4	6	4	2	2	3	1	404
Count of Matched	0	0	1	7	4	13	13	9	13	11	16	9	16	12	7	5	7	2	5	1	1	5	2	2	161
Mean of Matched Plate Count	0.500	0.333	0.200	0.320	0.132	0.241	0.368	0.192	0.264	0.240	0.436	0.200	0.486	0.481	0.267	0.353	0.533	0.429	0.500	0.333	0.500	0.750	0.500	0.750	0.286
Standard Deviation	N/A	0.000	0.333	0.464	0.315	0.423	0.484	0.385	0.437	0.422	0.500	0.391	0.507	0.508	0.435	0.479	0.519	0.516	0.522	0.447	0.577	0.488	0.548	0.577	0.452
Variance	N/A	0.000	0.111	0.216	0.099	0.179	0.234	0.148	0.191	0.178	0.250	0.153	0.257	0.258	0.190	0.229	0.269	0.267	0.273	0.200	0.333	0.238	0.300	0.333	0.204
Confidence Interval (@ 0.9)	N/A	N/A	0.183	0.156	0.085	0.092	0.131	0.089	0.100	0.099	0.134	0.092	0.143	0.164	0.133	0.197	0.228	0.347	0.259	0.329	0.548	0.303	0.403	0.548	0.031
Lower Bound	N/A	N/A	0.017	0.164	0.046	0.149	0.238	0.104	0.164	0.141	0.302	0.108	0.343	0.317	0.134	0.156	0.305	0.082	0.241	0.004	-0.048	0.447	0.097	0.202	0.255
Upper Bound	N/A	N/A	0.383	0.476	0.217	0.334	0.499	0.281	0.364	0.339	0.569	0.292	0.629	0.645	0.400	0.550	0.761	0.775	0.759	0.662	1.048	1.053	0.903	1.298	0.317
Lower Bound (Matches)	N/A	N/A	0	4	2	9	9	5	9	7	11	5	12	8	4	2	4	0	3	0	0	3	0	1	144
Upper Bound (Matches)	N/A	N/A	3	11	8	19	18	14	19	17	22	14	21	17	12	9	11	5	8	3	3	7	5	4	179
Expanded Match Count	3	1	1	4	5	10	21	12	12	12	27	9	21	27	11	11	17	17	15	6	8	4	2	0	0

Site 093 SR 85 NB - At MP 4

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-02	02-03	Grand Total
Ground Count (Population)	6	5	4	5	17	24	41	56	37	54	57	55	48	64	52	37	34	22	10	6	11	4	7	5	2	3
Sample Count	5	3	7	7	35	40	54	63	53	49	52	42	45	34	35	27	22	32	32	23	17	5	3	2	5	692
Count of Unmatched	5	1	3	2	17	22	32	45	37	38	44	32	30	27	31	23	21	28	25	22	13	4	2	2	4	510
Count of Matched	0	2	4	5	18	18	22	18	16	11	8	10	15	7	4	4	1	4	7	1	4	1	1	0	1	182
Mean of Matched Plate Count	0.167	0.750	0.625	0.750	0.528	0.463	0.418	0.297	0.315	0.240	0.170	0.256	0.348	0.229	0.139	0.179	0.087	0.152	0.242	0.083	0.278	0.333	0.500	0.333	0.333	0.264
Standard Deviation	0.000	0.577	0.535	0.488	0.507	0.504	0.496	0.455	0.463	0.422	0.364	0.431	0.477	0.410	0.323	0.362	0.213	0.336	0.420	0.209	0.437	0.447	0.577	0.000	0.447	0.441
Variance	0.000	0.333	0.286	0.238	0.257	0.254	0.246	0.207	0.215	0.178	0.133	0.186	0.227	0.168	0.104	0.131	0.045	0.113	0.176	0.043	0.191	0.200	0.333	0.000	0.200	0.194
Confidence Interval (@ 0.9)	N/A	0.548	0.332	0.303	0.141	0.131	0.111	0.094	0.105	0.099	0.083	0.109	0.117	0.116	0.090	0.115	0.075	0.098	0.122	0.072	0.174	0.329	0.548	N/A	0.329	0.028
Lower Bound	N/A	0.202	0.293	0.447	0.387	0.332	0.307	0.203	0.210	0.141	0.087	0.146	0.231	0.113	0.049	0.064	0.012	0.054	0.120	0.012	0.103	0.004	-0.048	N/A	0.004	0.237
Upper Bound	N/A	1.298	0.957	1.053	0.669	0.594	0.529	0.391	0.420	0.339	0.253	0.365	0.465	0.344	0.229	0.293	0.162	0.249	0.365	0.155	0.452	0.662	1.048	N/A	0.662	0.292
Lower Bound (Matches)	N/A	1	2	3	14	13	17	13	11	7	5	6	10	4	2	2	0	2	4	0	2	0	0	N/A	0	164
Upper Bound (Matches)	N/A	4	7	7	23	24	29	25	22	17	13	15	21	12	8	8	4	8	12	4	8	3	3	N/A	3	202
Expanded Match Count	1	4	3	4	9	11	17	17	12	13	10	14	17	15	7	7	3	3	2	1	3	1	4	2	1	1

Site 102 I 8 WB - At MP 81

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	46	29	39	67	109	163	213	232	284	272	223	264	222	207	185	193	140	131	123	97	62	58	49	37	27	42
Sample Count	30	34	46	69	114	158	184	203	291	291	112	253	210	170	130	106	42	5	106	59	64	60	36	35	50	2,858
Count of Unmatched	23	15	22	34	60	80	91	117	154	128	63	128	98	103	79	67	24	1	46	25	26	29	16	18	21	1,468
Count of Matched	7	19	24	35	54	78	93	86	137	163	49	125	112	67	51	39	18	4	60	34	38	31	20	17	29	1,390
Mean of Matched Plate Count	0.258	0.571	0.532	0.514	0.478	0.497	0.508	0.426	0.473	0.562	0.442	0.496	0.536	0.398	0.397	0.374	0.442	0.833	0.570	0.583	0.600	0.525	0.568	0.500	0.588	0.487
Standard Deviation	0.430	0.504	0.505	0.504	0.502	0.502	0.501	0.495	0.500	0.497	0.498	0.501	0.500	0.490	0.490	0.485	0.501	0.447	0.498	0.498	0.495	0.504	0.504	0.507	0.499	0.500
Variance	0.185	0.254	0.255	0.254	0.252	0.252	0.251	0.245	0.250	0.247	0.248	0.251	0.250	0.240	0.240	0.235	0.251	0.200	0.248	0.248	0.245	0.254	0.254	0.257	0.249	0.250
Confidence Interval (@ 0.9)	0.129	0.142	0.122	0.100	0.077	0.066	0.061	0.057	0.048	0.048	0.077	0.052	0.057	0.062	0.071	0.077	0.127	0.329	0.080	0.107	0.102	0.107	0.138	0.141	0.116	0.015
Lower Bound	0.129	0.429	0.409	0.415	0.401	0.431	0.447	0.369	0.424	0.514	0.365	0.444	0.479	0.336	0.326	0.296	0.315	0.504	0.491	0.477	0.498	0.418	0.429	0.359	0.472	0.471
Upper Bound	0.387	0.714	0.654	0.614	0.556	0.562	0.569	0.484	0.521	0.610	0.520	0.548	0.592	0.459	0.468	0.451	0.569	1.162	0.650	0.690	0.702	0.632	0.706	0.641	0.704	0.502
Lower Bound (Matches)	4	15	19	29	46	68	82	75	123	149	41	112	101	57	42	31	13	3	52	28	32	25	15	13	24	1,347
Upper Bound (Matches)	12	24	30	42	63	89	105	98	152	177	58	139	124	78	61	48	24	6	69	41	45	38	25	22	35	1,434
Expanded Match Count	12	17	21	34	52	81	108	99	134	153	99	131	119	82	73	72	62	109	70	57	37	30	28	19	16	20

Site 104 I 8 EB - At MP 81

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	41	37	42	54	69	103	151	156	189	214	212	234	266	268	248	192	181	138	122	89	82	49	53	45	39	47	3,321
Sample Count	25	35	44	50	61	75	135	149	188	222	177	239	264	273	227	159	192	150	137	87	88	44	46	49	38	55	3,209
Count of Unmatched	10	13	20	29	41	27	55	59	69	94	70	99	145	161	126	90	122	82	70	43	51	22	21	24	17	39	1,599
Count of Matched	15	22	24	21	20	48	80	90	119	128	107	140	119	112	101	69	70	68	67	44	37	22	25	25	21	16	1,610
Mean of Matched Plate Count	0.615	0.639	0.556	0.431	0.339	0.645	0.596	0.607	0.635	0.578	0.607	0.588	0.453	0.412	0.447	0.438	0.368	0.457	0.493	0.511	0.427	0.511	0.553	0.520	0.564	0.304	0.502
Standard Deviation	0.500	0.490	0.504	0.499	0.473	0.483	0.493	0.491	0.483	0.495	0.490	0.494	0.499	0.493	0.498	0.497	0.483	0.499	0.502	0.503	0.496	0.506	0.504	0.505	0.504	0.458	0.500
Variance	0.250	0.240	0.254	0.249	0.224	0.234	0.243	0.241	0.234	0.245	0.240	0.244	0.249	0.243	0.248	0.247	0.233	0.249	0.252	0.253	0.246	0.256	0.254	0.255	0.254	0.210	0.250
Confidence Interval (@ 0.9)	0.164	0.136	0.125	0.116	0.100	0.092	0.070	0.066	0.058	0.055	0.061	0.053	0.050	0.049	0.054	0.065	0.057	0.067	0.071	0.089	0.087	0.125	0.122	0.119	0.134	0.102	0.015
Lower Bound	0.451	0.503	0.431	0.315	0.239	0.553	0.526	0.541	0.577	0.524	0.546	0.535	0.402	0.363	0.393	0.373	0.311	0.390	0.422	0.423	0.340	0.386	0.431	0.401	0.430	0.202	0.487
Upper Bound	0.780	0.775	0.680	0.547	0.438	0.737	0.665	0.673	0.693	0.633	0.667	0.640	0.503	0.461	0.502	0.502	0.425	0.524	0.563	0.600	0.514	0.637	0.675	0.639	0.699	0.405	0.516
Lower Bound (Matches)	11	18	19	16	15	41	71	81	108	116	97	128	106	99	89	59	60	58	58	37	30	17	20	20	16	11	1,564
Upper Bound (Matches)	19	27	30	27	27	55	90	100	130	141	118	153	133	126	114	80	82	79	77	52	45	28	31	31	27	22	1,657
Expanded Match Count	25	24	23	23	23	66	90	95	120	124	129	137	120	111	111	84	67	63	60	46	35	25	29	23	22	14	1,667

Site 112 I 10 WB - At MP 70

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	172	142	149	191	273	347	373	473	587	635	592	566	568	557	531	477	419	458	468	356	334	274	231	169	165	128	9,635
Sample Count	81	52	81	117	198	185	282	347	484	430	473	541	463	500	431	183	323	408	354	289	261	182	201	129	119	99	7,213
Count of Unmatched	69	47	58	85	150	164	224	292	436	374	362	403	319	376	303	138	203	262	210	174	163	121	104	69	64	58	5,228
Count of Matched	12	5	23	32	48	21	58	55	48	56	111	138	144	124	128	45	120	146	144	115	98	61	97	60	55	41	1,985
Mean of Matched Plate Count	0.159	0.113	0.293	0.280	0.246	0.118	0.208	0.161	0.101	0.132	0.236	0.256	0.313	0.250	0.299	0.250	0.373	0.359	0.408	0.400	0.378	0.339	0.485	0.469	0.467	0.420	0.275
Standard Deviation	0.357	0.298	0.454	0.448	0.430	0.318	0.405	0.366	0.299	0.337	0.424	0.436	0.463	0.432	0.457	0.432	0.484	0.480	0.492	0.490	0.485	0.473	0.501	0.501	0.501	0.495	0.447
Variance	0.128	0.089	0.206	0.200	0.185	0.101	0.164	0.134	0.090	0.114	0.180	0.190	0.215	0.187	0.209	0.186	0.234	0.230	0.242	0.240	0.235	0.224	0.251	0.251	0.251	0.245	0.199
Confidence Interval (@ 0.9)	0.065	0.068	0.083	0.068	0.050	0.038	0.040	0.032	0.022	0.027	0.032	0.031	0.035	0.032	0.036	0.053	0.044	0.039	0.043	0.047	0.049	0.058	0.058	0.073	0.075	0.082	0.009
Lower Bound	0.093	0.045	0.210	0.212	0.196	0.080	0.169	0.129	0.079	0.106	0.204	0.226	0.277	0.218	0.262	0.197	0.329	0.320	0.365	0.353	0.328	0.281	0.427	0.397	0.391	0.338	0.267
Upper Bound	0.224	0.181	0.376	0.348	0.296	0.157	0.248	0.193	0.123	0.159	0.268	0.287	0.348	0.281	0.335	0.303	0.418	0.398	0.451	0.447	0.427	0.397	0.543	0.542	0.542	0.502	0.284
Lower Bound (Matches)	8	2	17	25	39	15	48	45	38	45	97	122	128	109	113	36	106	131	129	102	86	51	86	51	47	33	1,923
Upper Bound (Matches)	18	9	30	41	59	29	70	67	60	68	127	155	161	141	144	55	135	163	160	129	112	72	109	70	65	50	2,048
Expanded Match Count	27	16	44	53	67	41	78	76	59	84	140	145	178	139	159	119	156	165	191	142	126	93	112	79	77	54	2,652

Site 114 I 10 EB - At MP 70

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	266	264	228	235	258	283	341	420	426	450	427	476	517	544	521	496	490	442	347	320	314	293	314	257	244	255	9,428
Sample Count	186	248	194	185	188	173	177	169	187	199	344	427	423	493	496	385	406	360	313	279	298	268	291	267	220	230	7,406
Count of Unmatched	104	142	115	113	102	93	106	110	131	155	242	302	335	391	402	305	324	270	236	199	215	187	226	200	189	219	5,413
Count of Matched	82	106	79	72	86	80	71	59	56	44	102	125	88	102	94	80	82	90	77	80	83	81	65	67	31	11	1,993
Mean of Matched Plate Count	0.444	0.430	0.410	0.392	0.460	0.466	0.404	0.353	0.303	0.225	0.299	0.294	0.210	0.209	0.191	0.210	0.204	0.252	0.248	0.289	0.281	0.305	0.226	0.254	0.145	0.052	0.269
Standard Deviation	0.498	0.496	0.493	0.489	0.500	0.500	0.492	0.478	0.459	0.416	0.457	0.456	0.406	0.405	0.392	0.406	0.402	0.434	0.431	0.453	0.449	0.460	0.417	0.434	0.349	0.214	0.444
Variance	0.248	0.246	0.243	0.239	0.250	0.250	0.242	0.229	0.211	0.173	0.209	0.208	0.165	0.164	0.154	0.165	0.162	0.188	0.186	0.205	0.202	0.212	0.174	0.189	0.122	0.046	0.197
Confidence Interval (@ 0.9)	0.060	0.052	0.058	0.059	0.060	0.063	0.061	0.060	0.055	0.049	0.041	0.036	0.033	0.030	0.029	0.034	0.033	0.038	0.040	0.045	0.043	0.046	0.040	0.044	0.039	0.023	0.008
Lower Bound	0.384	0.378	0.352	0.333	0.400	0.403	0.344	0.292	0.248	0.176	0.258	0.258	0.177	0.178	0.162	0.176	0.171	0.214	0.208	0.245	0.238	0.259	0.186	0.210	0.106	0.029	0.261
Upper Bound	0.504	0.481	0.468	0.452	0.520	0.528	0.465	0.413	0.358	0.274	0.339	0.331	0.242	0.239	0.220	0.244	0.237	0.290	0.289	0.334	0.324	0.351	0.266	0.297	0.183	0.075	0.278
Lower Bound (Matches)	71	94	68	62	75	70	61	49	46	35	89	110	75	88	80	68	69	77	65	68	71	69	54	56	23	7	1,931
Upper Bound (Matches)	94	119	91	84	98	91	82	70	67	54	117	141	103	118	109	94	96	104	90	93	96	94	77	79	40	17	2,057
Expanded Match Count	118	113	94	92	119	132	138	148	129	101	127	140	109	113	100	104	100	111	86	93	88	89	71	65	35	13	2,538

Site 122 US 60 WB - At MP 72

Hour	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	2	2	5	10	14	34	31	33	39	44	40	56	62	38	41	32	23	20	12	7	6	2	3	3	3
Sample Count	2	5	8	17	18	33	36	43	64	37	37	13	16	16	29	5	7	7	2	1	2	2	1	3	404
Count of Unmatched	0	3	6	4	12	24	23	27	36	22	26	10	13	12	19	1	4	3	1	1	0	1	1	2	251
Count of Matched	2	2	2	13	6	9	13	16	28	15	11	3	3	4	10	4	3	4	1	0	2	1	0	1	153
Mean of Matched Plate Count	1.000	0.500	0.333	0.778	0.368	0.294	0.378	0.386	0.446	0.421	0.316	0.286	0.235	0.294	0.367	0.833	0.500	0.625	0.667	0.500	1.000	0.667	0.500	0.500	0.380
Standard Deviation	0.000	0.548	0.463	0.437	0.485	0.452	0.487	0.489	0.500	0.498	0.463	0.439	0.403	0.447	0.484	0.447	0.535	0.535	0.707	N/A	0.000	0.707	N/A	0.577	0.486
Variance	0.000	0.300	0.214	0.191	0.235	0.205	0.237	0.239	0.250	0.248	0.215	0.192	0.163	0.200	0.234	0.200	0.286	0.286	0.500	N/A	0.000	0.500	N/A	0.333	0.236
Confidence Interval (@ 0.9)	N/A	0.403	0.269	0.174	0.188	0.129	0.134	0.123	0.103	0.135	0.125	0.200	0.166	0.184	0.148	0.329	0.332	0.332	0.822	N/A	N/A	0.822	N/A	0.548	0.040
Lower Bound	N/A	0.097	0.064	0.603	0.180	0.165	0.245	0.264	0.343	0.286	0.190	0.086	0.070	0.110	0.219	0.504	0.168	0.293	-0.156	N/A	N/A	-0.156	N/A	-0.048	0.341
Upper Bound	N/A	0.903	0.603	0.952	0.556	0.424	0.512	0.509	0.549	0.556	0.441	0.486	0.401	0.478	0.514	1.162	0.832	0.957	1.489	N/A	N/A	1.489	N/A	1.048	0.420
Lower Bound (Matches)	N/A	0	1	10	3	5	9	11	22	11	7	1	1	2	6	3	1	2	0	N/A	N/A	0	N/A	0	138
Upper Bound (Matches)	N/A	5	5	16	10	14	18	22	35	21	16	6	6	8	15	6	6	7	3	N/A	N/A	3	N/A	3	170
Expanded Match Count	2	1	2	8	5	10	12	13	17	19	13	16	15	11	15	27	12	13	8	4	6	1	2	2	1

Site 124 US 60 EB - At MP 72

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-19	01-20	01-21	01-22	01-23	02-00	02-03	Grand Total
Ground Count (Population)	2	3	5	10	21	22	33	39	54	70	38	46	40	51	39	35	28	17	7	7	3	1	3	2
Sample Count	1	1	3	8	13	18	7	15	32	41	37	55	52	17	27	18	3	13	8	8	2	3	2	384
Count of Unmatched	0	0	2	2	9	13	6	10	25	29	18	31	31	11	17	12	2	6	6	2	1	2	2	237
Count of Matched	1	1	1	6	4	5	1	5	7	12	19	24	21	6	10	6	1	7	2	6	1	1	0	147
Mean of Matched Plate Count	1.000	1.000	0.500	0.778	0.357	0.316	0.250	0.375	0.242	0.310	0.526	0.446	0.415	0.389	0.393	0.368	0.500	0.571	0.333	0.778	0.667	0.500	0.333	0.384
Standard Deviation	N/A	N/A	0.577	0.463	0.480	0.461	0.378	0.488	0.420	0.461	0.507	0.501	0.495	0.493	0.492	0.485	0.577	0.519	0.463	0.463	0.707	0.577	0.000	0.487
Variance	N/A	N/A	0.333	0.214	0.231	0.212	0.143	0.238	0.176	0.212	0.257	0.251	0.245	0.243	0.242	0.235	0.333	0.269	0.214	0.214	0.500	0.333	0.000	0.237
Confidence Interval (@ 0.9)	N/A	N/A	0.548	0.269	0.219	0.179	0.235	0.207	0.122	0.118	0.137	0.111	0.113	0.197	0.156	0.188	0.548	0.237	0.269	0.269	0.822	0.548	N/A	0.041
Lower Bound	N/A	N/A	-0.048	0.509	0.138	0.137	0.015	0.168	0.120	0.191	0.389	0.335	0.302	0.192	0.237	0.180	-0.048	0.335	0.064	0.509	-0.156	-0.048	N/A	0.344
Upper Bound	N/A	N/A	1.048	1.047	0.576	0.494	0.485	0.582	0.365	0.428	0.663	0.557	0.528	0.585	0.549	0.556	1.048	0.808	0.603	1.047	1.489	1.048	N/A	0.425
Lower Bound (Matches)	N/A	N/A	0	4	2	2	0	3	4	8	14	18	16	3	6	3	0	4	1	4	0	0	N/A	132
Upper Bound (Matches)	N/A	N/A	3	8	7	9	3	9	12	18	25	31	27	10	15	10	3	11	5	8	3	3	N/A	163
Expanded Match Count	2	3	3	8	8	7	8	15	13	22	20	21	17	20	15	13	14	10	2	5	2	1	1	1

Site 131 US 93 SB - At MP 177

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	24	26	26	30	52	78	91	133	172	227	215	246	273	244	209	170	164	95	85	54	58	35	26	22	27	21	2,803
Sample Count	17	17	16	28	29	46	45	63	157	132	132	78	230	188	197	124	117	76	77	51	49	30	24	24	7	8	1,962
Count of Unmatched	10	15	16	21	19	29	27	44	109	100	110	64	177	130	122	95	74	50	38	25	19	17	10	14	4	4	1,343
Count of Matched	7	2	0	7	10	17	18	19	48	32	22	14	53	58	75	29	43	26	39	26	30	13	14	10	3	4	619
Mean of Matched Plate Count	0.444	0.167	0.059	0.276	0.367	0.383	0.413	0.313	0.310	0.248	0.173	0.190	0.234	0.312	0.384	0.240	0.373	0.351	0.513	0.519	0.620	0.452	0.600	0.440	0.500	0.556	0.316
Standard Deviation	0.507	0.332	0.000	0.441	0.484	0.488	0.495	0.463	0.462	0.430	0.374	0.386	0.422	0.463	0.487	0.425	0.484	0.478	0.503	0.505	0.492	0.504	0.504	0.504	0.535	0.535	0.465
Variance	0.257	0.110	0.000	0.194	0.234	0.238	0.245	0.214	0.214	0.185	0.140	0.149	0.178	0.214	0.237	0.181	0.234	0.228	0.253	0.255	0.242	0.254	0.254	0.254	0.286	0.286	0.216
Confidence Interval (@ 0.9)	0.202	0.132	N/A	0.137	0.148	0.118	0.121	0.096	0.061	0.062	0.054	0.072	0.046	0.056	0.057	0.063	0.074	0.090	0.094	0.116	0.116	0.151	0.169	0.169	0.332	0.311	0.017
Lower Bound	0.242	0.034	N/A	0.139	0.219	0.265	0.292	0.217	0.249	0.187	0.119	0.118	0.188	0.257	0.327	0.177	0.299	0.261	0.418	0.403	0.504	0.300	0.431	0.271	0.168	0.245	0.299
Upper Bound	0.647	0.299	N/A	0.413	0.514	0.501	0.535	0.408	0.371	0.310	0.226	0.262	0.280	0.368	0.441	0.303	0.447	0.441	0.607	0.636	0.736	0.603	0.769	0.609	0.832	0.866	0.333
Lower Bound (Matches)	4	1	N/A	4	6	12	13	14	39	25	16	9	43	48	64	22	35	20	32	21	25	9	10	7	1	2	586
Upper Bound (Matches)	11	5	N/A	12	15	23	24	26	58	41	30	20	64	69	87	38	52	33	47	32	36	18	18	15	6	7	654
Expanded Match Count	11	4	2	8	19	30	38	42	53	56	37	47	64	76	80	41	61	33	44	28	36	16	16	10	14	12	885

Site 133 US 93 NB - At MP 177

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	41	24	50	88	107	108	152	171	204	199	184	134	184	158	126	95	87	89	81	58	42	38	31	28	28	31	2,538
Sample Count	33	19	43	78	83	58	34	123	175	184	173	137	177	116	109	78	54	65	69	50	32	27	18	17	19	26	1,997
Count of Unmatched	25	12	25	42	59	45	28	101	146	149	128	93	122	88	85	52	37	44	57	30	23	17	7	8	10	15	1,448
Count of Matched	8	7	18	36	24	13	6	22	29	35	45	44	55	28	24	26	17	21	12	20	9	10	11	9	9	11	549
Mean of Matched Plate Count	0.265	0.400	0.432	0.468	0.298	0.237	0.200	0.185	0.170	0.195	0.264	0.326	0.315	0.248	0.227	0.342	0.327	0.333	0.186	0.412	0.303	0.393	0.632	0.556	0.500	0.444	0.275
Standard Deviation	0.435	0.496	0.499	0.502	0.456	0.421	0.387	0.385	0.373	0.394	0.440	0.469	0.464	0.430	0.416	0.474	0.469	0.471	0.382	0.495	0.457	0.492	0.502	0.514	0.513	0.504	0.447
Variance	0.189	0.246	0.249	0.252	0.208	0.177	0.150	0.148	0.139	0.155	0.194	0.220	0.215	0.185	0.173	0.225	0.220	0.222	0.146	0.245	0.209	0.242	0.252	0.265	0.263	0.254	0.199
Confidence Interval (@ 0.9)	0.125	0.187	0.125	0.093	0.082	0.091	0.109	0.057	0.046	0.048	0.055	0.066	0.057	0.066	0.066	0.088	0.105	0.096	0.076	0.115	0.133	0.156	0.194	0.205	0.194	0.163	0.016
Lower Bound	0.140	0.213	0.307	0.375	0.215	0.146	0.091	0.128	0.124	0.147	0.209	0.260	0.257	0.182	0.162	0.253	0.222	0.237	0.110	0.297	0.170	0.237	0.437	0.350	0.306	0.282	0.259
Upper Bound	0.389	0.587	0.557	0.562	0.380	0.328	0.309	0.243	0.217	0.242	0.319	0.392	0.372	0.313	0.293	0.430	0.432	0.429	0.261	0.527	0.436	0.549	0.826	0.761	0.694	0.607	0.292
Lower Bound (Matches)	5	4	13	29	18	8	3	16	22	27	36	36	46	21	18	20	12	15	8	15	5	6	8	6	6	7	517
Upper Bound (Matches)	13	11	24	44	32	19	11	30	38	45	55	54	66	36	32	34	23	28	18	26	14	15	15	13	13	16	583
Expanded Match Count	11	10	22	41	32	26	30	32	35	39	49	44	58	39	29	32	28	30	15	24	13	15	20	16	14	14	699

Site 141 SR 89 SB - At MP 270

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-02	02-03	Grand Total
Ground Count (Population)	2	5	16	32	39	74	68	83	76	70	86	64	86	63	61	56	39	25	15	5	9	1	0	0	1	11
Sample Count	2	5	10	28	38	56	54	86	74	69	80	63	64	56	59	52	27	27	14	4	8	2	3	2	4	887
Count of Unmatched	0	0	3	9	13	31	28	36	26	33	45	33	44	40	29	36	18	9	3	4	6	2	0	1	2	451
Count of Matched	2	5	7	19	25	25	26	50	48	36	35	30	20	16	30	16	9	18	11	0	2	0	3	1	2	436
Mean of Matched Plate Count	1.000	1.000	0.727	0.690	0.667	0.456	0.491	0.586	0.653	0.529	0.444	0.484	0.323	0.298	0.517	0.321	0.357	0.679	0.800	0.200	0.333	0.333	1.000	0.667	0.600	0.492
Standard Deviation	0.000	0.000	0.483	0.476	0.481	0.502	0.504	0.496	0.481	0.503	0.499	0.503	0.467	0.456	0.504	0.466	0.480	0.480	0.426	0.000	0.463	0.000	0.000	0.707	0.577	0.500
Variance	0.000	0.000	0.233	0.226	0.231	0.252	0.254	0.246	0.231	0.253	0.249	0.253	0.218	0.208	0.254	0.217	0.231	0.231	0.181	0.000	0.214	0.000	0.000	0.500	0.333	0.250
Confidence Interval (@ 0.9)	N/A	N/A	0.251	0.148	0.128	0.110	0.113	0.088	0.092	0.100	0.092	0.104	0.096	0.100	0.108	0.106	0.152	0.152	0.187	N/A	0.269	N/A	N/A	0.822	0.475	0.028
Lower Bound	N/A	N/A	0.476	0.542	0.538	0.346	0.378	0.498	0.561	0.429	0.353	0.380	0.227	0.198	0.409	0.214	0.205	0.527	0.613	N/A	0.064	N/A	N/A	-0.156	0.125	0.464
Upper Bound	N/A	N/A	0.979	0.837	0.795	0.566	0.604	0.674	0.745	0.628	0.536	0.589	0.419	0.398	0.625	0.427	0.509	0.831	0.987	N/A	0.603	N/A	N/A	1.489	1.075	0.520
Lower Bound (Matches)	N/A	N/A	5	15	20	19	20	43	42	30	28	24	15	11	24	11	6	14	9	N/A	1	N/A	N/A	0	1	412
Upper Bound (Matches)	N/A	N/A	10	23	30	32	33	58	55	43	43	37	27	22	37	22	14	22	14	N/A	5	N/A	N/A	3	4	461
Expanded Match Count	2	5	12	22	26	34	33	49	50	37	38	31	28	19	32	18	14	17	12	1	3	0	0	0	1	5

Site 143 SR 89 NB - At MP 270

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-03	Grand Total
Ground Count (Population)	2	2	3	9	37	44	65	63	62	68	81	73	89	71	70	57	40	34	26	22	10	8	3	1	0	3
Sample Count	1	2	3	9	36	22	33	57	60	68	79	71	70	65	60	42	30	33	24	22	10	7	3	2	4	813
Count of Unmatched	1	0	2	6	23	19	20	42	30	36	36	31	29	19	33	26	12	17	7	12	3	0	3	1	3	411
Count of Matched	0	2	1	3	13	3	13	15	30	32	43	40	41	46	27	16	18	16	17	10	7	7	0	1	1	402
Mean of Matched Plate Count	0.500	1.000	0.500	0.400	0.378	0.174	0.412	0.276	0.508	0.478	0.550	0.569	0.592	0.712	0.459	0.395	0.613	0.500	0.720	0.478	0.727	1.000	0.250	0.667	0.400	0.495
Standard Deviation	N/A	0.000	0.577	0.500	0.487	0.351	0.496	0.444	0.504	0.503	0.501	0.499	0.496	0.458	0.502	0.492	0.498	0.508	0.464	0.510	0.483	0.000	0.000	0.707	0.500	0.500
Variance	N/A	0.000	0.333	0.250	0.237	0.123	0.246	0.197	0.254	0.253	0.251	0.249	0.246	0.210	0.252	0.242	0.248	0.258	0.216	0.260	0.233	0.000	0.000	0.500	0.250	0.250
Confidence Interval (@ 0.9)	N/A	N/A	0.548	0.274	0.134	0.123	0.142	0.097	0.107	0.100	0.093	0.098	0.098	0.094	0.107	0.125	0.150	0.145	0.156	0.179	0.251	N/A	N/A	0.822	0.411	0.029
Lower Bound	N/A	N/A	-0.048	0.126	0.245	0.051	0.270	0.179	0.401	0.378	0.457	0.472	0.494	0.619	0.352	0.271	0.463	0.355	0.564	0.300	0.476	N/A	N/A	-0.156	-0.011	0.466
Upper Bound	N/A	N/A	1.048	0.674	0.512	0.297	0.554	0.373	0.615	0.579	0.643	0.667	0.689	0.806	0.566	0.520	0.763	0.645	0.876	0.657	0.979	N/A	N/A	1.489	0.811	0.524
Lower Bound (Matches)	N/A	N/A	0	1	9	1	9	10	24	26	36	34	35	40	21	11	14	12	14	7	5	N/A	N/A	0	0	379
Upper Bound (Matches)	N/A	N/A	3	6	18	7	18	21	37	39	51	47	48	52	34	22	23	21	21	14	10	N/A	N/A	3	3	426
Expanded Match Count	1	2	2	4	14	8	27	17	32	33	45	42	53	51	32	23	25	17	19	11	7	8	1	1	0	1

Site 151 SR 85 SB - At MP 134

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	32	33	50	69	106	124	139	151	174	191	207	214	235	315	286	265	192	128	104	88	61	55	43	37	25	26	3,350
Sample Count	31	33	61	166	204	270	280	238	263	230	249	198	197	113	115	166	137	142	100	52	65	42	26	32	27	27	3,464
Count of Unmatched	9	12	31	110	136	171	195	144	145	155	146	123	121	76	79	107	88	95	34	20	26	22	14	13	12	13	2,097
Count of Matched	22	21	30	56	68	99	85	94	118	75	103	75	76	37	36	59	49	47	66	32	39	20	12	19	15	14	1,367
Mean of Matched Plate Count	0.719	0.647	0.500	0.341	0.337	0.369	0.306	0.397	0.451	0.329	0.416	0.382	0.389	0.333	0.319	0.359	0.362	0.336	0.663	0.623	0.606	0.488	0.481	0.606	0.571	0.536	0.395
Standard Deviation	0.461	0.489	0.504	0.474	0.473	0.483	0.461	0.490	0.498	0.470	0.493	0.486	0.488	0.471	0.466	0.480	0.481	0.472	0.476	0.491	0.494	0.505	0.508	0.499	0.506	0.509	0.489
Variance	0.213	0.239	0.254	0.225	0.223	0.233	0.212	0.240	0.248	0.221	0.244	0.237	0.238	0.222	0.217	0.230	0.231	0.223	0.227	0.241	0.244	0.256	0.258	0.249	0.256	0.259	0.239
Confidence Interval (@ 0.9)	0.136	0.140	0.106	0.061	0.054	0.048	0.045	0.052	0.051	0.051	0.051	0.057	0.057	0.073	0.071	0.061	0.068	0.065	0.078	0.112	0.101	0.128	0.164	0.145	0.160	0.161	0.014
Lower Bound	0.582	0.507	0.394	0.281	0.282	0.321	0.261	0.345	0.400	0.278	0.365	0.325	0.332	0.260	0.248	0.298	0.295	0.270	0.585	0.511	0.505	0.360	0.317	0.461	0.411	0.375	0.381
Upper Bound	0.855	0.787	0.606	0.402	0.391	0.417	0.351	0.450	0.501	0.380	0.467	0.439	0.446	0.406	0.390	0.421	0.430	0.401	0.742	0.735	0.707	0.617	0.645	0.751	0.732	0.697	0.408
Lower Bound (Matches)	18	17	24	47	58	87	73	82	105	64	91	64	65	29	28	49	40	38	59	27	33	15	8	15	11	10	1,320
Upper Bound (Matches)	27	26	37	67	80	113	98	107	132	87	116	87	88	46	45	70	59	57	74	38	46	26	17	24	20	19	1,415
Expanded Match Count	23	21	25	24	36	46	43	60	78	63	86	82	91	105	91	95	70	43	69	55	37	27	21	22	14	14	1,323

Site 153 SR 85 NB - At MP 134

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	35	31	62	152	211	261	248	224	247	211	226	207	213	205	217	203	148	142	111	62	65	42	36	26	26	48	3,659
Sample Count	42	41	69	81	105	112	134	165	192	183	212	212	224	184	177	206	118	77	78	68	40	44	31	40	24	36	2,895
Count of Unmatched	32	22	44	47	68	71	64	90	86	76	85	95	97	127	124	118	83	44	44	28	20	24	12	22	10	23	1,556
Count of Matched	10	19	25	34	37	41	70	75	106	107	127	117	127	57	53	88	35	33	34	40	20	20	19	18	14	13	1,339
Mean of Matched Plate Count	0.256	0.476	0.371	0.427	0.358	0.372	0.526	0.458	0.554	0.587	0.601	0.554	0.569	0.314	0.303	0.430	0.303	0.436	0.443	0.594	0.512	0.467	0.625	0.463	0.600	0.378	0.463
Standard Deviation	0.431	0.505	0.484	0.497	0.480	0.484	0.501	0.499	0.499	0.494	0.491	0.498	0.497	0.464	0.459	0.496	0.459	0.498	0.499	0.496	0.506	0.504	0.495	0.504	0.504	0.487	0.499
Variance	0.186	0.255	0.234	0.247	0.230	0.234	0.251	0.249	0.249	0.244	0.241	0.248	0.247	0.215	0.211	0.246	0.210	0.248	0.249	0.246	0.256	0.254	0.245	0.254	0.254	0.237	0.249
Confidence Interval (@ 0.9)	0.109	0.130	0.096	0.091	0.077	0.075	0.071	0.064	0.059	0.060	0.055	0.056	0.055	0.056	0.057	0.057	0.069	0.093	0.093	0.099	0.132	0.125	0.146	0.131	0.169	0.134	0.015
Lower Bound	0.146	0.347	0.276	0.336	0.281	0.296	0.455	0.394	0.495	0.527	0.545	0.498	0.514	0.257	0.247	0.373	0.233	0.343	0.350	0.495	0.381	0.342	0.479	0.332	0.431	0.245	0.447
Upper Bound	0.365	0.606	0.467	0.518	0.436	0.447	0.597	0.522	0.614	0.647	0.656	0.610	0.623	0.370	0.360	0.487	0.372	0.529	0.536	0.693	0.644	0.592	0.771	0.594	0.769	0.512	0.478
Lower Bound (Matches)	6	14	19	27	30	33	61	65	95	96	116	106	115	47	44	77	28	26	27	34	15	15	15	13	10	9	1,295
Upper Bound (Matches)	15	25	32	42	46	50	80	86	118	118	139	129	140	68	64	100	44	41	42	47	26	26	24	24	18	18	1,384
Expanded Match Count	9	15	23	65	76	97	130	103	137	124	136	115	121	64	66	87	45	62	49	37	33	20	23	12	16	18	1,693

Site 162 US 60 WB - At S 101

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	135	132	208	676	1,139	1,563	1,659	1,174	1,165	1,292	1,346	1,501	1,649	1,875	1,946	1,874	1,847	1,241	967	978	680	432	268	151	137	140	26,175
Sample Count	42	82	149	543	702	807	426	586	705	935	665	563	413	342	1,181	1,328	276	111	567	551	405	265	169	95	97	93	12,098
Count of Unmatched	25	53	97	387	471	586	364	406	497	609	480	387	295	187	567	694	171	71	252	323	186	114	79	30	43	31	7,405
Count of Matched	17	29	52	156	231	221	62	180	208	326	185	176	118	155	614	634	105	40	315	228	219	151	90	65	54	62	4,693
Mean of Matched Plate Count	0.419	0.361	0.353	0.289	0.330	0.275	0.148	0.308	0.296	0.349	0.279	0.314	0.287	0.455	0.520	0.478	0.383	0.366	0.556	0.415	0.542	0.571	0.535	0.688	0.561	0.670	0.388
Standard Deviation	0.497	0.481	0.478	0.453	0.470	0.446	0.353	0.462	0.456	0.477	0.448	0.464	0.452	0.499	0.500	0.500	0.486	0.482	0.497	0.493	0.499	0.496	0.500	0.467	0.499	0.474	0.487
Variance	0.247	0.231	0.229	0.205	0.221	0.199	0.125	0.213	0.208	0.227	0.201	0.215	0.205	0.249	0.250	0.250	0.237	0.233	0.247	0.243	0.249	0.246	0.250	0.218	0.249	0.225	0.237
Confidence Interval (@ 0.9)	0.126	0.087	0.064	0.032	0.029	0.026	0.028	0.031	0.028	0.026	0.029	0.032	0.037	0.044	0.024	0.023	0.048	0.075	0.034	0.035	0.041	0.050	0.063	0.079	0.083	0.081	0.007
Lower Bound	0.293	0.274	0.289	0.257	0.301	0.249	0.119	0.277	0.268	0.324	0.251	0.282	0.251	0.410	0.496	0.455	0.335	0.291	0.522	0.380	0.501	0.521	0.472	0.609	0.478	0.589	0.381
Upper Bound	0.545	0.449	0.418	0.321	0.359	0.301	0.176	0.340	0.324	0.375	0.308	0.346	0.324	0.499	0.544	0.500	0.431	0.441	0.591	0.449	0.583	0.622	0.599	0.766	0.645	0.751	0.395
Lower Bound (Matches)	12	22	43	139	211	201	51	162	189	303	167	159	104	140	586	605	92	32	296	210	203	138	80	58	46	55	4,605
Upper Bound (Matches)	23	37	62	174	252	243	75	199	229	351	205	195	134	171	643	664	119	49	335	248	236	165	101	73	63	70	4,782
Expanded Match Count	57	48	73	195	376	429	245	362	345	451	376	471	474	853	1,013	895	707	454	538	406	368	247	143	104	77	94	10,155

Site 164 US 60 EB - At S 101

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	131	205	657	1,531	1,941	1,744	1,618	1,574	1,548	1,588	1,506	1,503	1,577	1,676	1,684	1,828	1,393	897	699	605	403	277	156	113	121	241	27,216
Sample Count	74	248	843	1,689	1,892	1,718	1,624	1,474	1,510	1,336	1,476	1,449	1,534	1,589	1,663	1,694	1,077	589	585	548	357	246	139	102	135	266	25,857
Count of Unmatched	22	114	450	959	1,152	1,068	1,090	930	952	914	978	979	1,096	1,118	1,120	1,092	833	462	349	301	193	125	70	51	60	141	16,619
Count of Matched	52	134	393	730	740	650	534	544	558	422	498	470	438	471	543	602	244	127	236	247	164	121	69	51	75	125	9,238
Mean of Matched Plate Count	0.707	0.542	0.467	0.433	0.391	0.379	0.329	0.369	0.370	0.316	0.338	0.325	0.286	0.297	0.327	0.356	0.227	0.217	0.404	0.452	0.461	0.494	0.500	0.505	0.559	0.472	0.357
Standard Deviation	0.460	0.499	0.499	0.496	0.488	0.485	0.470	0.483	0.483	0.465	0.473	0.468	0.452	0.457	0.469	0.479	0.419	0.412	0.491	0.498	0.499	0.501	0.502	0.502	0.499	0.500	0.479
Variance	0.212	0.249	0.249	0.246	0.238	0.235	0.221	0.233	0.233	0.216	0.224	0.219	0.204	0.209	0.220	0.229	0.175	0.169	0.241	0.248	0.249	0.251	0.252	0.252	0.249	0.250	0.230
Confidence Interval (@ 0.9)	0.088	0.052	0.028	0.020	0.018	0.019	0.019	0.021	0.020	0.021	0.020	0.020	0.019	0.019	0.019	0.019	0.021	0.028	0.033	0.035	0.043	0.053	0.070	0.082	0.071	0.050	0.005
Lower Bound	0.619	0.490	0.439	0.413	0.373	0.359	0.310	0.349	0.350	0.295	0.318	0.305	0.267	0.278	0.308	0.337	0.206	0.189	0.371	0.417	0.417	0.441	0.430	0.423	0.488	0.421	0.352
Upper Bound	0.795	0.594	0.495	0.452	0.410	0.398	0.348	0.390	0.390	0.337	0.358	0.345	0.305	0.316	0.346	0.375	0.248	0.245	0.438	0.487	0.504	0.546	0.570	0.587	0.629	0.522	0.362
Lower Bound (Matches)	46	122	370	697	706	618	504	514	528	395	469	441	410	442	512	570	222	111	217	228	149	109	60	43	66	112	9,112
Upper Bound (Matches)	59	147	417	764	776	684	566	575	589	451	529	500	468	502	575	635	267	144	256	267	180	134	79	60	85	139	9,365
Expanded Match Count	93	111	307	662	760	660	533	582	573	502	509	488	451	498	551	650	317	195	283	273	186	137	78	57	68	114	9,724

Site 171 SR 101 Off Ramp SB - N. of U 060

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	28	38	97	296	603	887	607	447	360	424	494	513	621	721	632	703	548	391	318	292	174	113	69	37	26	38	9,477
Sample Count	25	37	86	280	558	709	152	113	150	233	354	286	390	707	619	642	217	142	114	73	96	107	53	37	31	24	6,235
Count of Unmatched	18	26	49	174	373	516	119	93	117	168	241	206	235	412	335	375	170	113	91	53	69	45	30	17	18	13	4,076
Count of Matched	7	11	37	106	185	193	33	20	33	65	113	80	155	295	284	267	47	29	23	20	27	62	23	20	13	11	2,159
Mean of Matched Plate Count	0.308	0.316	0.437	0.381	0.333	0.273	0.222	0.184	0.225	0.282	0.321	0.282	0.399	0.418	0.460	0.417	0.220	0.210	0.209	0.284	0.289	0.583	0.444	0.553	0.438	0.480	0.346
Standard Deviation	0.458	0.463	0.498	0.486	0.471	0.445	0.414	0.383	0.416	0.449	0.467	0.450	0.490	0.493	0.499	0.493	0.413	0.405	0.403	0.449	0.452	0.496	0.500	0.505	0.502	0.509	0.476
Variance	0.210	0.215	0.248	0.236	0.222	0.198	0.171	0.147	0.173	0.202	0.218	0.202	0.240	0.243	0.249	0.243	0.170	0.164	0.162	0.202	0.204	0.246	0.250	0.255	0.252	0.259	0.226
Confidence Interval (@ 0.9)	0.151	0.125	0.088	0.048	0.033	0.028	0.055	0.059	0.056	0.048	0.041	0.044	0.041	0.031	0.033	0.032	0.046	0.056	0.062	0.086	0.076	0.079	0.113	0.137	0.148	0.171	0.010
Lower Bound	0.157	0.190	0.348	0.333	0.300	0.246	0.167	0.125	0.169	0.234	0.280	0.238	0.358	0.388	0.427	0.385	0.174	0.154	0.147	0.197	0.213	0.504	0.331	0.416	0.289	0.309	0.336
Upper Bound	0.458	0.441	0.525	0.429	0.366	0.301	0.277	0.244	0.281	0.330	0.362	0.326	0.440	0.449	0.493	0.449	0.266	0.266	0.271	0.370	0.365	0.662	0.557	0.689	0.586	0.651	0.356
Lower Bound (Matches)	4	7	30	93	167	174	25	14	25	54	99	68	140	274	264	247	38	22	17	14	20	54	18	15	9	7	2,098
Upper Bound (Matches)	11	16	45	120	204	213	42	28	42	77	128	93	172	317	305	288	58	38	31	27	35	71	30	26	18	16	2,221
Expanded Match Count	9	12	42	113	201	242	135	82	81	120	159	145	248	301	291	293	121	82	66	83	50	66	31	20	11	18	3,283

Site 173 SR 101 On Ramp NB - N. of U 060

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	34	41	187	450	673	665	601	513	550	530	544	537	614	696	836	841	673	393	286	278	144	86	35	31	27	57	10,322
Sample Count	31	40	180	421	621	556	371	295	292	391	459	481	518	641	757	586	566	359	245	246	139	83	45	32	40	54	8,449
Count of Unmatched	21	16	56	141	270	287	252	183	183	270	227	256	279	354	422	368	382	241	146	151	85	49	27	20	17	21	4,724
Count of Matched	10	24	124	280	351	269	119	112	109	121	232	225	239	287	335	218	184	118	99	95	54	34	18	12	23	33	3,725
Mean of Matched Plate Count	0.344	0.610	0.691	0.666	0.566	0.485	0.323	0.382	0.375	0.311	0.507	0.469	0.462	0.449	0.443	0.373	0.326	0.331	0.407	0.389	0.393	0.417	0.413	0.394	0.585	0.618	0.441
Standard Deviation	0.475	0.496	0.464	0.473	0.496	0.500	0.467	0.486	0.485	0.463	0.501	0.499	0.499	0.498	0.497	0.484	0.469	0.470	0.492	0.488	0.489	0.495	0.495	0.492	0.501	0.492	0.497
Variance	0.226	0.246	0.216	0.223	0.246	0.250	0.218	0.236	0.235	0.214	0.251	0.249	0.249	0.248	0.247	0.234	0.220	0.221	0.242	0.238	0.239	0.245	0.245	0.242	0.251	0.242	0.247
Confidence Interval (@ 0.9)	0.140	0.129	0.057	0.038	0.033	0.035	0.040	0.047	0.047	0.039	0.038	0.037	0.036	0.032	0.030	0.033	0.032	0.041	0.052	0.051	0.068	0.089	0.121	0.143	0.130	0.110	0.009
Lower Bound	0.203	0.481	0.634	0.628	0.533	0.450	0.283	0.335	0.329	0.273	0.468	0.431	0.426	0.416	0.414	0.340	0.294	0.290	0.355	0.338	0.325	0.327	0.292	0.251	0.455	0.508	0.432
Upper Bound	0.484	0.739	0.748	0.704	0.599	0.520	0.362	0.428	0.422	0.350	0.545	0.506	0.498	0.481	0.473	0.406	0.359	0.371	0.458	0.440	0.461	0.506	0.535	0.537	0.716	0.728	0.450
Lower Bound (Matches)	6	19	114	264	331	250	105	99	96	107	215	208	221	267	313	199	166	104	87	83	45	27	13	8	18	27	3,650
Upper Bound (Matches)	15	30	135	296	372	289	134	126	123	137	250	244	258	308	358	238	203	133	112	108	64	42	24	17	29	39	3,801
Expanded Match Count	12	25	129	300	381	322	194	196	206	165	276	252	284	312	371	314	220	130	116	108	57	36	14	12	16	35	4,551

Site 183 SR 101 Off Ramp NB - S. Of U 060

Hour	01-02	01-03	01-04	01-05	01-06	01-07	01-08	01-09	01-10	01-11	01-12	01-13	01-14	01-15	01-16	01-17	01-18	01-19	01-20	01-21	01-22	01-23	02-00	02-01	02-02	02-03	Grand Total
Ground Count (Population)	56	83	135	493	667	851	665	555	569	589	616	678	782	817	718	670	678	500	442	389	260	209	113	71	77	77	11,760
Sample Count	57	71	128	449	613	769	629	491	512	537	540	612	674	742	650	632	505	365	417	371	241	187	107	93	69	72	10,533
Count of Unmatched	39	36	75	268	371	569	530	337	343	330	377	447	522	532	352	329	333	233	215	205	108	78	44	50	31	30	6,784
Count of Matched	18	35	53	181	242	200	99	154	169	207	163	165	152	210	298	303	172	132	202	166	133	109	63	43	38	42	3,749
Mean of Matched Plate Count	0.328	0.500	0.419	0.404	0.396	0.261	0.159	0.315	0.331	0.387	0.303	0.271	0.227	0.284	0.459	0.480	0.342	0.363	0.486	0.449	0.554	0.585	0.593	0.468	0.557	0.589	0.356
Standard Deviation	0.469	0.504	0.494	0.491	0.489	0.439	0.364	0.464	0.471	0.487	0.459	0.444	0.418	0.451	0.499	0.500	0.474	0.481	0.500	0.498	0.498	0.494	0.494	0.501	0.501	0.496	0.479
Variance	0.220	0.254	0.245	0.241	0.239	0.193	0.133	0.216	0.222	0.237	0.211	0.197	0.175	0.203	0.249	0.250	0.225	0.231	0.250	0.248	0.248	0.244	0.244	0.251	0.251	0.246	0.229
Confidence Interval (@ 0.9)	0.102	0.098	0.072	0.038	0.033	0.026	0.024	0.034	0.034	0.035	0.033	0.030	0.026	0.027	0.032	0.033	0.035	0.041	0.040	0.043	0.053	0.059	0.079	0.086	0.099	0.096	0.008
Lower Bound	0.225	0.402	0.347	0.366	0.363	0.235	0.135	0.281	0.297	0.352	0.271	0.241	0.200	0.257	0.427	0.448	0.307	0.322	0.445	0.406	0.501	0.526	0.514	0.383	0.458	0.493	0.348
Upper Bound	0.430	0.598	0.490	0.443	0.428	0.287	0.183	0.350	0.366	0.421	0.336	0.300	0.253	0.311	0.491	0.513	0.377	0.405	0.526	0.491	0.607	0.645	0.671	0.554	0.656	0.685	0.364
Lower Bound (Matches)	13	29	44	164	223	181	85	138	152	189	146	148	135	191	278	283	155	118	186	151	121	98	55	36	32	35	3,669
Upper Bound (Matches)	24	42	63	199	263	221	115	172	187	226	181	184	171	231	319	324	190	148	219	182	146	121	72	51	45	49	3,830
Expanded Match Count	18	42	57	199	264	222	106	175	189	228	187	184	177	232	330	322	232	182	215	175	144	122	67	33	43	45	4,186

Appendix F Sample Statistics by Period

MAG Model Periods **All Vehicles**

Site 011	I 17 SB - At MP 243				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	1,578	5,114	3,048	3,633	13,373
Sample Count	1,199	2,743	1,032	3,016	7,990
Count Unmatched	964	2,216	891	2,378	6,449
Count Matched	235	527	141	638	1,541
Mean of Matched Plate Count	0.197	0.192	0.137	0.212	0.193
Standard Deviation	0.397	0.394	0.344	0.408	0.395
Variance	0.158	0.155	0.118	0.167	0.156
Confidence Interval (@ 0.9)	0.019	0.012	0.018	0.012	0.007
Lower Bound	0.178	0.180	0.120	0.200	0.186
Upper Bound	0.216	0.205	0.155	0.224	0.200
Lower Bound (Matches)	213	494	124	602	1,484
Upper Bound (Matches)	258	562	160	676	1,600
Expanded Match Count	310	984	419	769	2,581

Site 013	I 17 NB - At MP 243				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	1,903	5,367	2,473	3,496	13,239
Sample Count	833	1,767	1,352	2,841	6,793
Count Unmatched	676	1,465	971	2,075	5,187
Count Matched	157	302	381	766	1,606
Mean of Matched Plate Count	0.189	0.171	0.282	0.270	0.237
Standard Deviation	0.391	0.377	0.450	0.444	0.425
Variance	0.153	0.142	0.203	0.197	0.181
Confidence Interval (@ 0.9)	0.022	0.015	0.020	0.014	0.008
Lower Bound	0.167	0.157	0.262	0.256	0.228
Upper Bound	0.212	0.186	0.302	0.284	0.245
Lower Bound (Matches)	139	277	354	728	1,549
Upper Bound (Matches)	176	329	409	806	1,664
Expanded Match Count	361	920	698	944	3,131

Site 021	SR 87 SB - At MP 199				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	409	1,475	760	797	3,441
Sample Count	427	1,614	846	721	3,608
Count Unmatched	292	1,239	668	562	2,761
Count Matched	135	375	178	159	847
Mean of Matched Plate Count	0.318	0.233	0.211	0.222	0.235
Standard Deviation	0.466	0.422	0.408	0.415	0.424
Variance	0.217	0.178	0.166	0.172	0.180
Confidence Interval (@ 0.9)	0.037	0.017	0.023	0.025	0.012
Lower Bound	0.281	0.216	0.188	0.196	0.223
Upper Bound	0.355	0.250	0.234	0.247	0.247
Lower Bound (Matches)	120	348	159	141	806
Upper Bound (Matches)	152	404	198	178	890
Expanded Match Count	130	343	161	177	809

Site 023	SR 87 NB - At MP 199				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	526	1,383	668	689	3,266
Sample Count	630	1,254	649	367	2,900
Count Unmatched	447	965	407	255	2,074
Count Matched	183	289	242	112	826
Mean of Matched Plate Count	0.292	0.231	0.374	0.307	0.285
Standard Deviation	0.454	0.421	0.484	0.461	0.451
Variance	0.206	0.177	0.234	0.213	0.204
Confidence Interval (@ 0.9)	0.030	0.020	0.031	0.040	0.014
Lower Bound	0.262	0.212	0.343	0.267	0.271
Upper Bound	0.321	0.251	0.405	0.347	0.299
Lower Bound (Matches)	165	265	222	98	787
Upper Bound (Matches)	202	314	263	127	867
Expanded Match Count	153	320	250	212	931

MAG Model Periods **All Vehicles**

Site 032	US 60 WB - At MP 220				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	678	1,877	1,261	1,056	4,872
Sample Count	576	1,702	1,007	731	4,016
Count Unmatched	331	1,038	556	431	2,356
Count Matched	245	664	451	300	1,660
Mean of Matched Plate Count	0.426	0.390	0.448	0.411	0.413
Standard Deviation	0.495	0.488	0.498	0.492	0.492
Variance	0.245	0.238	0.248	0.242	0.243
Confidence Interval (@ 0.9)	0.034	0.019	0.026	0.030	0.013
Lower Bound	0.392	0.371	0.423	0.381	0.401
Upper Bound	0.460	0.410	0.474	0.441	0.426
Lower Bound (Matches)	226	631	426	279	1,609
Upper Bound (Matches)	265	698	478	322	1,712
Expanded Match Count	289	733	565	434	2,015

Site 034	US 60 EB - At MP 220				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	933	1,604	807	1,457	4,801
Sample Count	708	1,184	573	1,235	3,700
Count Unmatched	404	696	310	689	2,099
Count Matched	304	488	263	546	1,601
Mean of Matched Plate Count	0.430	0.413	0.460	0.443	0.433
Standard Deviation	0.495	0.492	0.499	0.497	0.496
Variance	0.245	0.242	0.249	0.247	0.246
Confidence Interval (@ 0.9)	0.031	0.024	0.034	0.023	0.013
Lower Bound	0.400	0.389	0.426	0.419	0.419
Upper Bound	0.461	0.436	0.494	0.466	0.446
Lower Bound (Matches)	283	461	244	518	1,552
Upper Bound (Matches)	326	516	283	575	1,651
Expanded Match Count	401	662	371	645	2,078

Site 041	SR 79 SB - At MP 92				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	253	533	385	263	1,434
Sample Count	222	410	345	221	1,198
Count Unmatched	81	224	150	93	548
Count Matched	141	186	195	128	650
Mean of Matched Plate Count	0.637	0.455	0.566	0.581	0.543
Standard Deviation	0.482	0.498	0.496	0.495	0.498
Variance	0.233	0.248	0.246	0.245	0.248
Confidence Interval (@ 0.9)	0.053	0.040	0.044	0.055	0.024
Lower Bound	0.584	0.414	0.523	0.526	0.519
Upper Bound	0.690	0.495	0.610	0.636	0.567
Lower Bound (Matches)	130	170	180	116	622
Upper Bound (Matches)	153	203	211	141	679
Expanded Match Count	161	243	218	153	779

Site 043	SR 79 NB - At MP 92				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	274	509	291	327	1,401
Sample Count	268	493	293	292	1,346
Count Unmatched	157	304	149	166	776
Count Matched	111	189	144	126	570
Mean of Matched Plate Count	0.416	0.385	0.493	0.433	0.424
Standard Deviation	0.494	0.487	0.501	0.496	0.494
Variance	0.244	0.237	0.251	0.246	0.244
Confidence Interval (@ 0.9)	0.050	0.036	0.048	0.048	0.022
Lower Bound	0.367	0.349	0.445	0.386	0.402
Upper Bound	0.466	0.421	0.541	0.481	0.446
Lower Bound (Matches)	98	172	130	113	541
Upper Bound (Matches)	125	207	159	141	600
Expanded Match Count	114	196	144	142	594

MAG Model Periods **All Vehicles**

Site 051	SR 77 SB - At MP 92				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	936	1,421	696	788	3,841
Sample Count	907	1,160	614	636	3,317
Count Unmatched	411	595	356	274	1,636
Count Matched	496	565	258	362	1,681
Mean of Matched Plate Count	0.547	0.488	0.421	0.570	0.507
Standard Deviation	0.498	0.500	0.494	0.496	0.500
Variance	0.248	0.250	0.244	0.246	0.250
Confidence Interval (@ 0.9)	0.027	0.024	0.033	0.032	0.014
Lower Bound	0.520	0.463	0.388	0.538	0.493
Upper Bound	0.575	0.512	0.454	0.602	0.521
Lower Bound (Matches)	472	537	238	342	1,634
Upper Bound (Matches)	521	594	279	383	1,729
Expanded Match Count	512	693	293	449	1,947

Site 053	SR 77 NB - At MP 92				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	510	1,288	1,116	976	3,890
Sample Count	337	982	1,078	619	3,016
Count Unmatched	187	426	369	285	1,267
Count Matched	150	556	709	334	1,749
Mean of Matched Plate Count	0.447	0.567	0.658	0.540	0.580
Standard Deviation	0.498	0.496	0.475	0.499	0.494
Variance	0.248	0.246	0.225	0.249	0.244
Confidence Interval (@ 0.9)	0.045	0.026	0.024	0.033	0.015
Lower Bound	0.402	0.541	0.634	0.507	0.565
Upper Bound	0.491	0.593	0.682	0.573	0.595
Lower Bound (Matches)	136	531	684	314	1,705
Upper Bound (Matches)	166	582	735	355	1,794
Expanded Match Count	228	730	734	527	2,256

Site 062	I 10 WB - At MP 299				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	1,842	5,265	3,162	3,876	14,145
Sample Count	59	4,232	1,577	1,367	7,235
Count Unmatched	45	2,583	1,062	907	4,597
Count Matched	14	1,649	515	460	2,638
Mean of Matched Plate Count	0.250	0.390	0.327	0.337	0.365
Standard Deviation	0.429	0.488	0.469	0.473	0.481
Variance	0.184	0.238	0.220	0.223	0.232
Confidence Interval (@ 0.9)	0.092	0.012	0.019	0.021	0.009
Lower Bound	0.158	0.377	0.308	0.316	0.355
Upper Bound	0.342	0.402	0.346	0.358	0.374
Lower Bound (Matches)	9	1,597	485	432	2,571
Upper Bound (Matches)	20	1,702	546	489	2,706
Expanded Match Count	461	2,052	1,034	1,306	5,159

Site 064	I 10 EB - At MP 299				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	2,271	5,012	2,552	3,951	13,786
Sample Count	394	2,826	1,801	1,744	6,765
Count Unmatched	281	1,731	1,175	1,018	4,205
Count Matched	113	1,095	626	726	2,560
Mean of Matched Plate Count	0.289	0.388	0.348	0.417	0.379
Standard Deviation	0.453	0.487	0.476	0.493	0.485
Variance	0.205	0.237	0.227	0.243	0.235
Confidence Interval (@ 0.9)	0.038	0.015	0.018	0.019	0.010
Lower Bound	0.251	0.373	0.329	0.397	0.369
Upper Bound	0.326	0.403	0.366	0.436	0.388
Lower Bound (Matches)	99	1,053	593	693	2,495
Upper Bound (Matches)	128	1,138	660	760	2,626
Expanded Match Count	655	1,943	888	1,646	5,218

MAG Model Periods **All Vehicles**

Site 071	I 19 SB - At MP 30				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	1,310	2,847	1,546	1,877	7,580
Sample Count	581	1,541	1,470	1,117	4,709
Count Unmatched	376	1,050	995	707	3,128
Count Matched	205	491	475	410	1,581
Mean of Matched Plate Count	0.354	0.319	0.324	0.368	0.336
Standard Deviation	0.478	0.466	0.468	0.482	0.472
Variance	0.229	0.217	0.219	0.233	0.223
Confidence Interval (@ 0.9)	0.033	0.020	0.020	0.024	0.011
Lower Bound	0.321	0.300	0.304	0.344	0.325
Upper Bound	0.387	0.339	0.344	0.391	0.347
Lower Bound (Matches)	187	462	446	384	1,528
Upper Bound (Matches)	225	522	505	437	1,635
Expanded Match Count	464	908	500	690	2,546

Site 073	I 19 NB - At MP 30				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	1,159	2,812	1,831	1,840	7,642
Sample Count	101	1,558	1,712	1,087	4,458
Count Unmatched	80	1,118	1,138	676	3,012
Count Matched	21	440	574	411	1,446
Mean of Matched Plate Count	0.216	0.283	0.336	0.379	0.325
Standard Deviation	0.408	0.450	0.472	0.485	0.468
Variance	0.166	0.203	0.223	0.235	0.219
Confidence Interval (@ 0.9)	0.067	0.019	0.019	0.024	0.012
Lower Bound	0.149	0.264	0.317	0.354	0.313
Upper Bound	0.282	0.302	0.354	0.403	0.336
Lower Bound (Matches)	15	411	543	385	1,395
Upper Bound (Matches)	29	470	607	438	1,498
Expanded Match Count	250	795	615	697	2,480

Site 082	I 10 WB - At MP 212				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	2,375	6,632	3,730	5,552	18,289
Sample Count	1,575	6,684	3,631	3,890	15,780
Count Unmatched	799	3,656	1,868	2,211	8,534
Count Matched	776	3,028	1,763	1,679	7,246
Mean of Matched Plate Count	0.493	0.453	0.486	0.432	0.459
Standard Deviation	0.500	0.498	0.500	0.495	0.498
Variance	0.250	0.248	0.250	0.245	0.248
Confidence Interval (@ 0.9)	0.021	0.010	0.014	0.013	0.007
Lower Bound	0.472	0.443	0.472	0.419	0.453
Upper Bound	0.514	0.463	0.499	0.445	0.466
Lower Bound (Matches)	744	2,962	1,714	1,629	7,144
Upper Bound (Matches)	809	3,095	1,813	1,730	7,350
Expanded Match Count	1,171	3,005	1,812	2,397	8,399

Site 084	I 10 EB - At MP 212				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	2,876	6,960	3,385	5,701	18,922
Sample Count	1,257	7,046	3,268	4,971	16,542
Count Unmatched	738	3,751	1,840	2,636	8,965
Count Matched	519	3,295	1,428	2,335	7,577
Mean of Matched Plate Count	0.413	0.468	0.437	0.470	0.458
Standard Deviation	0.493	0.499	0.496	0.499	0.498
Variance	0.243	0.249	0.246	0.249	0.248
Confidence Interval (@ 0.9)	0.023	0.010	0.014	0.012	0.006
Lower Bound	0.391	0.458	0.423	0.458	0.452
Upper Bound	0.436	0.477	0.451	0.481	0.464
Lower Bound (Matches)	491	3,227	1,382	2,278	7,472
Upper Bound (Matches)	548	3,364	1,475	2,393	7,683
Expanded Match Count	1,189	3,255	1,480	2,679	8,668

MAG Model Periods **All Vehicles**

Site 091	SR 85 SB - At MP 4				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	132	306	129	174	741
Sample Count	70	284	109	102	565
Count Unmatched	58	209	72	65	404
Count Matched	12	75	37	37	161
Mean of Matched Plate Count	0.183	0.267	0.345	0.369	0.286
Standard Deviation	0.380	0.442	0.476	0.483	0.452
Variance	0.144	0.195	0.226	0.233	0.204
Confidence Interval (@ 0.9)	0.075	0.043	0.075	0.079	0.031
Lower Bound	0.108	0.224	0.271	0.290	0.255
Upper Bound	0.258	0.310	0.420	0.448	0.317
Lower Bound (Matches)	8	63	29	30	144
Upper Bound (Matches)	18	88	46	46	179
Expanded Match Count	24	82	45	64	212

Site 093	SR 85 NB - At MP 4				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	82	307	153	124	666
Sample Count	129	304	96	163	692
Count Unmatched	71	226	81	132	510
Count Matched	58	78	15	31	182
Mean of Matched Plate Count	0.454	0.259	0.165	0.195	0.264
Standard Deviation	0.499	0.437	0.365	0.394	0.441
Variance	0.249	0.191	0.133	0.155	0.194
Confidence Interval (@ 0.9)	0.072	0.041	0.061	0.051	0.028
Lower Bound	0.382	0.218	0.104	0.144	0.237
Upper Bound	0.526	0.300	0.226	0.246	0.292
Lower Bound (Matches)	49	66	10	24	164
Upper Bound (Matches)	68	91	22	40	202
Expanded Match Count	37	80	25	24	176

Site 102	I 8 WB - At MP 81				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	485	1,497	585	947	3,514
Sample Count	456	1,360	406	636	2,858
Count Unmatched	231	688	249	300	1,468
Count Matched	225	672	157	336	1,390
Mean of Matched Plate Count	0.495	0.494	0.388	0.529	0.487
Standard Deviation	0.501	0.500	0.488	0.500	0.500
Variance	0.251	0.250	0.238	0.250	0.250
Confidence Interval (@ 0.9)	0.039	0.022	0.040	0.033	0.015
Lower Bound	0.456	0.472	0.348	0.496	0.471
Upper Bound	0.533	0.517	0.428	0.562	0.502
Lower Bound (Matches)	208	642	141	316	1,347
Upper Bound (Matches)	243	703	174	357	1,434
Expanded Match Count	240	740	227	501	1,710

Site 104	I 8 EB - At MP 81				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	323	1,271	708	1,019	3,321
Sample Count	271	1,239	659	1,040	3,209
Count Unmatched	123	536	377	563	1,599
Count Matched	148	703	282	477	1,610
Mean of Matched Plate Count	0.548	0.568	0.429	0.459	0.502
Standard Deviation	0.499	0.496	0.495	0.499	0.500
Variance	0.249	0.246	0.245	0.249	0.250
Confidence Interval (@ 0.9)	0.050	0.023	0.032	0.025	0.015
Lower Bound	0.498	0.545	0.397	0.434	0.487
Upper Bound	0.598	0.591	0.461	0.485	0.516
Lower Bound (Matches)	135	675	262	451	1,564
Upper Bound (Matches)	162	732	303	504	1,657
Expanded Match Count	177	722	304	468	1,667

MAG Model Periods **All Vehicles**

Site 112	I 10 WB - At MP 70				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	993	3,421	1,565	3,656	9,635
Sample Count	665	2,738	1,114	2,696	7,213
Count Unmatched	538	2,186	817	1,687	5,228
Count Matched	127	552	297	1,009	1,985
Mean of Matched Plate Count	0.192	0.202	0.267	0.374	0.275
Standard Deviation	0.393	0.401	0.442	0.484	0.447
Variance	0.155	0.161	0.196	0.234	0.199
Confidence Interval (@ 0.9)	0.025	0.013	0.022	0.015	0.009
Lower Bound	0.167	0.189	0.245	0.359	0.267
Upper Bound	0.217	0.215	0.289	0.390	0.284
Lower Bound (Matches)	111	518	273	968	1,923
Upper Bound (Matches)	144	587	322	1,051	2,048
Expanded Match Count	191	691	418	1,369	2,652

Site 114	I 10 EB - At MP 70				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	882	2,716	1,561	4,269	9,428
Sample Count	538	1,749	1,374	3,745	7,406
Count Unmatched	301	1,275	1,098	2,739	5,413
Count Matched	237	474	276	1,006	1,993
Mean of Matched Plate Count	0.442	0.271	0.201	0.269	0.269
Standard Deviation	0.497	0.445	0.401	0.443	0.444
Variance	0.247	0.198	0.161	0.197	0.197
Confidence Interval (@ 0.9)	0.035	0.017	0.018	0.012	0.008
Lower Bound	0.406	0.254	0.184	0.257	0.261
Upper Bound	0.477	0.289	0.219	0.281	0.278
Lower Bound (Matches)	219	444	252	962	1,931
Upper Bound (Matches)	257	505	301	1,051	2,057
Expanded Match Count	389	737	314	1,148	2,538

Site 122	US 60 WB - At MP 72				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	79	274	111	99	563
Sample Count	68	230	61	45	404
Count Unmatched	40	144	44	23	251
Count Matched	28	86	17	22	153
Mean of Matched Plate Count	0.420	0.377	0.290	0.500	0.380
Standard Deviation	0.496	0.485	0.452	0.506	0.486
Variance	0.246	0.235	0.204	0.256	0.236
Confidence Interval (@ 0.9)	0.099	0.053	0.095	0.124	0.040
Lower Bound	0.321	0.324	0.195	0.376	0.341
Upper Bound	0.519	0.429	0.386	0.624	0.420
Lower Bound (Matches)	22	75	12	17	138
Upper Bound (Matches)	35	99	24	28	170
Expanded Match Count	33	103	32	50	214

Site 124	US 60 EB - At MP 72				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	76	287	125	90	578
Sample Count	38	232	62	52	384
Count Unmatched	28	144	40	25	237
Count Matched	10	88	22	27	147
Mean of Matched Plate Count	0.282	0.382	0.365	0.528	0.384
Standard Deviation	0.446	0.486	0.482	0.505	0.487
Variance	0.199	0.236	0.233	0.255	0.237
Confidence Interval (@ 0.9)	0.119	0.053	0.101	0.115	0.041
Lower Bound	0.163	0.329	0.264	0.413	0.344
Upper Bound	0.401	0.434	0.466	0.643	0.425
Lower Bound (Matches)	6	76	16	21	132
Upper Bound (Matches)	15	101	29	33	163
Expanded Match Count	21	110	46	48	222

MAG Model Periods **All Vehicles**

Site 131	US 93 SB - At MP 177				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	221	1,266	623	693	2,803
Sample Count	120	792	509	541	1,962
Count Unmatched	75	604	347	317	1,343
Count Matched	45	188	162	224	619
Mean of Matched Plate Count	0.380	0.238	0.320	0.415	0.316
Standard Deviation	0.486	0.426	0.466	0.493	0.465
Variance	0.236	0.181	0.217	0.243	0.216
Confidence Interval (@ 0.9)	0.073	0.025	0.034	0.035	0.017
Lower Bound	0.307	0.213	0.286	0.380	0.299
Upper Bound	0.453	0.263	0.354	0.450	0.333
Lower Bound (Matches)	37	169	145	206	586
Upper Bound (Matches)	54	208	180	243	654
Expanded Match Count	84	302	199	288	885

Site 133	US 93 NB - At MP 177				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	367	1,076	379	716	2,538
Sample Count	175	969	303	550	1,997
Count Unmatched	132	739	225	352	1,448
Count Matched	43	230	78	198	549
Mean of Matched Plate Count	0.250	0.238	0.260	0.361	0.275
Standard Deviation	0.432	0.426	0.438	0.480	0.447
Variance	0.186	0.181	0.192	0.231	0.199
Confidence Interval (@ 0.9)	0.054	0.022	0.041	0.034	0.016
Lower Bound	0.196	0.216	0.218	0.327	0.259
Upper Bound	0.304	0.261	0.301	0.395	0.292
Lower Bound (Matches)	34	209	66	180	517
Upper Bound (Matches)	53	253	91	217	583
Expanded Match Count	92	256	98	259	699

Site 141	SR 89 SB - At MP 270				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	181	465	180	161	987
Sample Count	148	436	167	136	887
Count Unmatched	72	217	105	57	451
Count Matched	76	219	62	79	436
Mean of Matched Plate Count	0.517	0.503	0.375	0.584	0.492
Standard Deviation	0.502	0.501	0.485	0.495	0.500
Variance	0.252	0.251	0.235	0.245	0.250
Confidence Interval (@ 0.9)	0.068	0.039	0.062	0.070	0.028
Lower Bound	0.449	0.464	0.313	0.514	0.464
Upper Bound	0.585	0.543	0.437	0.654	0.520
Lower Bound (Matches)	66	202	52	70	412
Upper Bound (Matches)	87	237	73	89	461
Expanded Match Count	94	234	68	94	486

Site 143	SR 89 NB - At MP 270				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	146	436	198	163	943
Sample Count	91	405	167	150	813
Count Unmatched	62	204	78	67	411
Count Matched	29	201	89	83	402
Mean of Matched Plate Count	0.326	0.498	0.536	0.556	0.495
Standard Deviation	0.469	0.501	0.500	0.499	0.500
Variance	0.220	0.251	0.250	0.249	0.250
Confidence Interval (@ 0.9)	0.081	0.041	0.064	0.067	0.029
Lower Bound	0.245	0.457	0.472	0.489	0.466
Upper Bound	0.407	0.538	0.599	0.623	0.524
Lower Bound (Matches)	22	185	79	73	379
Upper Bound (Matches)	37	218	100	93	426
Expanded Match Count	48	217	106	91	467

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Site 151	SR 85 SB - At MP 134				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	369	1,172	866	943	3,350
Sample Count	754	1,375	394	941	3,464
Count Unmatched	502	834	262	499	2,097
Count Matched	252	541	132	442	1,367
Mean of Matched Plate Count	0.335	0.394	0.337	0.470	0.395
Standard Deviation	0.472	0.489	0.473	0.499	0.489
Variance	0.223	0.239	0.223	0.249	0.239
Confidence Interval (@ 0.9)	0.028	0.022	0.039	0.027	0.014
Lower Bound	0.307	0.372	0.298	0.444	0.381
Upper Bound	0.363	0.416	0.376	0.497	0.408
Lower Bound (Matches)	231	512	117	417	1,320
Upper Bound (Matches)	274	571	148	468	1,415
Expanded Match Count	124	462	292	443	1,323

Site 153	SR 85 NB - At MP 134				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	720	1,328	625	986	3,659
Sample Count	351	1,188	567	789	2,895
Count Unmatched	203	529	369	455	1,556
Count Matched	148	659	198	334	1,339
Mean of Matched Plate Count	0.423	0.555	0.350	0.424	0.463
Standard Deviation	0.495	0.497	0.477	0.494	0.499
Variance	0.245	0.247	0.228	0.244	0.249
Confidence Interval (@ 0.9)	0.043	0.024	0.033	0.029	0.015
Lower Bound	0.380	0.531	0.317	0.395	0.447
Upper Bound	0.467	0.579	0.383	0.453	0.478
Lower Bound (Matches)	133	631	180	312	1,295
Upper Bound (Matches)	164	688	217	357	1,384
Expanded Match Count	305	737	219	418	1,693

Site 162	US 60 WB - At S 101				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	4,361	8,127	5,695	7,992	26,175
Sample Count	1,935	3,867	2,851	3,445	12,098
Count Unmatched	1,421	2,674	1,448	1,862	7,405
Count Matched	514	1,193	1,403	1,583	4,693
Mean of Matched Plate Count	0.266	0.309	0.492	0.460	0.388
Standard Deviation	0.442	0.462	0.500	0.498	0.487
Variance	0.195	0.213	0.250	0.248	0.237
Confidence Interval (@ 0.9)	0.017	0.012	0.015	0.014	0.007
Lower Bound	0.249	0.296	0.477	0.446	0.381
Upper Bound	0.283	0.321	0.508	0.474	0.395
Lower Bound (Matches)	483	1,146	1,360	1,535	4,605
Upper Bound (Matches)	547	1,241	1,447	1,632	4,782
Expanded Match Count	1,160	2,509	2,804	3,674	10,155

Site 164	US 60 EB - At S 101				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	1 - AM Peak	2 - Mid-Day Off-Peak	3 - PM Peak	4 - Overnight	Total
Ground Count (Population)	5,303	9,296	5,188	7,429	27,216
Sample Count	5,234	8,779	4,946	6,898	25,857
Count Unmatched	3,310	5,849	3,330	4,130	16,619
Count Matched	1,924	2,930	1,616	2,768	9,238
Mean of Matched Plate Count	0.368	0.334	0.327	0.401	0.357
Standard Deviation	0.482	0.472	0.469	0.490	0.479
Variance	0.233	0.222	0.220	0.240	0.230
Confidence Interval (@ 0.9)	0.011	0.008	0.011	0.010	0.005
Lower Bound	0.357	0.326	0.316	0.392	0.352
Upper Bound	0.379	0.342	0.338	0.411	0.362
Lower Bound (Matches)	1,867	2,858	1,562	2,702	9,112
Upper Bound (Matches)	1,982	3,003	1,671	2,836	9,365
Expanded Match Count	1,950	3,103	1,696	2,982	9,724

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Site 171	SR 101 Off Ramp SB - N. of U 060				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	2,097	2,859	2,056	2,465	9,477
Sample Count	1,419	1,526	1,968	1,322	6,235
Count Unmatched	1,008	1,060	1,122	886	4,076
Count Matched	411	466	846	436	2,159
Mean of Matched Plate Count	0.290	0.306	0.430	0.330	0.346
Standard Deviation	0.454	0.461	0.495	0.470	0.476
Variance	0.206	0.212	0.245	0.221	0.226
Confidence Interval (@ 0.9)	0.020	0.019	0.018	0.021	0.010
Lower Bound	0.270	0.286	0.412	0.309	0.336
Upper Bound	0.310	0.325	0.449	0.352	0.356
Lower Bound (Matches)	384	437	810	409	2,098
Upper Bound (Matches)	440	496	883	465	2,221
Expanded Match Count	608	874	884	814	3,283

Site 173	SR 101 On Ramp NB - N. of U 060				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	1,939	3,288	2,373	2,722	10,322
Sample Count	1,548	2,436	1,984	2,481	8,449
Count Unmatched	809	1,398	1,144	1,373	4,724
Count Matched	739	1,038	840	1,108	3,725
Mean of Matched Plate Count	0.478	0.426	0.424	0.447	0.441
Standard Deviation	0.500	0.495	0.494	0.497	0.497
Variance	0.250	0.245	0.244	0.247	0.247
Confidence Interval (@ 0.9)	0.021	0.016	0.018	0.016	0.009
Lower Bound	0.457	0.410	0.405	0.430	0.432
Upper Bound	0.499	0.443	0.442	0.463	0.450
Lower Bound (Matches)	707	998	804	1,068	3,650
Upper Bound (Matches)	772	1,079	877	1,149	3,801
Expanded Match Count	926	1,402	1,005	1,216	4,551

Site 183	SR 101 Off Ramp NB - S. Of U 060				
	6 am - 9 am	9 am - 3 pm	3 pm - 6 pm	6 pm - 6 am	
Hour	**1 - AM Peak**	**2 - Mid-Day Off-Peak**	**3 - PM Peak**	**4 - Overnight**	**Total**
Ground Count (Population)	2,183	3,789	2,205	3,583	11,760
Sample Count	2,011	3,366	2,024	3,132	10,533
Count Unmatched	1,470	2,356	1,213	1,745	6,784
Count Matched	541	1,010	811	1,387	3,749
Mean of Matched Plate Count	0.269	0.300	0.401	0.443	0.356
Standard Deviation	0.444	0.458	0.490	0.497	0.479
Variance	0.197	0.210	0.240	0.247	0.229
Confidence Interval (@ 0.9)	0.016	0.013	0.018	0.015	0.008
Lower Bound	0.253	0.287	0.383	0.428	0.348
Upper Bound	0.286	0.313	0.419	0.458	0.364
Lower Bound (Matches)	509	967	775	1,342	3,669
Upper Bound (Matches)	574	1,054	848	1,433	3,830
Expanded Match Count	588	1,138	884	1,587	4,186

Appendix G Random Sample Comparison of Means by Period

Using the first row as an example:

In the left table, the left column lists the Site (011) which represents the total dataset. The numbers 1 through 5 below 011 identify the number of the random sample drawn from the full dataset. The Count, Mean (Avg.), and Standard Deviation (StdDev) is listed for the full dataset and each random sample set (011, 1, 2, 3, 4, 5) for each of the 4 time periods (AM, mid-day, PM, overnight) and for the total data collection period. Time periods reflected in this appendix are generic and were used to make preliminary sample comparisons. Since these time periods do not use the same time ranges as the MAG modeling time periods, the period totals do not match the final tables developed for the MAG study area.

In the right table, the results of the z-test comparisons of the means is provided for the comparisons between all of the random sample subsets for each of the 4 time periods and the total data collection period. The values below column 1-i are the comparison results of random sample 1 with each of the sequential random samples 2 through 5 (i.e. – 1-2, 1-3, 1-4, 1-5). The values below column 2-i are the comparison results of random sample 2 with each of the sequential random samples 3 through 5 (i.e. – 2-3, 2-4, 2-5). Note that 2-1 is not listed because that result is already reported as 1-2 in the previous comparison. Moving left to right, the comparison results are provided for the AM peak, Mid-Day, PM peak, Overnight, and Total. Comparisons where the means of the two random sample sets are statistically different at a confidence level of 98% (z-critical range of $-2.33 < z < 2.33$) are identified in red. The comparisons which are not highlighted reflect random samples which are not statistically different. The more comparisons where the samples are not statistically different, the better and more reliable the sample. The fact that the overwhelming majority of the comparisons are inside the critical interval shows that the data is consistent and can be used with confidence.

The first example of two random samples which are statistically different can be found in Site 023 during the PM Peak period. The comparison of sample 2 with sample 3 falls outside the acceptable z-critical range. The mean for sample 2 is 0.292 and the mean for sample 3 is 0.485 with a calculated z value of -2.88. The means for the 3 remaining samples fall between the means for these 2 samples and are not statistically different.

	1 - AM Peak			2 - Mid-Day Off-Peak			3 - PM Peak			4 - Overnight			Total		
Site/Set	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev
011	**1,199**	**0.196**	**0.397**	**3,182**	**0.187**	**0.390**	**1,166**	**0.140**	**0.347**	**2,443**	**0.224**	**0.417**	**7,990**	**0.193**	**0.395**
1	252	0.159	0.366	642	0.202	0.402	238	0.151	0.359	466	0.242	0.429	1,598	0.200	0.400
2	247	0.223	0.417	635	0.181	0.385	249	0.137	0.344	467	0.199	0.400	1,598	0.186	0.389
3	223	0.238	0.427	650	0.177	0.382	229	0.153	0.361	496	0.210	0.407	1,598	0.192	0.394
4	247	0.186	0.390	629	0.207	0.405	227	0.119	0.324	495	0.216	0.412	1,598	0.194	0.396
5	230	0.178	0.384	626	0.169	0.375	223	0.139	0.347	519	0.250	0.434	1,598	0.193	0.395
013	**833**	**0.188**	**0.391**	**2,479**	**0.199**	**0.399**	**984**	**0.286**	**0.452**	**2,497**	**0.270**	**0.444**	**6,793**	**0.236**	**0.425**
1	167	0.198	0.399	513	0.191	0.393	208	0.317	0.467	471	0.280	0.450	1,359	0.242	0.429
2	162	0.160	0.368	461	0.178	0.383	202	0.312	0.464	534	0.253	0.435	1,359	0.225	0.418
3	175	0.200	0.401	507	0.229	0.420	187	0.262	0.441	490	0.284	0.451	1,359	0.249	0.433
4	161	0.180	0.385	497	0.195	0.397	192	0.271	0.446	508	0.266	0.442	1,358	0.230	0.421
5	168	0.202	0.403	501	0.200	0.400	195	0.262	0.441	494	0.271	0.445	1,358	0.235	0.424
021	**427**	**0.316**	**0.466**	**1,944**	**0.235**	**0.424**	**709**	**0.196**	**0.397**	**528**	**0.222**	**0.416**	**3,608**	**0.235**	**0.424**
1	101	0.386	0.489	368	0.245	0.430	137	0.197	0.399	116	0.241	0.430	722	0.255	0.436
2	74	0.297	0.460	390	0.205	0.404	137	0.212	0.410	120	0.217	0.414	721	0.218	0.413
3	75	0.347	0.479	392	0.219	0.414	155	0.239	0.428	99	0.192	0.396	721	0.233	0.423
4	85	0.282	0.453	395	0.241	0.428	141	0.163	0.371	101	0.198	0.400	722	0.224	0.417
5	92	0.261	0.442	399	0.263	0.441	139	0.165	0.373	92	0.261	0.442	722	0.244	0.430
023	**630**	**0.290**	**0.454**	**1,452**	**0.249**	**0.433**	**536**	**0.366**	**0.482**	**282**	**0.301**	**0.460**	**2,900**	**0.285**	**0.451**
1	117	0.308	0.464	293	0.311	0.464	108	0.333	0.474	62	0.387	0.491	580	0.322	0.468
2	139	0.245	0.431	288	0.236	0.425	106	0.292	0.457	47	0.277	0.452	580	0.252	0.434
3	129	0.318	0.467	281	0.274	0.447	101	0.485	0.502	69	0.217	0.415	580	0.314	0.464
4	126	0.294	0.457	287	0.202	0.402	118	0.339	0.475	49	0.388	0.492	580	0.266	0.442
5	119	0.294	0.458	303	0.224	0.418	103	0.388	0.490	55	0.255	0.440	580	0.271	0.445
032	**576**	**0.425**	**0.495**	**2,034**	**0.397**	**0.489**	**804**	**0.465**	**0.499**	**602**	**0.389**	**0.488**	**4,016**	**0.413**	**0.492**
1	118	0.398	0.492	408	0.395	0.489	160	0.556	0.498	117	0.350	0.479	803	0.421	0.494
2	113	0.434	0.498	415	0.410	0.492	162	0.420	0.495	114	0.333	0.473	804	0.404	0.491
3	117	0.436	0.498	391	0.407	0.492	164	0.439	0.498	131	0.412	0.494	803	0.418	0.494
4	114	0.474	0.502	404	0.369	0.483	147	0.497	0.502	138	0.413	0.494	803	0.415	0.493
5	114	0.386	0.489	416	0.404	0.491	171	0.421	0.495	102	0.431	0.498	803	0.408	0.492
034	**708**	**0.429**	**0.495**	**1,431**	**0.423**	**0.494**	**488**	**0.422**	**0.494**	**1,073**	**0.453**	**0.498**	**3,700**	**0.433**	**0.496**
1	138	0.399	0.491	277	0.462	0.499	113	0.434	0.498	212	0.429	0.496	740	0.436	0.496
2	148	0.500	0.502	280	0.454	0.499	89	0.449	0.500	223	0.435	0.497	740	0.457	0.498
3	128	0.367	0.484	317	0.420	0.494	97	0.392	0.491	198	0.460	0.500	740	0.418	0.493
4	134	0.410	0.494	277	0.408	0.492	99	0.394	0.491	230	0.465	0.500	740	0.424	0.495
5	160	0.456	0.500	280	0.371	0.484	90	0.444	0.500	210	0.476	0.501	740	0.428	0.495
041	**222**	**0.635**	**0.482**	**506**	**0.453**	**0.498**	**304**	**0.599**	**0.491**	**166**	**0.590**	**0.493**	**1,198**	**0.543**	**0.498**
1	39	0.718	0.456	103	0.417	0.496	67	0.612	0.491	30	0.633	0.490	239	0.548	0.499
2	49	0.714	0.456	98	0.480	0.502	52	0.635	0.486	40	0.525	0.506	239	0.569	0.496
3	38	0.579	0.500	102	0.471	0.502	70	0.586	0.496	30	0.600	0.498	240	0.538	0.500
4	48	0.521	0.505	104	0.490	0.502	55	0.655	0.480	33	0.697	0.467	240	0.563	0.497
5	48	0.646	0.483	99	0.404	0.493	60	0.517	0.504	33	0.515	0.508	240	0.496	0.501
043	**268**	**0.414**	**0.494**	**608**	**0.400**	**0.490**	**224**	**0.473**	**0.500**	**246**	**0.447**	**0.498**	**1,346**	**0.423**	**0.494**
1	57	0.386	0.491	120	0.342	0.476	44	0.477	0.505	49	0.388	0.492	270	0.381	0.487
2	58	0.466	0.503	124	0.419	0.495	44	0.409	0.497	43	0.558	0.502	269	0.450	0.498
3	53	0.340	0.478	113	0.381	0.488	56	0.482	0.504	47	0.340	0.479	269	0.387	0.488
4	41	0.341	0.480	131	0.351	0.479	41	0.415	0.499	56	0.482	0.504	269	0.387	0.488
5	59	0.508	0.504	120	0.508	0.502	39	0.590	0.498	51	0.471	0.504	269	0.513	0.501
051	**907**	**0.547**	**0.498**	**1,377**	**0.484**	**0.500**	**471**	**0.397**	**0.490**	**562**	**0.591**	**0.492**	**3,317**	**0.507**	**0.500**
1	177	0.588	0.494	283	0.495	0.501	89	0.461	0.501	114	0.632	0.485	663	0.538	0.499
2	191	0.513	0.501	283	0.463	0.500	90	0.389	0.490	100	0.590	0.494	664	0.486	0.500
3	174	0.552	0.499	269	0.461	0.499	93	0.376	0.487	128	0.563	0.498	664	0.492	0.500
4	182	0.533	0.500	257	0.537	0.500	111	0.351	0.480	113	0.619	0.488	663	0.519	0.500
5	183	0.552	0.499	285	0.467	0.500	88	0.420	0.496	107	0.551	0.500	663	0.498	0.500
053	**337**	**0.445**	**0.498**	**1,300**	**0.570**	**0.495**	**950**	**0.641**	**0.480**	**429**	**0.580**	**0.494**	**3,016**	**0.580**	**0.494**
1	70	0.357	0.483	247	0.547	0.499	191	0.665	0.473	95	0.558	0.499	603	0.564	0.496
2	76	0.566	0.499	269	0.591	0.493	184	0.630	0.484	74	0.568	0.499	603	0.597	0.491
3	70	0.414	0.496	243	0.605	0.490	203	0.640	0.481	87	0.609	0.491	603	0.595	0.491
4	61	0.426	0.499	273	0.579	0.495	186	0.672	0.471	84	0.595	0.494	604	0.594	0.491
5	60	0.450	0.502	268	0.530	0.500	186	0.597	0.492	89	0.573	0.497	603	0.549	0.498
062	**59**	**0.237**	**0.429**	**5,041**	**0.388**	**0.487**	**1,064**	**0.264**	**0.441**	**1,071**	**0.361**	**0.481**	**7,235**	**0.365**	**0.481**
1	19	0.263	0.452	975	0.394	0.489	231	0.242	0.429	222	0.311	0.464	1,447	0.355	0.479
2	9	0.222	0.441	1,001	0.377	0.485	219	0.324	0.469	218	0.367	0.483	1,447	0.366	0.482
3	12	0.250	0.452	1,017	0.421	0.494	199	0.216	0.413	219	0.397	0.490	1,447	0.388	0.487
4	12	0.250	0.452	1,013	0.368	0.483	223	0.265	0.442	199	0.357	0.480	1,447	0.350	0.477
5	7	0.143	0.378	1,035	0.381	0.486	192	0.271	0.446	213	0.376	0.485	1,447	0.364	0.481
064	**394**	**0.287**	**0.453**	**3,464**	**0.381**	**0.486**	**1,396**	**0.348**	**0.477**	**1,511**	**0.424**	**0.494**	**6,765**	**0.378**	**0.485**
1	93	0.258	0.440	666	0.350	0.477	274	0.339	0.474	320	0.459	0.499	1,353	0.367	0.482
2	76	0.289	0.457	716	0.408	0.492	252	0.373	0.485	309	0.388	0.488	1,353	0.390	0.488
3	67	0.388	0.491	679	0.359	0.480	302	0.315	0.465	305	0.420	0.494	1,353	0.364	0.481
4	80	0.275	0.449	695	0.380	0.486	293	0.369	0.483	285	0.393	0.489	1,353	0.374	0.484
5	78	0.244	0.432	708	0.407	0.492	275	0.349	0.478	292	0.455	0.499	1,353	0.396	0.489
071	**581**	**0.353**	**0.478**	**1,987**	**0.329**	**0.470**	**1,254**	**0.272**	**0.445**	**887**	**0.430**	**0.495**	**4,709**	**0.336**	**0.472**
1	117	0.393	0.491	380	0.350	0.478	245	0.273	0.447	200	0.435	0.497	942	0.354	0.478
2	120	0.308	0.464	404	0.329	0.471	244	0.275	0.447	174	0.374	0.485	942	0.321	0.467
3	115	0.348	0.478	392	0.306	0.461	256	0.266	0.443	179	0.436	0.497	942	0.325	0.469
4	119	0.353	0.480	405	0.356	0.479	248	0.302	0.460	169	0.432	0.497	941	0.355	0.479
5	110	0.364	0.483	406	0.305	0.461	261	0.245	0.431	165	0.473	0.501	942	0.325	0.469
073	**101**	**0.208**	**0.408**	**2,090**	**0.293**	**0.455**	**1,536**	**0.337**	**0.473**	**731**	**0.405**	**0.491**	**4,458**	**0.324**	**0.468**
1	23	0.217	0.422	441	0.268	0.443	290	0.328	0.470	138	0.428	0.497	892	0.311	0.463
2	18	0.167	0.383	425	0.273	0.446	303	0.333	0.472	145	0.407	0.493	891	0.313	0.464
3	14	0.214	0.426	423	0.307	0.462	309	0.320	0.467	145	0.448	0.499	891	0.333	0.472
4	19	0.158	0.375	404	0.304	0.461	313	0.323	0.468	156	0.372	0.485	892	0.320	0.467
5	27	0.259	0.447	397	0.315	0.465	321	0.377	0.485	147	0.374	0.486	892	0.345	0.476

	1 - AM Peak (6 am - 9 am)				2 - Mid-Day Off-Peak (9 am - 4 pm)				3 - PM Peak (4 pm - 7 pm)				4 - Overnight (7 pm - 6 am)				Total			
	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5
Site 011																				
I 17 SB - At MP 243																				
	-1.82				0.97				0.46				1.60				0.99			
	-2.15	-0.38			1.17	0.20			-0.05	-0.50			1.21	-0.40			0.53	-0.45		
	-0.81	1.00	1.36		-0.18	-1.15	-1.35		1.02	0.57	1.06		0.97	-0.65	-0.25		0.40	-0.59	-0.13	
	-0.57	1.21	1.56	0.23	1.52	0.55	0.36	1.69	0.37	-0.08	0.42	-0.63	-0.29	-1.93	-1.55	-1.29	0.49	-0.50	-0.04	0.09
Site 013																				
I 17 NB - At MP 243																				
	0.88				0.53				0.12				0.98				1.04			
	-0.06	-0.94			-1.48	-1.97			1.21	1.09			-0.12	-1.11			-0.45	-1.49		
	0.40	-0.47	0.46		-0.17	-0.69	1.30		1.02	0.90	-0.19		0.51	-0.48	0.63		0.71	-0.33	1.16	
	-0.11	-0.99	-0.05	-0.51	-0.34	-0.86	1.13	-0.18	1.23	1.11	0.01	0.21	0.31	-0.67	0.43	-0.20	0.44	-0.60	0.88	-0.27
Site 021																				
SR 87 SB - At MP 199																				
	1.23				1.30				-0.30				0.45				1.66			
	0.54	-0.64			0.82	-0.49			-0.86	-0.55			0.88	0.45			0.97	-0.69		
	1.50	0.21	0.87		0.13	-1.19	-0.70		0.73	1.03	1.63		0.77	0.34	-0.11		1.36	-0.30	0.39	
	1.87	0.52	1.19	0.32	-0.59	-1.93	-1.44	-0.73	0.68	0.98	1.57	-0.05	-0.32	-0.74	-1.13	-1.03	0.49	-1.17	-0.48	-0.87
Site 023																				
SR 87 NB - At MP 199																				
	1.12				2.02				0.64				1.22				2.67			
	-0.17	-1.33			0.96	-1.04			-2.24	-2.88			2.12	0.72			0.31	-2.35		
	0.24	-0.90	0.42		3.01	0.99	2.02		-0.09	-0.75	2.20		-0.01	-1.15	-1.97		2.13	-0.54	1.81	
	0.23	-0.89	0.40	-0.01	2.38	0.34	1.38	-0.66	-0.83	-1.46	1.39	-0.76	1.54	0.25	-0.48	1.45	1.93	-0.73	1.61	-0.20
Site 032																				
US 60 WB - At MP 220																				
	-0.54				-0.44				2.47				0.27				0.68			
	-0.58	-0.03			-0.35	0.09			2.12	-0.35			-1.00	-1.27			0.10	-0.58		
	-1.16	-0.60	-0.57		0.76	1.20	1.09		1.04	-1.35	-1.01		-1.02	-1.30	-0.01		0.25	-0.43	0.15	
	0.19	0.73	0.77	1.34	-0.27	0.17	0.08	-1.03	2.47	-0.02	0.33	1.35	-1.22	-1.48	-0.29	-0.28	0.51	-0.17	0.41	0.25
Site 034																				
US 60 EB - At MP 220																				
	-1.73				0.20				-0.22				-0.12				-0.78			
	0.52	2.24			1.04	0.84			0.61	0.79			-0.62	-0.51			0.74	1.52		
	-0.20	1.51	-0.72		1.29	1.09	0.29		0.58	0.77	-0.03		-0.76	-0.65	-0.12		0.47	1.26	-0.26	
	-1.00	0.77	-1.53	-0.79	2.18	1.98	1.20	0.88	-0.15	0.07	-0.73	-0.70	-0.97	-0.86	-0.33	-0.23	0.31	1.10	-0.42	-0.16
Site 041																				
SR 79 SB - At MP 92																				
	0.04				-0.88				-0.25				0.90				-0.46			
	1.27	1.30			-0.76	0.13			0.31	0.54			0.26	-0.62			0.23	0.69		
	1.91	1.98	0.53		-1.05	-0.15	-0.28		-0.48	-0.21	-0.78		-0.53	-1.51	-0.80		-0.32	0.14	-0.55	
	0.71	0.72	-0.62	-1.24	0.19	1.07	0.95	1.24	1.08	1.26	0.78	1.50	0.94	0.08	0.67	1.51	1.14	1.61	0.91	1.46
Site 043																				
SR 79 NB - At MP 92																				
	-0.86				-1.25				0.64				-1.64				-1.61			
	0.50	1.35			-0.61	0.61			-0.05	-0.72			0.48	2.10			-0.12	1.49		
	0.45	1.24	-0.02		-0.16	1.12	0.47		0.57	-0.05	0.66		-0.97	0.74	-1.46		-0.12	1.49	0.00	
	-1.33	-0.46	-1.82	-1.68	-2.64	-1.39	-1.97	-2.53	-1.02	-1.65	-1.03	-1.57	-0.83	0.84	-1.31	0.12	-3.09	-1.47	-2.97	-2.97
Site 051																				
SR 77 SB - At MP 92																				
	1.44				0.76				0.97				0.62				1.90			
	0.68	-0.74			0.79	0.05			1.15	0.17			1.09	0.42			1.68	-0.22		
	1.04	-0.38	0.35		-0.98	-1.72	-1.74		1.56	0.55	0.37		0.19	-0.44	-0.90		0.71	-1.18	-0.96	
	0.68	-0.75	0.00	-0.36	0.67	-0.09	-0.13	1.64	0.54	-0.43	-0.60	-0.99	1.21	0.56	0.17	1.02	1.48	-0.41	-0.19	0.77
Site 053																				
SR 77 NB - At MP 92																				
	-2.57				-1.02				0.70				-0.13				-1.17			
	-0.69	1.84			-1.31	-0.32			0.51	-0.20			-0.70	-0.53			-1.11	0.06		
	-0.80	1.63	-0.14		-0.74	0.29	0.60		-0.15	-0.84	-0.66		-0.50	-0.35	0.19		-1.07	0.09	0.03	
	-1.07	1.34	-0.41	-0.26	0.38	1.43	1.71	1.14	1.37	0.66	0.88	1.51	-0.21	-0.07	0.49	0.29	0.52	1.69	1.63	1.60
Site 062																				
I 10 WB - At MP 299																				
	0.23				0.79				-1.93				-1.24				-0.62			
	0.08	-0.14			-1.23	-2.03			0.65	2.51			-1.90	-0.65			-1.81	-1.19		
	0.08	-0.14	0.00		1.18	0.39	2.43		-0.54	1.37	-1.17		-1.00	0.22	0.85		0.31	0.93	2.12	
	0.68	0.39	0.55	0.55	0.61	-0.19	1.86	-0.58	-0.66	1.18	-1.26	-0.14	-1.42	-0.18	0.46	-0.40	-0.50	0.12	1.30	-0.81
Site 064																				
I 10 EB - At MP 299																				
	-0.45				-2.22				-0.80				1.80				-1.23			
	-1.72	-1.24			-0.36	1.86			0.63	1.44			1.00	-0.79			0.16	1.39		
	-0.25	0.20	1.45		-1.15	1.07	-0.79		-0.73	0.11	-1.39		1.65	-0.12	0.66		-0.36	0.87	-0.52	
	0.22	0.64	1.87	0.45	-2.18	0.04	-1.82	-1.03	-0.24	0.57	-0.88	0.48	0.10	-1.67	-0.88	-1.52	-1.54	-0.31	-1.70	-1.19
Site 071																				
I 19 SB - At MP 30																				
	1.37				0.61				-0.03				1.21				1.51			
	0.71	-0.64			1.30	0.70			0.20	0.23			-0.01	-1.19			1.31	-0.20		
	0.64	-0.73	-0.08		-0.16	-0.79	-1.48		-0.71	-0.68	-0.91		0.06	-1.10	0.07		-0.07	-1.58	-1.38	
	0.46	-0.88	-0.25	-0.17	1.33	0.73	0.02	1.52	0.72	0.75	0.53	1.45	-0.72	-1.85	-0.69	-0.75	1.31	-0.20	0.00	1.38
Site 073																				
I 19 NB - At MP 30																				
	0.40				-0.18				-0.15				0.35				-0.12			
	0.02	-0.33			-1.29	-1.10			0.19	0.34			-0.35	-0.71			-1.03	-0.91		
	0.48	0.07	0.40		-1.18	-1.00	0.09		0.13	0.28	-0.06		0.97	0.62	1.35		-0.41	-0.29	0.62	
	-0.34	-0.74	-0.32	-0.83	-1.50	-1.32	-0.23	-0.32	-1.28	-1.14	-1.49	-1.43	0.92	0.57	1.29	-0.04	-1.56	-1.44	-0.53	-1.16

	1 - AM Peak			2 - Mid-Day Off-Peak			3 - PM Peak			4 - Overnight			Total		
Site/Set	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev
082	**1,575**	**0.493**	**0.500**	**8,052**	**0.458**	**0.498**	**2,817**	**0.468**	**0.499**	**3,336**	**0.438**	**0.496**	**15,780**	**0.459**	**0.498**
1	300	0.503	0.501	1,654	0.455	0.498	565	0.473	0.500	637	0.433	0.496	3,156	0.458	0.498
2	326	0.549	0.498	1,596	0.476	0.500	583	0.449	0.498	651	0.467	0.499	3,156	0.477	0.500
3	314	0.465	0.500	1,602	0.448	0.497	549	0.461	0.499	691	0.430	0.495	3,156	0.448	0.497
4	294	0.456	0.499	1,602	0.442	0.497	575	0.459	0.499	685	0.444	0.497	3,156	0.447	0.497
5	341	0.487	0.501	1,598	0.472	0.499	545	0.497	0.500	672	0.418	0.494	3,156	0.467	0.499
084	**1,257**	**0.413**	**0.493**	**8,311**	**0.464**	**0.499**	**2,484**	**0.426**	**0.495**	**4,490**	**0.478**	**0.500**	**16,542**	**0.458**	**0.498**
1	274	0.409	0.493	1,679	0.462	0.499	490	0.394	0.489	865	0.479	0.500	3,308	0.452	0.498
2	259	0.421	0.495	1,655	0.467	0.499	509	0.473	0.500	886	0.467	0.499	3,309	0.464	0.499
3	237	0.443	0.498	1,669	0.469	0.499	487	0.431	0.496	916	0.466	0.499	3,309	0.461	0.499
4	252	0.385	0.488	1,626	0.464	0.499	486	0.405	0.491	944	0.512	0.500	3,308	0.463	0.499
5	235	0.409	0.493	1,682	0.457	0.498	512	0.422	0.494	879	0.464	0.499	3,308	0.450	0.498
091	**70**	**0.171**	**0.380**	**333**	**0.252**	**0.435**	**89**	**0.393**	**0.491**	**73**	**0.411**	**0.495**	**565**	**0.285**	**0.452**
1	14	0.071	0.267	66	0.212	0.412	18	0.167	0.383	15	0.467	0.516	113	0.221	0.417
2	15	0.200	0.414	67	0.239	0.430	16	0.500	0.516	15	0.267	0.458	113	0.274	0.448
3	11	0.273	0.467	64	0.234	0.427	18	0.389	0.502	20	0.450	0.510	113	0.301	0.461
4	13	0.154	0.376	68	0.338	0.477	21	0.476	0.512	11	0.545	0.522	113	0.363	0.483
5	17	0.176	0.393	68	0.235	0.427	16	0.438	0.512	12	0.333	0.492	113	0.265	0.444
093	**129**	**0.450**	**0.499**	**338**	**0.251**	**0.435**	**84**	**0.107**	**0.311**	**141**	**0.213**	**0.411**	**692**	**0.263**	**0.441**
1	22	0.364	0.492	69	0.290	0.457	22	0.000	0.000	25	0.120	0.332	138	0.225	0.419
2	31	0.355	0.486	64	0.172	0.380	19	0.053	0.229	24	0.250	0.442	138	0.210	0.409
3	24	0.542	0.509	63	0.270	0.447	16	0.188	0.403	35	0.229	0.426	138	0.297	0.459
4	26	0.462	0.508	73	0.247	0.434	11	0.091	0.302	29	0.241	0.435	139	0.273	0.447
5	26	0.538	0.508	69	0.275	0.450	16	0.250	0.447	28	0.214	0.418	139	0.309	0.464
102	**456**	**0.493**	**0.501**	**1,530**	**0.483**	**0.500**	**278**	**0.388**	**0.488**	**594**	**0.535**	**0.499**	**2,858**	**0.486**	**0.500**
1	90	0.511	0.503	301	0.508	0.501	55	0.382	0.490	126	0.532	0.501	572	0.502	0.500
2	103	0.466	0.501	299	0.512	0.501	55	0.364	0.485	115	0.565	0.498	572	0.500	0.500
3	97	0.536	0.501	307	0.456	0.499	52	0.385	0.491	116	0.560	0.498	572	0.484	0.500
4	91	0.374	0.486	300	0.467	0.500	59	0.458	0.502	121	0.512	0.502	571	0.461	0.499
5	75	0.600	0.493	323	0.474	0.500	57	0.351	0.481	116	0.509	0.502	571	0.485	0.500
104	**271**	**0.546**	**0.499**	**1,512**	**0.539**	**0.499**	**578**	**0.415**	**0.493**	**848**	**0.480**	**0.500**	**3,209**	**0.502**	**0.500**
1	57	0.509	0.504	302	0.540	0.499	109	0.339	0.476	174	0.454	0.499	642	0.480	0.500
2	41	0.512	0.506	301	0.522	0.500	126	0.389	0.489	174	0.477	0.501	642	0.483	0.500
3	53	0.509	0.505	316	0.563	0.497	115	0.409	0.494	157	0.510	0.502	641	0.518	0.500
4	50	0.580	0.499	280	0.543	0.499	125	0.496	0.502	187	0.455	0.499	642	0.511	0.500
5	70	0.600	0.493	313	0.527	0.500	103	0.437	0.498	156	0.513	0.501	642	0.517	0.500
112	**665**	**0.191**	**0.393**	**3,238**	**0.209**	**0.406**	**937**	**0.313**	**0.464**	**2,373**	**0.375**	**0.484**	**7,213**	**0.275**	**0.447**
1	155	0.194	0.396	630	0.224	0.417	192	0.318	0.467	465	0.385	0.487	1,442	0.285	0.452
2	131	0.206	0.406	651	0.229	0.420	184	0.288	0.454	476	0.397	0.490	1,442	0.290	0.454
3	131	0.191	0.394	706	0.200	0.400	161	0.286	0.453	445	0.319	0.467	1,443	0.245	0.430
4	130	0.215	0.413	616	0.192	0.394	197	0.406	0.492	500	0.392	0.489	1,443	0.292	0.455
5	118	0.144	0.353	635	0.200	0.400	203	0.261	0.440	487	0.376	0.485	1,443	0.263	0.441
114	**538**	**0.441**	**0.497**	**2,242**	**0.257**	**0.437**	**1,287**	**0.199**	**0.399**	**3,339**	**0.277**	**0.447**	**7,406**	**0.269**	**0.444**
1	103	0.369	0.485	453	0.285	0.452	271	0.162	0.369	655	0.267	0.443	1,482	0.260	0.439
2	113	0.442	0.499	438	0.237	0.426	242	0.219	0.414	688	0.275	0.447	1,481	0.267	0.443
3	113	0.487	0.502	429	0.268	0.443	252	0.171	0.377	687	0.278	0.448	1,481	0.273	0.446
4	110	0.455	0.500	461	0.271	0.445	265	0.192	0.395	645	0.270	0.444	1,481	0.270	0.444
5	99	0.444	0.499	461	0.223	0.417	257	0.253	0.436	664	0.294	0.456	1,481	0.275	0.447
122	**68**	**0.412**	**0.496**	**246**	**0.362**	**0.481**	**45**	**0.311**	**0.468**	**45**	**0.489**	**0.506**	**404**	**0.379**	**0.486**
1	12	0.333	0.492	50	0.340	0.479	14	0.429	0.514	4	0.750	0.500	80	0.375	0.487
2	18	0.444	0.511	50	0.400	0.495	6	0.167	0.408	7	0.286	0.488	81	0.383	0.489
3	12	0.667	0.492	51	0.314	0.469	7	0.286	0.488	11	0.636	0.505	81	0.407	0.494
4	12	0.250	0.452	50	0.300	0.463	6	0.333	0.516	13	0.538	0.519	81	0.333	0.474
5	14	0.357	0.497	45	0.467	0.505	12	0.250	0.452	10	0.300	0.483	81	0.395	0.492
124	**38**	**0.263**	**0.446**	**249**	**0.378**	**0.486**	**45**	**0.356**	**0.484**	**52**	**0.519**	**0.505**	**384**	**0.383**	**0.487**
1	7	0.143	0.378	52	0.365	0.486	5	0.400	0.548	13	0.615	0.506	77	0.390	0.491
2	10	0.500	0.527	49	0.469	0.504	12	0.250	0.452	6	0.667	0.516	77	0.455	0.501
3	6	0.000	0.000	46	0.370	0.488	11	0.364	0.505	14	0.500	0.519	77	0.364	0.484
4	8	0.375	0.518	54	0.315	0.469	9	0.556	0.527	6	0.333	0.516	77	0.351	0.480
5	7	0.143	0.378	48	0.375	0.489	8	0.250	0.463	13	0.462	0.519	76	0.355	0.482
131	**120**	**0.375**	**0.486**	**980**	**0.251**	**0.434**	**438**	**0.336**	**0.473**	**424**	**0.427**	**0.495**	**1,962**	**0.315**	**0.465**
1	22	0.409	0.503	194	0.273	0.447	86	0.384	0.489	91	0.484	0.502	393	0.354	0.479
2	28	0.393	0.497	201	0.249	0.433	81	0.321	0.470	82	0.402	0.493	392	0.306	0.461
3	22	0.364	0.492	194	0.247	0.433	88	0.352	0.480	88	0.455	0.501	392	0.324	0.469
4	25	0.400	0.500	198	0.217	0.413	90	0.344	0.478	79	0.367	0.485	392	0.288	0.454
5	23	0.304	0.470	193	0.269	0.445	93	0.280	0.451	84	0.417	0.496	393	0.305	0.461
133	**175**	**0.246**	**0.432**	**1,085**	**0.238**	**0.426**	**241**	**0.278**	**0.449**	**496**	**0.365**	**0.482**	**1,997**	**0.275**	**0.447**
1	33	0.242	0.435	214	0.234	0.424	50	0.240	0.431	102	0.275	0.448	399	0.246	0.431
2	31	0.290	0.461	225	0.204	0.404	43	0.279	0.454	101	0.426	0.497	400	0.275	0.447
3	41	0.366	0.488	208	0.236	0.425	49	0.286	0.456	102	0.382	0.488	400	0.293	0.455
4	31	0.129	0.341	217	0.249	0.433	50	0.280	0.454	101	0.347	0.478	399	0.268	0.444
5	39	0.179	0.389	221	0.267	0.443	49	0.306	0.466	90	0.400	0.493	399	0.293	0.456
141	**148**	**0.514**	**0.502**	**492**	**0.478**	**0.500**	**138**	**0.399**	**0.491**	**109**	**0.642**	**0.482**	**887**	**0.492**	**0.500**
1	27	0.704	0.465	96	0.500	0.503	31	0.290	0.461	23	0.652	0.487	177	0.514	0.501
2	34	0.500	0.508	104	0.394	0.491	20	0.300	0.470	19	0.789	0.419	177	0.446	0.499
3	19	0.526	0.513	97	0.423	0.497	35	0.429	0.502	26	0.615	0.496	177	0.463	0.500
4	30	0.367	0.490	99	0.525	0.502	26	0.500	0.510	23	0.652	0.487	178	0.511	0.501
5	38	0.500	0.507	96	0.552	0.500	26	0.462	0.508	18	0.500	0.514	178	0.522	0.501
143	**91**	**0.319**	**0.469**	**470**	**0.526**	**0.500**	**132**	**0.462**	**0.500**	**120**	**0.542**	**0.500**	**813**	**0.494**	**0.500**
1	25	0.560	0.507	89	0.472	0.502	27	0.593	0.501	22	0.545	0.510	163	0.515	0.501
2	18	0.111	0.323	87	0.575	0.497	31	0.452	0.506	27	0.481	0.509	163	0.485	0.501
3	16	0.188	0.403	106	0.500	0.502	22	0.455	0.510	19	0.684	0.478	163	0.485	0.501
4	19	0.316	0.478	93	0.527	0.502	24	0.333	0.482	26	0.538	0.508	162	0.475	0.501
5	13	0.308	0.480	95	0.558	0.499	28	0.464	0.508	26	0.500	0.510	162	0.512	0.501

	1 - AM Peak (6 am - 9 am)				2 - Mid-Day Off-Peak (9 am - 4 pm)				3 - PM Peak (4 pm - 7 pm)				4 - Overnight (7 pm - 6 am)				Total			
	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5
Site 082																				
I 10 WB - At MP 212																				
	-1.14				-1.19				0.79				-1.21				-1.46			
	0.95	2.13			0.41	1.59			0.39	-0.39			0.13	1.37			0.83	2.30		
	1.16	2.33	0.23		0.73	1.91	0.32		0.45	-0.33	0.06		-0.38	0.85	-0.52		0.91	2.37	0.08	
	0.42	1.61	-0.56	-0.78	-1.02	0.18	-1.41	-1.73	-0.82	-1.61	-1.21	-1.28	0.55	1.79	0.44	0.95	-0.68	0.78	-1.52	-1.59
Site 084																				
I 10 EB - At MP 212																				
	-0.28				-0.28				-2.54				0.48				-1.02			
	-0.78	-0.50			-0.37	-0.09			-1.18	1.34			0.53	0.05			-0.70	0.32		
	0.56	0.83	1.30		-0.12	0.16	0.24		-0.37	2.17	0.82		-1.40	-1.90	-1.96		-0.91	0.11	-0.21	
	0.01	0.28	0.76	-0.53	0.29	0.57	0.66	0.41	-0.90	1.66	0.30	-0.53	0.60	0.13	0.08	2.03	0.15	1.17	0.85	1.06
Site 091																				
SR 85 SB - At MP 4																				
	-1.00				-0.37				-2.12				1.12				-0.92			
	-1.27	-0.41			-0.30	0.06			-1.49	0.63			0.09	-1.12			-1.36	-0.44		
	-0.65	0.31	0.68		-1.64	-1.27	-1.32		-2.15	0.14	-0.54		-0.38	-1.42	-0.49		-2.36	-1.43	-0.99	
	-0.88	0.16	0.57	-0.16	-0.32	0.05	-0.01	1.33	-1.73	0.34	-0.28	0.23	0.68	-0.36	0.64	1.00	-0.77	0.15	0.59	1.58
Site 093																				
SR 85 NB - At MP 4																				
	0.06				1.62				-1.00				-1.16				0.29			
	-1.21	-1.38			0.25	-1.33			-1.86	-1.19			-1.11	0.19			-1.37	-1.66		
	-0.68	-0.80	0.56		0.58	-1.07	0.31		-1.00	-0.36	0.71		-1.16	0.07	-0.12		-0.94	-1.23	0.44	
	-1.21	-1.39	0.02	-0.55	0.19	-1.44	-0.07	-0.39	-2.24	-1.60	-0.42	-1.10	-0.91	0.30	0.13	0.24	-1.60	-1.89	-0.22	-0.66
Site 102																				
I 8 WB - At MP 81																				
	0.62				-0.08				0.20				-0.52				0.06			
	-0.34	-0.99			1.29	1.37			-0.03	-0.22			-0.44	0.07			0.59	0.53		
	1.87	1.30	2.25		1.02	1.10	-0.26		-0.82	-1.02	-0.77		0.30	0.81	0.74		1.39	1.33	0.80	
	-1.14	-1.78	-0.84	-2.96	0.86	0.95	-0.44	-0.18	0.34	0.14	0.36	1.17	0.36	0.86	0.79	0.06	0.56	0.50	-0.03	-0.83
Site 104																				
I 8 EB - At MP 81																				
	-0.03				0.45				-0.78				-0.43				-0.11			
	-0.01	0.03			-0.59	-1.04			-1.07	-0.31			-1.01	-0.59			-1.37	-1.26		
	-0.73	-0.64	-0.71		-0.08	-0.51	0.50		-2.45	-1.71	-1.36		-0.01	0.43	1.02		-1.12	-1.00	0.25	
	-1.02	-0.89	-1.00	-0.22	0.31	-0.14	0.91	0.38	-1.45	-0.73	-0.42	0.89	-1.07	-0.65	-0.06	-1.07	-1.34	-1.23	0.03	-0.22
Site 112																				
I 10 WB - At MP 70																				
	-0.26				-0.22				0.62				-0.38				-0.29			
	0.06	0.31			1.07	1.31			0.65	0.05			2.08	2.47			2.42	2.71		
	-0.45	-0.18	-0.49		1.40	1.63	0.37		-1.82	-2.43	-2.40		-0.22	0.16	-2.34		-0.44	-0.15	-2.86	
	1.09	1.29	0.99	1.47	1.04	1.26	-0.01	-0.38	1.24	0.59	0.52	3.10	0.29	0.68	-1.82	0.52	1.31	1.59	-1.11	1.75
Site 114																				
I 10 EB - At MP 70																				
	-1.10				1.61				-1.63				-0.31				-0.43			
	-1.75	-0.66			0.55	-1.04			-0.25	1.36			-0.45	-0.14			-0.76	-0.33		
	-1.27	-0.18	0.48		0.46	-1.16	-0.10		-0.91	0.74	-0.64		-0.11	0.20	0.34		-0.59	-0.17	0.17	
	-1.09	-0.03	0.61	0.15	2.13	0.50	1.54	1.68	-2.57	-0.89	-2.28	-1.66	-1.07	-0.77	-0.64	-0.96	-0.88	-0.45	-0.12	-0.29
Site 122																				
US 60 WB - At MP 72																				
	-0.60				-0.62				1.21				1.49				-0.10			
	-1.66	-1.19			0.28	0.90			0.62	-0.48			0.39	-1.47			-0.42	-0.32		
	0.43	1.09	2.16		0.42	1.04	0.15		0.38	-0.62	-0.17		0.73	-1.08	0.47		0.55	0.65	0.97	
	-0.12	0.49	1.59	-0.58	-1.25	-0.65	-1.53	-1.67	0.94	-0.39	0.16	0.34	1.54	-0.06	1.56	1.14	-0.26	-0.16	0.16	-0.81
Site 124																				
US 60 EB - At MP 72																				
	-1.63				-1.05				0.54				-0.20				-0.81			
	1.00	3.00			-0.04	0.98			0.13	-0.57			0.58	0.66			0.33	1.14		
	-1.00	0.51	-2.05		0.54	1.61	0.57		-0.52	-1.40	-0.83		1.11	1.12	0.66		0.50	1.31	0.17	
	0.00	1.63	-1.00	1.00	-0.10	0.94	-0.05	-0.63	0.51	0.00	0.51	1.27	0.77	0.80	0.19	-0.50	0.44	1.25	0.11	-0.06
Site 131																				
US 93 SB - At MP 177																				
	0.11				0.55				0.85				1.07				1.42			
	0.30	0.21			0.58	0.03			0.43	-0.43			0.39	-0.68			0.88	-0.54		
	0.06	-0.05	-0.25		1.29	0.74	0.71		0.54	-0.32	0.11		1.53	0.46	1.15		1.97	0.55	1.08	
	0.72	0.65	0.41	0.68	0.08	-0.47	-0.49	-1.20	1.48	0.59	1.05	0.94	0.89	-0.19	0.50	-0.65	1.44	0.02	0.56	-0.52
Site 133																				
US 93 NB - At MP 177																				
	-0.43				0.74				-0.42				-2.28				-0.95			
	-1.15	-0.67			-0.05	-0.78			-0.51	-0.07			-1.64	0.63			-1.49	-0.55		
	1.16	1.57	2.42		-0.37	-1.11	-0.32		-0.45	-0.01	0.06		-1.11	1.15	0.53		-0.73	0.22	0.76	
	0.64	1.07	1.89	-0.58	-0.80	-1.56	-0.75	-0.43	-0.73	-0.28	-0.22	-0.28	-1.84	0.36	-0.25	-0.76	-1.52	-0.57	-0.02	-0.79
Site 141																				
SR 89 SB - At MP 270																				
	1.63				1.50				-0.07				-0.98				1.28			
	1.20	-0.18			1.07	-0.41			-1.17	-0.95			0.26	1.27			0.96	-0.32		
	2.66	1.07	1.08		-0.35	-1.88	-1.44		-1.61	-1.38	-0.54		0.00	0.98	-0.26		0.05	-1.22	-0.90	
	1.68	0.00	0.18	-1.10	-0.72	-2.25	-1.80	-0.37	-1.32	-1.11	-0.25	0.27	0.96	1.87	0.74	0.96	-0.16	-1.44	-1.11	-0.21
Site 143																				
SR 89 NB - At MP 270																				
	3.54				-1.36				1.06				0.44				0.55			
	2.61	-0.60			-0.39	1.03			0.95	-0.02			-0.90	-1.38			0.55	0.00		
	1.64	-1.53	-0.86		-0.74	0.64	-0.38		1.88	0.88	0.83		0.05	-0.41	0.98		0.72	0.17	0.17	
	1.51	-1.28	-0.72	0.05	-1.16	0.23	-0.82	-0.42	0.94	-0.10	-0.07	-0.95	0.31	-0.13	1.24	0.27	0.05	-0.50	-0.50	-0.67

	1 - AM Peak			2 - Mid-Day Off-Peak			3 - PM Peak			4 - Overnight			Total		
Site/Set	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev	Count	Avg.	StdDev
151	**754**	**0.334**	**0.472**	**1,488**	**0.388**	**0.488**	**418**	**0.344**	**0.476**	**804**	**0.489**	**0.500**	**3,464**	**0.395**	**0.489**
1	160	0.388	0.489	295	0.369	0.483	83	0.313	0.467	155	0.529	0.501	693	0.403	0.491
2	172	0.285	0.453	271	0.446	0.498	91	0.297	0.459	159	0.465	0.500	693	0.391	0.488
3	127	0.323	0.469	335	0.361	0.481	87	0.448	0.500	143	0.441	0.498	692	0.382	0.486
4	141	0.291	0.456	306	0.405	0.492	70	0.300	0.462	176	0.494	0.501	693	0.394	0.489
5	154	0.383	0.488	281	0.367	0.483	87	0.356	0.482	171	0.509	0.501	693	0.404	0.491
153	**351**	**0.422**	**0.495**	**1,372**	**0.522**	**0.500**	**501**	**0.351**	**0.478**	**671**	**0.446**	**0.497**	**2,895**	**0.463**	**0.499**
1	61	0.426	0.499	275	0.531	0.500	98	0.429	0.497	145	0.407	0.493	579	0.472	0.500
2	80	0.513	0.503	283	0.544	0.499	100	0.370	0.485	116	0.440	0.498	579	0.489	0.500
3	80	0.375	0.487	265	0.547	0.499	94	0.266	0.444	140	0.450	0.499	579	0.454	0.498
4	65	0.462	0.502	268	0.515	0.501	109	0.312	0.465	137	0.489	0.502	579	0.465	0.499
5	65	0.323	0.471	281	0.473	0.500	100	0.380	0.488	133	0.444	0.499	579	0.434	0.496
162	**1,935**	**0.266**	**0.442**	**4,209**	**0.320**	**0.467**	**2,785**	**0.486**	**0.500**	**3,169**	**0.466**	**0.499**	**12,098**	**0.388**	**0.487**
1	371	0.248	0.432	867	0.308	0.462	568	0.474	0.500	613	0.483	0.500	2,419	0.382	0.486
2	387	0.279	0.449	848	0.338	0.473	575	0.494	0.500	609	0.471	0.500	2,419	0.399	0.490
3	390	0.249	0.433	812	0.330	0.471	567	0.471	0.500	651	0.482	0.500	2,420	0.391	0.488
4	392	0.288	0.454	843	0.318	0.466	543	0.503	0.500	642	0.449	0.498	2,420	0.389	0.488
5	395	0.263	0.441	839	0.308	0.462	532	0.489	0.500	654	0.448	0.498	2,420	0.378	0.485
164	**5,234**	**0.368**	**0.482**	**10,368**	**0.328**	**0.470**	**4,434**	**0.313**	**0.464**	**5,821**	**0.434**	**0.496**	**25,857**	**0.357**	**0.479**
1	1,076	0.372	0.483	2,058	0.317	0.466	873	0.293	0.456	1,165	0.441	0.497	5,172	0.352	0.478
2	1,016	0.376	0.485	2,095	0.316	0.465	908	0.318	0.466	1,153	0.435	0.496	5,172	0.354	0.478
3	988	0.372	0.484	2,093	0.341	0.474	902	0.327	0.469	1,188	0.412	0.492	5,171	0.361	0.480
4	1,083	0.360	0.480	2,086	0.336	0.472	867	0.310	0.463	1,135	0.434	0.496	5,171	0.358	0.480
5	1,071	0.359	0.480	2,036	0.330	0.470	884	0.317	0.465	1,180	0.447	0.497	5,171	0.360	0.480
171	**1,419**	**0.290**	**0.454**	**2,233**	**0.341**	**0.474**	**1,478**	**0.405**	**0.491**	**1,105**	**0.352**	**0.478**	**6,235**	**0.346**	**0.476**
1	274	0.292	0.456	421	0.330	0.471	331	0.390	0.488	221	0.357	0.480	1,247	0.342	0.475
2	295	0.305	0.461	465	0.318	0.466	287	0.432	0.496	200	0.330	0.471	1,247	0.343	0.475
3	293	0.259	0.439	450	0.351	0.478	267	0.404	0.492	237	0.346	0.477	1,247	0.340	0.474
4	286	0.311	0.464	442	0.364	0.482	288	0.406	0.492	231	0.416	0.494	1,247	0.371	0.483
5	271	0.280	0.450	455	0.341	0.474	305	0.393	0.489	216	0.306	0.462	1,247	0.334	0.472
173	**1,548**	**0.477**	**0.500**	**3,077**	**0.431**	**0.495**	**1,909**	**0.386**	**0.487**	**1,915**	**0.483**	**0.500**	**8,449**	**0.441**	**0.497**
1	300	0.497	0.501	629	0.420	0.494	377	0.408	0.492	384	0.484	0.500	1,690	0.446	0.497
2	285	0.467	0.500	646	0.444	0.497	389	0.352	0.478	369	0.507	0.501	1,689	0.440	0.497
3	318	0.475	0.500	591	0.401	0.491	374	0.334	0.472	407	0.457	0.499	1,690	0.414	0.493
4	315	0.479	0.500	609	0.452	0.498	386	0.430	0.496	380	0.497	0.501	1,690	0.462	0.499
5	330	0.470	0.500	602	0.435	0.496	383	0.405	0.491	375	0.469	0.500	1,690	0.443	0.497
183	**2,011**	**0.269**	**0.444**	**4,108**	**0.297**	**0.457**	**1,787**	**0.433**	**0.496**	**2,627**	**0.463**	**0.499**	**10,533**	**0.356**	**0.479**
1	417	0.283	0.451	831	0.316	0.465	359	0.426	0.495	499	0.459	0.499	2,106	0.362	0.481
2	379	0.269	0.444	850	0.298	0.457	388	0.410	0.492	490	0.437	0.496	2,107	0.346	0.476
3	426	0.254	0.436	788	0.283	0.451	346	0.425	0.495	547	0.481	0.500	2,107	0.352	0.478
4	407	0.275	0.447	811	0.312	0.464	341	0.434	0.496	548	0.447	0.498	2,107	0.360	0.480
5	382	0.264	0.442	828	0.275	0.447	353	0.470	0.500	543	0.486	0.500	2,106	0.360	0.480

	1 - AM Peak (6 am - 9 am)				2 - Mid-Day Off-Peak (9 am - 4 pm)				3 - PM Peak (4 pm - 7 pm)				4 - Overnight (7 pm - 6 am)				Total			
	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5	1 - i	2 - i	3 - i	4 - 5
Site 151																				
SR 85 SB - At MP 134																				
	1.98				-1.86				0.24				1.13				0.44			
	1.14	-0.70			0.22	2.13			-1.82	-2.10			1.53	0.43			0.80	0.36		
	1.78	-0.11	0.57		-0.90	1.00	-1.14		0.18	-0.05	1.93		0.63	-0.53	-0.96		0.33	-0.11	-0.47	
	0.08	-1.88	-1.05	-1.68	0.07	1.91	-0.14	0.96	-0.59	-0.84	1.24	-0.75	0.36	-0.79	-1.20	-0.27	-0.05	-0.49	-0.86	-0.38
Site 153																				
SR 85 NB - At MP 134																				
	-1.01				-0.31				0.84				-0.53				-0.59			
	0.61	1.76			-0.38	-0.07			2.39	1.56			-0.73	-0.17			0.59	1.18		
	-0.40	0.61	-1.05		0.37	0.69	0.74		1.74	0.88	-0.72		-1.39	-0.78	-0.65		0.24	0.82	-0.35	
	1.19	2.34	0.65	1.62	1.36	1.68	1.73	0.97	0.69	-0.15	-1.70	-1.03	-0.62	-0.06	0.11	0.75	1.30	1.89	0.71	1.06
Site 162																				
US 60 WB - At S 101																				
	-0.97				-1.35				-0.69				0.41				-1.24			
	-0.02	0.96			-0.97	0.36			0.09	0.78			0.02	-0.39			-0.64	0.60		
	-1.26	-0.28	-1.25		-0.44	0.90	0.53		-0.97	-0.30	-1.06		1.22	0.80	1.22		-0.52	0.72	0.12	
	-0.49	0.50	-0.47	0.78	0.02	1.36	0.98	0.46	-0.50	0.17	-0.59	0.46	1.24	0.83	1.24	0.02	0.28	1.52	0.92	0.80
Site 164																				
US 60 EB - At S 101																				
	-0.20				0.12				-1.15				0.32				-0.21			
	-0.03	0.16			-1.63	-1.77			-1.54	-0.40			1.45	1.12			-0.89	-0.68		
	0.56	0.75	0.58		-1.29	-1.42	0.35		-0.77	0.36	0.76		0.33	0.01	-1.11		-0.62	-0.42	0.27	
	0.64	0.83	0.66	0.08	-0.87	-1.00	0.75	0.41	-1.07	0.07	0.47	-0.29	-0.26	-0.59	-1.72	-0.59	-0.83	-0.62	0.06	-0.20
Site 171																				
SR 101 Off Ramp SB - N. of U 060																				
	-0.34				0.38				-1.07				0.59				-0.04			
	0.87	1.23			-0.65	-1.05			-0.37	0.66			0.26	-0.35			0.13	0.17		
	-0.49	-0.16	-1.38		-1.05	-1.46	-0.41		-0.42	0.63	-0.04		-1.27	-1.84	-1.55		-1.50	-1.46	-1.63	
	0.30	0.64	-0.56	0.79	-0.33	-0.72	0.33	0.74	-0.10	0.95	0.27	0.32	1.15	0.53	0.92	2.43	0.42	0.47	0.30	1.93
Site 173																				
SR 101 On Ramp NB - N. of U 060																				
	0.72				-0.88				1.60				-0.61				0.30			
	0.54	-0.20			0.66	1.54			2.11	0.52			0.77	1.39			1.88	1.58		
	0.43	-0.31	-0.11		-1.13	-0.26	-1.77		-0.60	-2.23	-2.73		-0.36	0.26	-1.13		-0.97	-1.26	-2.85	
	0.68	-0.07	0.13	0.25	-0.55	0.32	-1.20	0.57	0.11	-1.50	-2.01	0.71	0.41	1.02	-0.35	0.77	0.17	-0.12	-1.70	1.14
Site 183																				
SR 101 Off Ramp NB - S. Of U 060																				
	0.44				0.84				0.45				0.70				1.14			
	0.96	0.50			1.47	0.65			0.04	-0.41			-0.71	-1.42			0.72	-0.42		
	0.25	-0.19	-0.71		0.20	-0.63	-1.27		-0.21	-0.66	-0.24		0.38	-0.33	1.12		0.17	-0.97	-0.55	
	0.59	0.15	-0.35	0.34	1.84	1.01	0.34	1.63	-1.18	-1.66	-1.21	-0.96	-0.88	-1.59	-0.18	-1.29	0.13	-1.01	-0.59	-0.04

Appendix H MAG External-External Trip Tables

EE Trips / All Vehicles / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	8	39	4	735	12	66	100	38	0	6	1,008
021	5	0	1	3	53	0	9	17	0	1	0	89
032	8	1	0	123	63	3	13	42	0	32	3	288
043	11	1	51	0	14	0	3	5	0	0	0	85
082	744	32	70	6	0	13	594	1,680	0	240	0	3,379
093	5	5	0	0	22	0	20	4	1	3	0	60
104	107	10	9	1	589	34	0	17	2	2	0	771
114	102	67	61	1	1,995	14	13	0	0	0	0	2,253
124	52	0	2	0	1	0	0	0	0	11	157	223
131	15	2	44	6	139	1	0	7	2	0	9	225
141	6	0	0	1	7	0	0	0	201	13	0	228
Total	1,055	126	277	145	3,618	77	718	1,872	244	302	175	8,609

EE Trips / All Vehicles / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	5	0	20	1	1	11	0	0	0	38
021	0	0	0	0	6	0	3	3	0	0	0	12
032	0	0	0	29	2	0	2	3	0	10	1	47
043	6	1	9	0	4	0	3	0	0	0	0	23
082	186	16	8	2	0	0	84	167	0	65	0	528
093	0	2	0	0	1	0	2	2	0	0	0	7
104	4	1	1	0	58	9	0	0	0	0	0	73
114	4	0	9	0	293	0	2	0	0	0	0	308
124	0	0	0	0	0	0	0	0	0	0	19	19
131	2	0	13	0	18	0	0	0	2	0	0	35
141	0	0	0	0	0	0	0	0	27	1	0	28
Total	202	20	45	31	402	10	97	186	29	76	20	1,118

EE Trips / All Vehicles / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	3	28	2	218	5	10	49	32	0	4	351
021	5	0	1	1	22	0	5	8	0	1	0	43
032	3	0	0	56	36	1	11	21	0	11	1	140
043	3	0	22	0	4	0	0	2	0	0	0	31
082	238	6	36	3	0	13	255	446	0	66	0	1,063
093	3	3	0	0	9	0	7	2	1	1	0	26
104	36	7	8	1	240	9	0	1	0	2	0	304
114	53	2	28	0	493	9	9	0	0	0	0	594
124	36	0	2	0	1	0	0	0	0	5	76	120
131	7	0	13	6	55	0	0	3	0	0	5	89
141	3	0	0	1	1	0	0	0	113	6	0	124
Total	387	21	138	70	1,079	37	297	532	146	92	86	2,885

EE Trips / All Vehicles / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	5	0	0	220	0	4	15	0	0	3	248
021	0	0	0	1	1	0	0	2	0	0	0	5
032	2	1	0	32	15	0	0	2	0	2	0	54
043	0	0	7	0	0	0	0	1	0	0	0	8
082	62	9	3	0	0	0	50	370	0	16	0	511
093	0	0	0	0	8	0	7	0	0	2	0	17
104	26	0	0	0	120	11	0	2	0	0	0	159
114	6	63	7	1	290	0	0	0	0	0	0	366
124	5	0	0	0	0	0	0	0	0	0	25	29
131	5	2	6	0	27	1	0	0	0	0	3	45
141	0	0	0	0	1	0	0	0	28	4	0	33
Total	105	80	23	34	682	13	61	393	28	24	31	1,474

EE Trips / All Vehicles / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	6	1	277	7	51	25	6	0	0	373
021	0	0	0	0	24	0	1	3	0	0	0	29
032	3	0	0	6	10	2	0	17	0	9	0	47
043	3	0	14	0	5	0	0	1	0	0	0	23
082	258	1	23	2	0	0	205	698	0	93	0	1,280
093	2	0	0	0	3	0	5	0	0	0	0	11
104	42	2	0	0	171	5	0	14	2	0	0	235
114	40	2	17	0	919	4	2	0	0	0	0	984
124	11	0	0	0	0	0	0	0	0	6	37	54
131	2	0	12	0	40	0	0	4	0	0	1	59
141	3	0	0	0	4	0	0	0	32	2	0	41
Total	363	5	72	9	1,455	18	264	762	40	110	39	3,135

EE Trips / 1-Non-Commercial - Light / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	8	4	2	204	6	17	63	17	0	6	328
021	5	0	1	3	33	0	7	11	0	1	0	62
032	6	1	0	95	35	3	12	15	0	13	3	184
043	11	1	46	0	14	0	3	5	0	0	0	80
082	264	23	28	4	0	7	413	450	0	105	0	1,293
093	5	5	0	0	20	0	19	4	1	3	0	58
104	49	8	8	1	411	28	0	0	0	2	0	506
114	45	2	7	1	522	14	0	0	0	0	0	591
124	11	0	2	0	1	0	0	0	0	11	140	165
131	10	2	6	6	110	1	0	3	2	0	9	149
141	5	0	0	0	6	0	0	0	169	12	0	191
Total	412	51	101	113	1,355	59	471	550	189	147	159	3,607

EE Trips / 1-Non-Commercial - Light / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	1	0	10	1	1	11	0	0	0	24
021	0	0	0	0	6	0	1	3	0	0	0	10
032	0	0	0	5	2	0	2	3	0	4	1	18
043	6	1	9	0	4	0	3	0	0	0	0	22
082	38	7	8	2	0	0	66	48	0	13	0	182
093	0	2	0	0	1	0	0	2	0	0	0	5
104	4	1	1	0	34	9	0	0	0	0	0	49
114	0	0	0	0	67	0	0	0	0	0	0	67
124	0	0	0	0	0	0	0	0	0	0	17	17
131	0	0	3	0	12	0	0	0	2	0	0	17
141	0	0	0	0	0	0	0	0	27	1	0	28
Total	48	11	22	7	136	10	73	66	29	18	19	439

EE Trips / 1-Non-Commercial - Light / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	3	0	2	92	5	4	28	11	0	4	149
021	5	0	1	1	20	0	5	4	0	1	0	38
032	3	0	0	56	21	1	10	5	0	2	1	100
043	3	0	18	0	4	0	0	2	0	0	0	27
082	114	6	14	3	0	7	197	176	0	59	0	575
093	3	3	0	0	7	0	7	2	1	1	0	25
104	21	5	7	1	186	5	0	0	0	2	0	227
114	25	0	0	0	185	9	0	0	0	0	0	220
124	6	0	2	0	1	0	0	0	0	5	76	90
131	7	0	0	6	46	0	0	0	0	0	5	63
141	3	0	0	0	1	0	0	0	98	5	0	108
Total	191	18	42	69	564	27	222	217	110	76	86	1,624

EE Trips / 1-Non-Commercial - Light / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	5	0	0	37	0	4	15	0	0	3	64
021	0	0	0	1	1	0	0	2	0	0	0	5
032	0	1	0	30	11	0	0	2	0	2	0	46
043	0	0	7	0	0	0	0	1	0	0	0	8
082	53	9	1	0	0	0	37	80	0	16	0	197
093	0	0	0	0	8	0	7	0	0	2	0	17
104	7	0	0	0	89	10	0	0	0	0	0	106
114	6	2	4	1	85	0	0	0	0	0	0	98
124	5	0	0	0	0	0	0	0	0	0	25	29
131	3	2	2	0	18	1	0	0	0	0	3	30
141	0	0	0	0	1	0	0	0	28	4	0	33
Total	74	19	14	32	250	11	48	101	28	24	31	632

EE Trips / 1-Non-Commercial - Light / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	3	0	65	0	8	9	6	0	0	90
021	0	0	0	0	6	0	1	2	0	0	0	9
032	3	0	0	4	2	2	0	6	0	5	0	21
043	3	0	12	0	5	0	0	1	0	0	0	21
082	59	1	4	0	0	0	113	146	0	17	0	340
093	2	0	0	0	3	0	5	0	0	0	0	11
104	17	2	0	0	101	5	0	0	0	0	0	125
114	14	0	2	0	185	4	0	0	0	0	0	206
124	0	0	0	0	0	0	0	0	0	6	23	28
131	0	0	2	0	34	0	0	3	0	0	1	40
141	1	0	0	0	3	0	0	0	16	2	0	22
Total	99	3	22	4	405	11	128	166	22	29	24	912

EE Trips / 2-Commercial - Medium / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	18	0	470	7	33	0	15	0	0	543
021	0	0	0	0	19	0	0	4	0	0	0	23
032	0	0	0	4	5	0	1	0	0	1	0	12
043	0	0	0	0	0	0	0	0	0	0	0	0
082	429	9	3	0	0	6	30	272	0	114	0	863
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	2	0	0	10	0	0	0	0	0	0	11
114	0	61	39	0	550	0	0	0	0	0	0	650
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	8	0	0	0	0	0	0	8
141	0	0	0	1	0	0	0	0	2	1	0	3
Total	429	72	61	5	1,061	13	63	276	17	116	0	2,112

EE Trips / 2-Commercial - Medium / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	0	0	0	0	0	0	0	0
021	0	0	0	0	0	0	0	0	0	0	0	0
032	0	0	0	2	0	0	0	0	0	1	0	3
043	0	0	0	0	0	0	0	0	0	0	0	0
082	147	9	0	0	0	0	5	33	0	43	0	238
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0
114	0	0	0	0	48	0	0	0	0	0	0	48
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	0	0	0	0	0	0	0	0
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	9	0	2	48	0	5	33	0	44	0	289

EE Trips / 2-Commercial - Medium / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	18	0	105	0	0	0	15	0	0	139
021	0	0	0	0	0	0	0	4	0	0	0	4
032	0	0	0	1	5	0	1	0	0	0	0	7
043	0	0	0	0	0	0	0	0	0	0	0	0
082	103	0	3	0	0	6	10	73	0	4	0	199
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	2	0	0	8	0	0	0	0	0	0	9
114	0	0	28	0	91	0	0	0	0	0	0	120
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	4	0	0	0	0	0	0	4
141	0	0	0	1	0	0	0	0	1	1	0	3
Total	103	2	50	1	212	6	11	77	17	5	0	484

EE Trips / 2-Commercial - Medium / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	177	0	0	0	0	0	0	177
021	0	0	0	0	0	0	0	0	0	0	0	0
032	0	0	0	2	0	0	0	0	0	0	0	2
043	0	0	0	0	0	0	0	0	0	0	0	0
082	0	0	0	0	0	0	0	46	0	0	0	46
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	2	0	0	0	0	0	0	2
114	0	61	0	0	98	0	0	0	0	0	0	158
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	4	0	0	0	0	0	0	4
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	61	0	2	281	0	0	46	0	0	0	389

EE Trips / 2-Commercial - Medium / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	187	7	33	0	0	0	0	227
021	0	0	0	0	19	0	0	0	0	0	0	19
032	0	0	0	0	0	0	0	0	0	0	0	0
043	0	0	0	0	0	0	0	0	0	0	0	0
082	178	0	0	0	0	0	15	121	0	67	0	380
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0
114	0	0	11	0	313	0	0	0	0	0	0	324
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	0	0	0	0	0	0	0	0
141	0	0	0	0	0	0	0	0	1	0	0	1
Total	178	0	11	0	519	7	47	121	1	67	0	950

EE Trips / 3-Commercial - Heavy / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	16	1	61	0	16	37	6	0	0	138
021	0	0	0	0	2	0	2	1	0	0	0	5
032	2	0	0	24	23	0	0	27	0	18	0	94
043	0	0	5	0	0	0	0	0	0	0	0	5
082	51	0	39	2	0	0	151	959	0	22	0	1,224
093	0	0	0	0	2	0	2	0	0	0	0	3
104	58	0	1	0	169	6	0	17	2	0	0	254
114	57	4	15	0	923	0	13	0	0	0	0	1,012
124	41	0	0	0	0	0	0	0	0	0	16	57
131	5	0	38	0	22	0	0	5	0	0	0	69
141	1	0	0	0	1	0	0	0	30	0	0	33
Total	216	4	115	27	1,203	6	183	1,046	37	39	16	2,893

EE Trips / 3-Commercial - Heavy / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	3	0	10	0	0	0	0	0	0	13
021	0	0	0	0	0	0	2	0	0	0	0	2
032	0	0	0	22	0	0	0	0	0	5	0	27
043	0	0	0	0	0	0	0	0	0	0	0	0
082	0	0	0	0	0	0	13	86	0	9	0	108
093	0	0	0	0	0	0	2	0	0	0	0	2
104	0	0	0	0	23	0	0	0	0	0	0	23
114	4	0	9	0	178	0	2	0	0	0	0	193
124	0	0	0	0	0	0	0	0	0	0	2	2
131	2	0	10	0	6	0	0	0	0	0	0	18
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	22	22	218	0	18	86	0	14	2	386

EE Trips / 3-Commercial - Heavy / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	10	0	21	0	6	21	6	0	0	63
021	0	0	0	0	2	0	0	0	0	0	0	2
032	0	0	0	0	10	0	0	16	0	8	0	34
043	0	0	3	0	0	0	0	0	0	0	0	3
082	21	0	19	0	0	0	48	198	0	3	0	288
093	0	0	0	0	2	0	0	0	0	0	0	2
104	14	0	1	0	46	4	0	1	0	0	0	68
114	27	2	0	0	217	0	9	0	0	0	0	256
124	30	0	0	0	0	0	0	0	0	0	0	30
131	0	0	13	0	6	0	0	3	0	0	0	21
141	0	0	0	0	0	0	0	0	14	0	0	14
Total	93	2	46	0	303	4	64	238	19	11	0	781

EE Trips / 3-Commercial - Heavy / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	6	0	0	0	0	0	0	6
021	0	0	0	0	0	0	0	0	0	0	0	0
032	2	0	0	0	4	0	0	0	0	0	0	6
043	0	0	0	0	0	0	0	0	0	0	0	0
082	9	0	2	0	0	0	13	244	0	0	0	268
093	0	0	0	0	0	0	0	0	0	0	0	0
104	19	0	0	0	29	2	0	2	0	0	0	52
114	0	0	2	0	107	0	0	0	0	0	0	109
124	0	0	0	0	0	0	0	0	0	0	0	0
131	2	0	5	0	5	0	0	0	0	0	0	11
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	0	9	0	151	2	13	246	0	0	0	453

EE Trips / 3-Commercial - Heavy / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	4	1	25	0	10	16	0	0	0	56
021	0	0	0	0	0	0	0	1	0	0	0	1
032	0	0	0	2	9	0	0	11	0	4	0	26
043	0	0	2	0	0	0	0	0	0	0	0	2
082	21	0	19	2	0	0	77	431	0	10	0	560
093	0	0	0	0	0	0	0	0	0	0	0	0
104	25	0	0	0	70	0	0	14	2	0	0	111
114	26	2	4	0	421	0	2	0	0	0	0	454
124	11	0	0	0	0	0	0	0	0	0	15	25
131	2	0	10	0	5	0	0	2	0	0	0	19
141	1	0	0	0	1	0	0	0	16	0	0	19
Total	86	2	39	5	531	0	89	475	18	14	15	1,273

Appendix I MAG External-Internal Trip Tables

EI-IE Trips / All Vehicles / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	105	78	33	408	13	125	563	5	27	20	1,377
021	99	0	32	10	67	3	7	24	0	14	3	259
032	109	42	0	18	174	3	21	52	2	30	3	454
043	19	13	16	0	2	1	0	5	0	13	3	72
082	815	55	149	95	0	20	222	1,078	3	131	7	2,575
093	10	1	7	3	10	0	10	2	0	0	0	43
104	53	6	5	0	188	7	0	17	0	1	1	278
114	108	31	34	5	697	1	40	0	0	51	4	971
124	17	1	4	0	1	0	0	0	0	6	23	52
131	123	9	23	5	113	6	11	37	5	0	5	337
141	52	5	1	1	17	0	0	6	14	12	0	108
Total	1,405	268	349	170	1,677	54	436	1,784	29	285	69	6,526

EI-IE Trips / All Vehicles / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	55	12	16	54	9	49	48	0	7	2	252
021	17	0	8	1	9	0	1	4	0	6	0	46
032	13	14	0	0	22	3	4	5	0	3	1	65
043	5	6	5	0	0	0	0	0	0	7	3	26
082	172	17	41	23	0	8	28	85	0	16	1	391
093	4	0	0	0	0	0	0	0	0	0	0	4
104	0	4	2	0	22	3	0	5	0	0	0	36
114	16	7	3	0	127	0	9	0	0	5	0	167
124	0	0	4	0	0	0	0	0	0	0	2	6
131	49	4	6	0	4	6	5	8	0	0	1	83
141	1	4	0	0	1	0	0	1	0	3	0	10
Total	277	111	81	40	239	29	96	156	0	47	10	1,086

EI-IE Trips / All Vehicles / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	35	50	10	281	4	32	281	5	8	16	722
021	57	0	15	7	34	3	3	14	0	6	3	142
032	53	22	0	12	76	1	11	36	0	21	0	232
043	10	6	4	0	0	0	0	1	0	6	0	27
082	549	27	59	49	0	7	100	567	3	78	3	1,442
093	6	1	5	3	10	0	2	2	0	0	0	29
104	34	2	4	0	101	5	0	5	0	0	0	151
114	31	7	8	4	276	0	10	0	0	30	0	366
124	15	1	0	0	1	0	0	0	0	1	9	27
131	65	2	10	2	65	0	6	18	5	0	0	173
141	13	1	1	1	12	0	0	3	9	1	0	41
Total	833	104	156	88	856	20	164	927	22	151	31	3,352

EI-IE Trips / All Vehicles / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	5	0	3	26	0	0	49	0	3	0	85
021	6	0	4	0	17	0	2	3	0	1	0	34
032	23	4	0	5	31	0	4	7	0	3	0	77
043	1	0	1	0	0	0	0	1	0	0	0	4
082	49	2	17	2	0	1	14	114	0	4	1	205
093	0	0	2	0	0	0	0	0	0	0	0	2
104	10	0	0	0	28	0	0	0	0	1	1	41
114	25	0	7	0	80	1	2	0	0	3	1	119
124	2	0	0	0	0	0	0	0	0	0	5	8
131	3	0	5	3	22	0	0	8	0	0	1	42
141	3	0	0	0	1	0	0	0	0	4	0	8
Total	124	11	36	13	205	3	22	182	0	20	10	625

EI-IE Trips / All Vehicles / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	10	16	4	48	0	44	184	0	8	1	315
021	19	0	5	2	7	0	1	3	0	0	0	37
032	19	3	0	2	45	0	2	4	2	4	2	84
043	3	1	6	0	2	1	0	3	0	0	0	16
082	45	9	31	20	0	4	79	312	0	32	2	534
093	0	0	0	0	0	0	8	0	0	0	0	8
104	9	0	0	0	37	0	0	8	0	0	0	54
114	36	16	17	1	215	0	19	0	0	13	3	320
124	0	0	0	0	0	0	0	0	0	5	7	12
131	7	2	3	0	22	0	0	3	0	0	3	40
141	35	0	0	0	2	0	0	1	5	3	0	47
Total	173	41	77	29	378	5	155	518	7	65	17	1,466

EI-IE Trips / 1-Non-Commercial - Light / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	50	41	19	157	9	24	50	5	15	17	387
021	76	0	32	10	43	3	2	10	0	6	3	185
032	75	31	0	18	110	3	10	19	2	10	3	281
043	19	10	15	0	2	1	0	5	0	6	3	61
082	206	38	79	70	0	13	56	145	0	64	7	678
093	10	1	2	3	8	0	2	0	0	0	0	26
104	21	3	2	0	63	7	0	3	0	1	1	101
114	25	9	10	5	105	1	5	0	0	13	4	177
124	14	1	4	0	1	0	0	0	0	6	21	47
131	55	6	13	5	90	6	4	9	5	0	4	197
141	23	1	1	1	16	0	0	3	14	12	0	71
Total	524	150	199	131	595	43	103	244	26	133	63	2,211

EI-IE Trips / 1-Non-Commercial - Light / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	16	9	3	27	5	2	7	0	5	2	76
021	16	0	8	1	4	0	1	0	0	1	0	31
032	7	10	0	0	19	3	0	5	0	3	1	48
043	5	6	4	0	0	0	0	0	0	3	3	21
082	19	11	19	20	0	2	10	21	0	16	1	119
093	4	0	0	0	0	0	0	0	0	0	0	4
104	0	1	2	0	3	3	0	0	0	0	0	9
114	0	3	0	0	9	0	0	0	0	0	0	12
124	0	0	4	0	0	0	0	0	0	0	0	4
131	4	4	3	0	0	6	0	2	0	0	0	19
141	1	0	0	0	1	0	0	1	0	3	0	6
Total	56	51	49	24	63	19	13	36	0	31	7	349

EI-IE Trips / 1-Non-Commercial - Light / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	23	21	10	94	4	20	16	5	4	13	210
021	39	0	15	7	29	3	1	9	0	3	3	109
032	37	14	0	11	47	0	8	11	0	6	0	134
043	10	3	4	0	0	0	0	1	0	3	0	21
082	134	19	39	43	0	6	33	85	0	35	3	397
093	6	1	0	3	8	0	2	0	0	0	0	20
104	13	2	0	0	40	5	0	0	0	0	0	60
114	13	5	4	4	55	0	3	0	0	10	0	94
124	11	1	0	0	1	0	0	0	0	1	9	23
131	43	2	7	2	60	0	4	7	5	0	0	130
141	13	1	1	1	12	0	0	0	9	1	0	38
Total	319	71	91	81	346	18	71	129	19	63	28	1,236

EI-IE Trips / 1-Non-Commercial - Light / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	5	0	3	20	0	0	22	0	3	0	53
021	6	0	4	0	8	0	0	0	0	1	0	19
032	19	4	0	5	15	0	2	3	0	0	0	48
043	1	0	1	0	0	0	0	1	0	0	0	4
082	37	2	9	2	0	1	3	11	0	3	1	70
093	0	0	2	0	0	0	0	0	0	0	0	2
104	4	0	0	0	10	0	0	0	0	1	1	17
114	7	0	2	0	18	1	0	0	0	1	1	31
124	2	0	0	0	0	0	0	0	0	0	5	8
131	1	0	0	3	11	0	0	0	0	0	1	17
141	3	0	0	0	1	0	0	0	0	4	0	8
Total	81	11	19	13	83	3	5	38	0	13	10	276

EI-IE Trips / 1-Non-Commercial - Light / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	6	11	4	17	0	2	5	0	2	1	49
021	16	0	5	2	3	0	0	2	0	0	0	27
032	11	3	0	2	28	0	0	0	2	2	2	49
043	3	1	5	0	2	1	0	3	0	0	0	15
082	16	6	12	6	0	4	10	28	0	10	2	92
093	0	0	0	0	0	0	0	0	0	0	0	0
104	4	0	0	0	10	0	0	3	0	0	0	16
114	4	1	4	1	23	0	2	0	0	1	3	40
124	0	0	0	0	0	0	0	0	0	5	7	12
131	7	0	3	0	19	0	0	0	0	0	3	31
141	6	0	0	0	1	0	0	1	5	3	0	16
Total	67	17	39	14	103	5	14	41	7	23	17	346

EI-IE Trips / 2-Commercial - Medium / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	37	0	13	156	0	73	297	0	0	0	576
021	11	0	0	0	9	0	0	0	0	0	0	19
032	8	0	0	0	26	1	0	4	0	0	0	39
043	0	0	1	0	0	0	0	0	0	0	0	1
082	506	6	12	8	0	0	37	72	3	13	0	657
093	0	0	5	0	0	0	0	0	0	0	0	5
104	14	0	4	0	10	0	0	0	0	0	0	27
114	0	12	0	0	45	0	0	0	0	6	0	64
124	0	0	0	0	0	0	0	0	0	0	0	0
131	43	0	0	0	6	0	0	0	0	0	1	50
141	29	0	0	0	0	0	0	0	0	1	0	30
Total	611	55	22	22	251	1	110	374	3	20	1	1,468

EI-IE Trips / 2-Commercial - Medium / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	37	0	13	0	0	40	0	0	0	0	91
021	0	0	0	0	1	0	0	0	0	0	0	1
032	0	0	0	0	0	0	0	0	0	0	0	0
043	0	0	1	0	0	0	0	0	0	0	0	1
082	147	0	0	3	0	0	5	18	0	0	0	173
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0
114	0	0	0	0	20	0	0	0	0	0	0	20
124	0	0	0	0	0	0	0	0	0	0	0	0
131	43	0	0	0	0	0	0	0	0	0	1	44
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	37	1	17	20	0	45	18	0	0	1	329

EI-IE Trips / 2-Commercial - Medium / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	156	0	0	177	0	0	0	333
021	11	0	0	0	2	0	0	0	0	0	0	12
032	8	0	0	0	7	1	0	4	0	0	0	20
043	0	0	0	0	0	0	0	0	0	0	0	0
082	358	6	6	5	0	0	17	55	3	8	0	457
093	0	0	5	0	0	0	0	0	0	0	0	5
104	14	0	4	0	10	0	0	0	0	0	0	27
114	0	0	0	0	0	0	0	0	0	6	0	6
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	0	0	0	0	0	0	0	0
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	391	6	15	5	174	1	17	236	3	13	0	861

EI-IE Trips / 2-Commercial - Medium / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	0	0	0	0	0	0	0	0
021	0	0	0	0	6	0	0	0	0	0	0	6
032	0	0	0	0	14	0	0	0	0	0	0	14
043	0	0	0	0	0	0	0	0	0	0	0	0
082	0	0	0	0	0	0	0	0	0	0	0	0
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0
114	0	0	0	0	0	0	0	0	0	0	0	0
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	6	0	0	0	0	0	0	6
141	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	27	0	0	0	0	1	0	27

EI-IE Trips / 2-Commercial - Medium / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	0	0	33	120	0	0	0	152
021	0	0	0	0	0	0	0	0	0	0	0	0
032	0	0	0	0	5	0	0	0	0	0	0	5
043	0	0	0	0	0	0	0	0	0	0	0	0
082	0	0	6	0	0	0	15	0	0	6	0	26
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0
114	0	12	0	0	26	0	0	0	0	0	0	38
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	0	0	0	0	0	0	0	0	0	0	0
141	29	0	0	0	0	0	0	0	0	0	0	29
Total	29	12	6	0	30	0	47	120	0	6	0	251

EI-IE Trips / 3-Commercial - Heavy / All Periods

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	18	37	0	95	4	28	215	0	12	3	414
021	12	0	0	0	15	0	5	13	0	8	0	53
032	26	11	0	0	39	0	11	29	0	21	0	137
043	0	3	1	0	0	0	0	0	0	7	0	10
082	103	11	58	16	0	8	129	860	0	54	0	1,239
093	0	0	0	0	2	0	8	2	0	0	0	12
104	18	3	0	0	115	0	0	15	0	0	0	151
114	83	10	24	0	547	0	35	0	0	33	0	732
124	4	0	0	0	0	0	0	0	0	0	2	5
131	26	2	10	0	17	0	8	28	0	0	0	91
141	0	4	0	0	1	0	0	3	0	0	0	8
Total	273	61	130	16	832	12	225	1,165	0	134	5	2,852

EI-IE Trips / 3-Commercial - Heavy / 1 - AM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	3	3	0	27	4	6	41	0	2	0	86
021	1	0	0	0	4	0	0	4	0	5	0	14
032	6	3	0	0	3	0	4	0	0	0	0	16
043	0	0	0	0	0	0	0	0	0	3	0	3
082	6	6	22	0	0	6	13	47	0	0	0	99
093	0	0	0	0	0	0	0	0	0	0	0	0
104	0	3	0	0	19	0	0	5	0	0	0	27
114	16	4	3	0	99	0	9	0	0	5	0	135
124	0	0	0	0	0	0	0	0	0	0	2	2
131	2	0	3	0	4	0	5	6	0	0	0	21
141	0	4	0	0	0	0	0	0	0	0	0	4
Total	32	22	31	0	156	10	37	102	0	15	2	407

EI-IE Trips / 3-Commercial - Heavy / 2 - Mid-Day Off-Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	12	30	0	32	0	12	89	0	5	3	182
021	8	0	0	0	3	0	2	5	0	3	0	20
032	8	7	0	0	22	0	3	21	0	16	0	76
043	0	3	0	0	0	0	0	0	0	3	0	6
082	56	2	14	2	0	2	50	427	0	35	0	589
093	0	0	0	0	2	0	0	2	0	0	0	4
104	7	0	0	0	51	0	0	5	0	0	0	63
114	17	3	3	0	221	0	7	0	0	14	0	266
124	4	0	0	0	0	0	0	0	0	0	0	4
131	22	0	3	0	4	0	2	10	0	0	0	42
141	0	0	0	0	0	0	0	3	0	0	0	3
Total	122	27	50	2	335	2	77	561	0	76	3	1,254

EI-IE Trips / 3-Commercial - Heavy / 3 - PM Peak

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	0	0	0	6	0	0	27	0	0	0	33
021	0	0	0	0	3	0	2	3	0	0	0	8
032	4	0	0	0	2	0	2	4	0	3	0	15
043	0	0	0	0	0	0	0	0	0	0	0	0
082	12	0	8	0	0	0	11	103	0	2	0	135
093	0	0	0	0	0	0	0	0	0	0	0	0
104	6	0	0	0	18	0	0	0	0	0	0	24
114	18	0	4	0	61	0	2	0	0	2	0	88
124	0	0	0	0	0	0	0	0	0	0	0	0
131	2	0	5	0	5	0	0	8	0	0	0	19
141	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	0	17	0	95	0	17	144	0	7	0	322

EI-IE Trips / 3-Commercial - Heavy / 4 - Overnight

	Destination											
Origin	013	023	034	041	084	091	102	112	122	133	143	Total
011	0	4	5	0	31	0	10	59	0	6	0	114
021	3	0	0	0	5	0	1	1	0	0	0	10
032	8	0	0	0	12	0	2	4	0	2	0	30
043	0	0	1	0	0	0	0	0	0	0	0	1
082	29	3	14	14	0	0	55	284	0	16	0	416
093	0	0	0	0	0	0	8	0	0	0	0	8
104	5	0	0	0	27	0	0	5	0	0	0	37
114	32	3	13	0	166	0	17	0	0	12	0	243
124	0	0	0	0	0	0	0	0	0	0	0	0
131	0	2	0	0	3	0	0	3	0	0	0	9
141	0	0	0	0	1	0	0	0	0	0	0	1
Total	77	12	32	14	245	0	94	357	0	37	0	869

Appendix J MAG Commute Trip Tables

Commute Trips / All Vehicles / All Periods

Origin	Inbound	Destination	Outbound
011	2,527	013	2,527
021	533	023	533
032	1,612	034	1,612
043	360	041	360
082	4,240	084	4,240
093	67	091	67
104	130	102	130
114	1,326	112	1,326
124	84	122	84
141	361	143	361
Total	11,240	Total	11,240

Commute Trips / All Vehicles / 1 - AM Peak

Origin	Inbound	Destination	Outbound
011	554	013	48
021	163	023	10
032	473	034	42
043	124	041	9
082	1,253	084	220
093	15	091	0
104	32	102	6
114	263	112	38
124	40	122	12
141	108	143	15
Total	3,025	Total	400

Commute Trips / All Vehicles / 2 - Mid-Day Off-Peak

Origin	Inbound
011	1,168
021	256
032	627
043	142
082	1,614
093	43
104	51
114	370
124	25
141	172
Total	4,468

Destination	Outbound
013	786
023	159
034	486
041	102
084	1,182
091	21
102	42
112	384
122	13
143	170
Total	3,344

Commute Trips / All Vehicles / 3 - PM Peak

Origin	Inbound
011	288
021	23
032	181
043	24
082	444
093	5
104	22
114	48
124	6
141	22
Total	1,064

Destination	Outbound
013	681
023	223
034	532
041	145
084	1,359
091	22
102	33
112	276
122	38
143	97
Total	3,406

Commute Trips / All Vehicles / 4 - Overnight

Origin	Inbound
011	518
021	91
032	332
043	69
082	929
093	4
104	26
114	645
124	12
141	59
Total	2,684

Destination	Outbound
013	1,007
023	138
034	552
041	103
084	1,476
091	24
102	50
112	628
122	21
143	79
Total	4,078

Commute Trips / 1-Non-Commercial - Light / All Periods

Origin	Inbound
011	1,914
021	506
032	1,427
043	351
082	2,745
093	66
104	85
114	136
124	70
141	343
Total	7,643

Destination	Outbound
013	1,914
023	506
034	1,427
041	351
084	2,745
091	66
102	85
112	136
122	70
143	343
Total	7,643

Commute Trips / 1-Non-Commercial - Light / 1 - AM Peak

Origin	Inbound
011	436
021	155
032	383
043	122
082	903
093	14
104	19
114	36
124	37
141	108
Total	2,213

Destination	Outbound
013	31
023	7
034	23
041	7
084	54
102	1
112	2
122	2
143	13
Total	140

Commute Trips / 1-Non-Commercial - Light / 2 - Mid-Day Off-Peak

Origin	Inbound
011	906
021	250
032	583
043	139
082	1,061
093	43
104	35
114	59
124	25
141	156
Total	3,257

Destination	Outbound
013	583
023	147
034	427
041	97
084	756
091	21
102	19
112	29
122	9
143	157
Total	2,246

Commute Trips / 1-Non-Commercial - Light / 3 - PM Peak

Origin	Inbound	Destination	Outbound
011	210	013	567
021	23	023	221
032	164	034	479
043	23	041	144
082	319	084	946
093	5	091	22
104	18	102	27
114	13	112	19
124	6	122	38
141	22	143	94
Total	803	Total	2,556

Commute Trips / 1-Non-Commercial - Light / 4 - Overnight

Origin	Inbound	Destination	Outbound
011	363	013	727
021	78	023	129
032	296	034	497
043	66	041	103
082	461	084	985
093	4	091	24
104	14	102	38
114	28	112	86
124	2	122	21
141	56	143	79
Total	1,368	Total	2,689

Commute Trips / 2-Commercial - Medium / All Periods

Origin	Inbound	Destination	Outbound
011	286	013	286
021	5	023	5
032	46	034	46
043	5	041	5
082	860	084	860
093	1	091	1
104	1	102	1
114	433	112	433
124	0	122	0
141	0	143	0
Total	1,637	Total	1,637

Commute Trips / 2-Commercial - Medium / 1 - AM Peak

Origin	Inbound	Destination	Outbound
011	46	013	13
021	1	023	2
032	30	034	11
043	2	041	2
082	188	084	70
093	1	091	0
114	78		
141	0		
Total	346	Total	98

Commute Trips / 2-Commercial - Medium / 2 - Mid-Day Off-Peak

Origin	Inbound	Destination	Outbound
011	123	013	46
021	2	023	3
032	4	034	12
043	2	041	2
082	364	084	205
104	1	091	1
114	95	102	1
124	0	112	64
Total	591	Total	333

Commute Trips / 2-Commercial - Medium / 3 - PM Peak

Origin	Inbound	Destination	Outbound
011	51	013	84
021	0	034	18
032	4	041	1
043	1	084	305
082	79	112	144
141	0	143	0
Total	135	Total	553

Commute Trips / 2-Commercial - Medium / 4 - Overnight

Origin	Inbound
011	67
021	2
032	8
082	230
114	259
124	0
Total	566

Destination	Outbound
013	143
034	6
084	280
112	225
122	0
Total	654

Commute Trips / 3-Commercial - Heavy / All Periods

Origin	Inbound
011	327
021	22
032	139
043	3
082	636
104	44
114	758
124	14
141	18
Total	1,961

Destination	Outbound
013	327
023	22
034	139
041	3
084	636
102	44
112	758
122	14
143	18
Total	1,961

Commute Trips / 3-Commercial - Heavy / 1 - AM Peak

Origin	Inbound
011	72
021	8
032	59
082	161
104	13
114	149
124	4
Total	466

Destination	Outbound
013	4
023	2
034	8
084	96
102	5
112	35
122	10
143	3
Total	163

Commute Trips / 3-Commercial - Heavy / 2 - Mid-Day Off-Peak

Origin	Inbound
011	140
021	4
032	40
082	189
104	15
114	216
141	16
Total	619

Destination	Outbound
013	157
023	9
034	47
041	3
084	222
102	21
112	291
122	4
143	12
Total	766

Commute Trips / 3-Commercial - Heavy / 3 - PM Peak

Origin	Inbound	Destination	Outbound
011	27	013	29
032	12	023	2
082	47	034	35
104	4	084	108
114	35	102	6
		112	114
		143	3
Total	126	Total	298

Commute Trips / 3-Commercial - Heavy / 4 - Overnight

Origin	Inbound	Destination	Outbound
011	88	013	137
021	11	023	9
032	28	034	49
043	3	084	210
082	239	102	12
104	12	112	317
114	358		
124	10		
141	3		
Total	750	Total	735

Appendix K MAG US 60 @ SR 101 Movement Tables

US 60 @ SR 101 / All Vehicles / All Periods				
	Destination			
Origin	162	173	191	Total
164		3,526	6,137	9,663
171	2,253		118	2,371
183	7,857	324	446	8,627
Total	10,110	3,849	6,700	20,660

US 60 @ SR 101 / All Vehicles / 1 - AM Peak				
	Destination			
Origin	162	173	191	Total
164		689	1,072	1,761
171	422		26	448
183	1,417	86	95	1,598
Total	1,839	775	1,193	3,807

US 60 @ SR 101 / All Vehicles / 2 - Mid-Day Off-Peak				
	Destination			
Origin	162	173	191	Total
164		1,368	1,876	3,244
171	677		42	719
183	2,073	118	140	2,331
Total	2,750	1,486	2,057	6,294

US 60 @ SR 101 / All Vehicles / 3 - PM Peak				
	Destination			
Origin	162	173	191	Total
164		561	1,105	1,666
171	469		28	496
183	1,333	47	82	1,462
Total	1,802	608	1,215	3,624

US 60 @ SR 101 / All Vehicles / 4 - Overnight				
	Destination			
Origin	162	173	191	Total
164		907	2,083	2,991
171	685		22	708
183	3,034	73	130	3,236
Total	3,719	980	2,235	6,935

US 60 @ SR 101 / 1-Non-Commercial - Light / All Periods				
	Destination			
Origin	162	173	191	Total
164		3,407	5,606	9,013
171	2,180		116	2,296
183	7,056	318	430	7,804
Total	9,237	3,725	6,152	19,113

US 60 @ SR 101 / 1-Non-Commercial - Light / 1 - AM Peak				
	Destination			
Origin	162	173	191	Total
164		649	908	1,557
171	422		26	448
183	1,269	82	93	1,445
Total	1,691	731	1,027	3,450

US 60 @ SR 101 / 1-Non-Commercial - Light / 2 - Mid-Day Off-Peak				
	Destination			
Origin	162	173	191	Total
164		1,310	1,713	3,023
171	641		42	682
183	1,878	116	134	2,128
Total	2,518	1,427	1,889	5,834

US 60 @ SR 101 / 1-Non-Commercial - Light / 3 - PM Peak				
	Destination			
Origin	162	173	191	Total
164		554	1,032	1,586
171	445		26	471
183	1,239	47	82	1,368
Total	1,684	601	1,140	3,426

US 60 @ SR 101 / 1-Non-Commercial - Light / 4 - Overnight				
	Destination			
Origin	162	173	191	Total
164		895	1,953	2,847
171	673		22	695
183	2,670	72	121	2,862
Total	3,343	967	2,095	6,404

US 60 @ SR 101 / 2-Commercial - Medium / All Periods				
	Destination			
Origin	162	173	191	Total
164		102	378	480
171	64		2	67
183	601	3	8	612
Total	665	105	388	1,158

US 60 @ SR 101 / 2-Commercial - Medium / 1 - AM Peak				
	Destination			
Origin	162	173	191	Total
164		37	106	144
171				
183	128	2	2	132
Total	128	39	108	275

US 60 @ SR 101 / 2-Commercial - Medium / 2 - Mid-Day Off-Peak				
	Destination			
Origin	162	173	191	Total
164		54	139	194
171	36			36
183	163	2	1	166
Total	200	56	141	396

US 60 @ SR 101 / 2-Commercial - Medium / 3 - PM Peak				
	Destination			
Origin	162	173	191	Total
164		3	61	65
171	20		1	22
183	83			83
Total	103	3	63	169

US 60 @ SR 101 / 2-Commercial - Medium / 4 - Overnight				
	Destination			
Origin	162	173	191	Total
164		7	71	77
171	8		1	9
183	227		4	231
Total	235	7	76	317

US 60 @ SR 101 / 3-Commercial - Heavy / All Periods				
	Destination			
Origin	162	173	191	Total
164		16	153	169
171	8			8
183	200	3	8	211
Total	208	19	161	389

US 60 @ SR 101 / 3-Commercial - Heavy / 1 - AM Peak				
	Destination			
Origin	162	173	191	Total
164		3	58	61
183	20	2		21
Total	20	5	58	82

US 60 @ SR 101 / 3-Commercial - Heavy / 2 - Mid-Day Off-Peak				
	Destination			
Origin	162	173	191	Total
164		4	24	28
183	32		4	36
Total	32	4	28	64

US 60 @ SR 101 / 3-Commercial - Heavy / 3 - PM Peak				
	Destination			
Origin	162	173	191	Total
164		4	12	15
171	4			4
183	11			11
Total	14	4	12	30

US 60 @ SR 101 / 3-Commercial - Heavy / 4 - Overnight				
	Destination			
Origin	162	173	191	Total
164		6	60	66
171	5			5
183	137	1	4	142
Total	142	7	64	213