

2022 Pennsylvania Traffic Data



**Bureau of Planning and Research
Transportation Planning Division**



In cooperation with:
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Federal Highway Administration
PUB 601 (3-23)

On The Cover:
I-81 in Cumberland County.

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Introduction

The “Pennsylvania Traffic Data Book” documents procedures for developing accurate estimates of highway traffic volumes based on sample traffic counts.

Traffic information is critical in transportation decision-making related to highway funding, traffic engineering, highway design, air quality analysis, planning and programming, as well as winter services, highway maintenance and construction.

The “Pennsylvania Traffic Data Book” provides current traffic expansion factors through the use of tables, charts, and graphs. Expansion factors allow the traffic professional to use a sample traffic count and develop reliable and comparable Annual Average Daily Traffic (AADT) estimates. All tables & charts in the “Pennsylvania Traffic Data Book” are derived from the data of permanent sites or short-term sites.

Some of the permanent sites are excluded on a year to year basis. Reasons for exclusion can be insufficient data due to construction projects or equipment malfunction.

How to Use this Booklet

This booklet provides current traffic expansion factors through the use of tables, charts, and graphs. All of the tables, charts, and graphs are listed in the Table of Contents. Refer to the description provided with each table, chart, and graph to ensure that the data presented is what you need.

Acronyms are used quite often throughout this publication. A complete list of acronyms and their meanings are located in the back of the booklet. In addition, an index was created for this booklet to help you find a particular topic quickly.

We would appreciate any comments or suggestions you can provide on information presented in this booklet. Questions or comments relating to data presented in this publication can be directed to:

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The 2022 Traffic Data Book and County Traffic Volume Maps are available free on our website! Traffic Volume Maps can also be purchased through our Maps and Publications Sales Store on the website.

www.penndot.gov

Select: Projects & Programs

Select: Planning

Select: Maps for the County Traffic Volume Maps or select Traffic Information for the Traffic Data Book or select Maps followed by Sales Store List to purchase a map

New Developments

Permanent Site Installations

Five new Continuous Automatic Vehicle Classification (CAVC) sites were installed in the 2022 calendar year. The sites collect classification data in all lanes of travel. The sites are listed below, showing the location and when the site began collecting data.

- CAVC 13 – I 95 in Bensalem Township, Bucks County, began in May.
- CAVC 14 – SR 1 in East Nottingham Township, Chester County, began in April.
- CAVC 16 – SR 1 in Falls Township, Bucks County, began in began in April.
- CAVC 21 – SR 22 in Hanover Township, Lehigh County, began in May.
- CAVC 22 – SR 29 in Hanover Township, Luzerne County, began in May.

Five CAVC sites were reinstalled in the 2022 calendar year. A list of the sites is below, showing their location and when the site began collecting data.

- CAVC 126 – I 80 in Brookville Borough, Jefferson County, began in October.
- CAVC 390 – SR 230 in Mount Joy Township, Lancaster County, began in June.
- CAVC 830 – I 81 in Middlesex Township, Cumberland County, began in April.
- CAVC 834 – I 90 in North East Township, Erie County, began in October.
- CAVC 841 – I 83 in Lower Allen Township, Cumberland County, began in April.

Three Weigh in Motion (WIM) sites were reinstalled in the 2022 calendar year. A list of the sites is below, showing their location and when the site began collecting data.

- WIM 700 – SR 422 in Armstrong Township, Indiana County, began in June.
- WIM 701 – I 81 in East Hanover Township, Dauphin County, began in June.
- WIM 710 – I 79 in Cranberry Township, Butler County, began in October.



Installation of WIM 700 in Indiana County

Traffic Data Collection

Traffic data is collected on 40,000 miles of PennDOT owned roads, 78,000 miles of municipal roads, and 3,700 miles of local federal aid roads in Pennsylvania. Approximately 10,000 raw traffic counts are collected per year by:

- 4 Bureau of Planning and Research (BPR) Field Staff
- PennDOT Engineering Districts 2-0 and 10-0
- 8 Metropolitan Planning Organizations (MPOs)
- Contractors

Volume: The majority of the counts taken as part of our statewide count program record volume of traffic on a roadway. Volume is usually expressed as Annual Average Daily Traffic (AADT), which represents traffic volume over an average 24-hour period.

Classification: One method of data collection used for our count program is vehicle classification. Vehicles are classified into 13 classes ranging from cars to trucks in accordance with the Federal Highway Administration vehicle classification scheme.

Weight: Truck weight data is collected from WIM stations.

Speed: Speed data is collected from permanent traffic recorders.



Short-Term classification count installed.

Traffic Data Collection Sources

Automatic Traffic Recorders (ATRs)

9 ATRs strategically located throughout the state count volume and speed data on a continuous basis 365 days per year. A map showing the locations of ATRs throughout the state is provided on page 13.

Short-Term In-Pavement Sites (STIP)

Approximately 13 inductive loop sites, referred to as STIP sites are installed throughout the state of Pennsylvania. Volume data is collected from these permanent sites for a 24-hour period.

Continuous Automatic Vehicle Classifier (CAVC)

119 CAVC sites collect continuous vehicle classification data. A map showing CAVC locations are provided on page 13.

Weigh-In-Motion (WIM)

21 WIM stations provide continuous truck weight and vehicle classification data. 14 of the 21 sites are VWIM. WIM stations are shown on the map on page 14.

Pneumatic Tubes

The majority of the counts are collected using pneumatic tubes. Axle counts are collected using a traffic counting device in association with a single pneumatic tube stretched across the roadway. An axle correction factor is applied to adjust vehicle axle base data for the incidence of vehicles with more than two axles.

Two tubes are used to count and classify vehicles by type based on axle configuration.

Manual Counts

Manual counts are taken on sections of roadways that are not accessible to automated data collection equipment or have safety limitations. Observers classify vehicles by type based on axle configuration.

Toll Receipts

The Delaware River Joint Toll Bridge Commission and the Delaware River Port Authority document traffic between Pennsylvania and New Jersey.

The Pennsylvania Turnpike Commission toll receipt surveys provide data on the Commonwealth's toll roads.

Permanent Traffic Recorders

Pennsylvania maintains permanent traffic recorders at 149 strategically selected locations throughout the state. These permanent sites collect traffic volume data on a continuous basis throughout the year. This data is used to develop daily and seasonal factors, as well as to identify changes in traffic patterns. Based on a research study performed by Pennsylvania State University and West Virginia University, it was determined that PennDOT locations in the traffic pattern groups were acceptable according to the FHWA Traffic Monitoring Guide.



CAVC 14 in Chester County

The permanent sites use magnetic loops embedded in the pavement for vehicle detection. Additionally, CAVC sites utilize piezo sensors to classify and WIM sites utilize quartz or strip sensors to weigh. The data is stored on-site in traffic counters, prior to being automatically polled every night through the use of modems located at each permanent site.

Traffic Pattern Group (TPG)

Highway traffic characteristics can vary by geographical area, roadway type, and population density. Therefore, individual traffic volume counts are categorized into one of ten Traffic Pattern Groups (TPGs). The TPGs are based on highway functional classification, geographic area, and urban/rural characteristics. Each permanent site is associated with one of the ten TPGs listed below.

| TRAFFIC PATTERN GROUP | DESCRIPTION |
|-----------------------|--|
| TPG 1 | URBAN - INTERSTATE |
| TPG 2 | RURAL - INTERSTATE |
| TPG 3 | URBAN - OTHER PRINCIPAL ARTERIALS |
| TPG 4 | RURAL - OTHER PRINCIPAL ARTERIALS |
| TPG 5 | URBAN - MINOR ARTERIALS, COLLECTORS, LOCAL ROADS |
| TPG 6 | NORTH RURAL - MINOR ARTERIALS |
| TPG 7 | CENTRAL RURAL- MINOR ARTERIALS |
| TPG 8 | NORTH RURAL - COLLECTORS AND LOCAL ROADS |
| TPG 9 | CENTRAL RURAL- COLLECTORS AND LOCAL ROADS |
| TPG 10 | SPECIAL RECREATIONAL |

Permanent Site data is used in computing:

- Daily, monthly, and seasonal adjustment factors by highway functional classification and geographic location.
- Yearly growth factors which are used to update older counts in the Department's Roadway Management System (RMS).
- Design hour factors (peak hour, 30th highest, and 50th highest hour) used for the design of highways.

Permanent Site Locations

This chart lists the permanent site stations by number, county, municipality, traffic route number, state route (SR), segment, and also by a physical description of where the permanent site is located in the state.

| SITE # | COUNTY | MUNICIPALITY | ROUTE | SR | SEGMENT | LOCATION |
|--------|--------------|----------------------|-----------|------|---------|--|
| 1 | Erie | Springfield Twp. | US 20 | 20 | 10 | 0.4 mi. E of Ohio/Pennsylvania Line (West Springfield) |
| 2 | Crawford | Richmond Twp. | PA 77 | 77 | 270 | 0.5 mi. W of PA 408 (New Richmond) |
| 3 | Clearfield | Huston Twp. | PA 255 | 255 | 280 | 1.4 mi. N of PA 153 (Penfield) |
| 4 | Tioga | Delmar Twp. | US 6 | 6 | 410 | 0.3 mi. W of US 6/PA 287 Intersection (Wellsboro) |
| 5 | Bradford | Wysox Twp. | *** | 1043 | 10 | 0.1 mi. NW of SR 1041 (Towanda) |
| 6 | Clearfield | Lawrence Twp. | PA 879 | 879 | 200 | 1.0 mi. SW of SR 1001 (Hyde) |
| 7 | Wyoming | Eaton Twp. | PA 29 | 29 | 260 | 2.2 mi. S of US 6 (Tunkhannock) |
| 8 * | Montgomery | Whitemarsh Twp. | PA 73 | 73 | 534 | 1.4 mi. NW of PA 309-Skipack Pike (Whitemarsh) |
| 9 | Bucks | West Rockhill Twp. | PA 563 | 563 | 50 | 0.4 mi. S of SR 4033 (Perkasie) |
| 10 | Chester | Lower Oxford Twp. | PA 10 | 10 | 60 | 0.6 mi. N of US 1 (Oxford) |
| 11 | Elk | Fox Twp. | PA 948 | 948 | 40 | 1.4 mi. W of PA 225 (Kersey) |
| 12 | Centre | Marion Twp. | I-80 | 80 | 1660 | 6.0 mi. E of I-99 (Nittany) |
| 13 | Bucks | Bensalem Twp. | I-95 | 95 | 330 | 1.4 mi. S of PA 63 (Torresdale) |
| 14 | Chester | East Nottingham Twp. | US 1 | 1 | 100 | 0.5 mi. S of PA 472 (Nottingham) |
| 15 | Fulton | Todd Twp. | US 522 | 522 | 550 | 1.3 mi. N of US 30 (McConnellsburg) |
| 16 | Bucks | Falls Twp. | US 1 | 1 | 190 | 2.0 mi. N of I-295 (Fairless Hills) |
| 18 | Butler | Summitt Twp. | PA 38 | 38 | 20 | 0.7 mi. NW of PA 68 (Butler) |
| 19 | Washington | Union Twp. | PA 88 | 88 | 750 | 0.4 mi. S of SR 1006 (Finleyville) |
| 20 | Lawrence | Shenango Twp. | PA 65 | 65 | 260 | 0.6 mi. S of US 422 (New Castle) |
| 21 | Lehigh | Hanover Twp. | US 22 | 22 | 220 | 0.8 mi. W of PA 987 (Lehigh Valley) |
| 22 | Luzerne | Hanover Twp. | PA 29 | 29 | 10 | 0.6 mi. N of I-81 (Sugar Notch) |
| 24 | Westmoreland | Derry Twp. | US 22 | 22 | 340 | 1.0 mi. E of PA 981 (New Alexandria) |
| 27 | Elk | Highland Twp. | PA 66/948 | 66 | 60 | 1.1 mi. E of PA 948 (Russell City) |
| 29 | Susquehanna | Rush Twp. | PA 267 | 267 | 190 | 0.9 mi. S of PA 706 (Lawton) |
| 40 | Schuylkill | Schuylkill Twp. | US 209 | 209 | 860 | 0.6 mi. S of PA 309 (Tamaqua) |
| 48 | Susquehanna | New Milford Twp. | US 11 | 11 | 420 | 0.8 mi. S of PA 848 (New Milford) |
| 51 | Potter | Eulalia Twp. | PA 44 | 44 | 700 | 1.3 mi. SW of PA 49 (Coudersport) |
| 106 ** | Berks | Windsor Twp. | I-78 | 78 | 330 | 2.3 mi. W of PA 143 (Hamburg) |
| 126 | Jefferson | Brookville Boro. | I-80 | 80 | 790 | 0.6 mi. E of PA 36 (Brookville) |
| 158 ** | Centre | Boggs Twp. | I-80 | 80 | 1580 | 0.6 mi. E of PA 150 (Milesburg) |
| 203 | Allegheny | Leetsdale Boro. | PA 65 | 65 | 270 | 0.5 mi. S of SR 4036 (Leetsdale) |
| 205 | York | Manchester Twp. | I-83 | 83 | 220 | 1.4 mi. S of PA 238 (North York) |
| 206 * | Cumberland | Wormleysburg Boro. | *** | 1014 | 30 | Harvey Taylor Bridge on west approach (Harvey Taylor Bridge) |
| 208 * | Allegheny | Churchill Boro. | I-376 | 376 | 794 | 0.7 mi. W of PA 791 (Monroeville) |
| 216 | Susquehanna | Great Bend Twp. | I-81 | 81 | 2324 | 1.1 mi. N of PA 171 (Hallstead) |
| 301 * | Erie | Lawrence Park Twp. | PA 5 | 5 | 680 | 0.5 mi. W of PA 955 (Erie) |

* Indicates ATR site

** Indicates WIM site

*** Indicates road is not a PA, US, or Interstate Route

Permanent Site Locations (Continued)

| SITE # | COUNTY | MUNICIPALITY | ROUTE | SR | SEGMENT | LOCATION |
|--------|--------------|-----------------------|----------|------|---------|---|
| 304 * | Lycoming | S. Williamsport Boro. | US 15 | 15 | 250 | 0.3 mi. S of I-180 (Williamsport) |
| 306 | Pike | Palmyra Twp. | PA 507 | 507 | 280 | 0.9 mi. S of US 6 (Hawley) |
| 317 ** | Blair | Freedom Twp. | I-99 | 99 | 214 | 1.0 mi. S of PA 36/PA 164 (East Freedom) |
| 323 | Bedford | Bedford Twp. | US 220 | 220 | 310 | 0.7 mi. S of Business US 220 (Bedford Springs) |
| 324 ** | Elk | Ridgway Boro. | PA 120 | 120 | 42 | 1.1 mi. E of US 219 (Ridgway) |
| 326 | Clarion | Paint Twp. | US 322 | 322 | 280 | 0.5 mi. E of PA 66 (Clarion) |
| 328 | Centre | Boggs Twp. | PA 150 | 150 | 194 | 1.1 mi. N of I -80 (Milesburg) |
| 330 * | Bucks | Northampton Twp. | PA 532 | 532 | 130 | 1.4 mi. SW of PA 413 (Newtown) |
| 334 | York | W. Manchester Twp. | US 30 | 30 | 170 | 0.7 mi. W of PA 116 (Thomasville) |
| 349 * | Lehigh | Upper Saucon Twp. | PA 309 | 309 | 30 | 0.7 mi. S of PA 378 (Coopersburg) |
| 360 | Clearfield | Bloom Twp. | US 219 | 219 | 670 | 3.2 mi. S of US 322 (Luthersburg) |
| 362 | York | North Codorus Twp. | PA 616 | 616 | 240 | 1.6 mi. N of PA 214 (New Salem) |
| 363 | McKean | Lafayette Twp. | US 219 | 219 | 290 | 0.1 mi. N of PA 59 (Lewis Run) |
| 364 | Lackawanna | Newton Twp. | PA 307 | 307 | 360 | 50 ft. W of SR 4017 (Clarks Summit) |
| 367 | Union | West Buffalo Twp. | PA 45 | 45 | 250 | 0.6 mi. W of PA 104 (Mifflinburg) |
| 370 | Westmoreland | Rostraver Twp. | I-70 | 70 | 454 | 0.9 mi. W of PA 51 (Belle Vernon) |
| 371 | Fulton | Brush Creek Twp. | I-70 | 70 | 1522 | 1.1 mi. S of PA 915 (Crystal Springs) |
| 372 | Union | White Deer Twp. | I-80 | 80 | 2104 | 0.7 mi. E of US 15 (Milton) |
| 374 | Butler | Lancaster Twp. | I-79 | 79 | 884 | 1.8 mi. N of PA 68 (Zelienople) |
| 375 | Allegheny | N. Fayette Twp. | US 22/30 | 22 | 80 | 0.8 mi. E of PA 978 (Imperial) |
| 376 | Luzerne | Wilkes-Barre Twp. | I-81 | 81 | 1664 | 1.7 mi. N of PA 309-Exit 165A/165B (Wilkes-Barre) |
| 377 | Bucks | Middletown Twp. | I-295 | 295 | 10 | 0.6 mi. N of I 276 (Pennel) |
| 378 | Fayette | Redstone Twp. | US 40 | 40 | 160 | 1.0 mi. W of SR 4010 (Briar Hill) |
| 379 | Blair | Logan Twp. | *** | 4013 | 80 | 0.5 mi. E of SR 4015 (Altoona) |
| 380 | Berks | Exeter Twp. | PA 562 | 562 | 40 | 0.2 mi. W of SR 2033 (St. Lawrence) |
| 381 | Mercer | Hermitage City | *** | 3019 | 20 | 0.9 mi. N of PA 718 (Sharon) |
| 382 | Cambria | Lower Yoder Twp. | *** | 3005 | 30 | 1.5 mi. SW of PA 56 (Morrellville) |
| 383 | Clinton | Pine Creek Twp. | PA 150 | 150 | 360 | 0.5 mi. N of SR 1005 (Chatham Run) |
| 384 | Tioga | Lawence Twp. | *** | 4022 | 50 | 1.9 mi. E of PA 49 (Nelson) |
| 385 | Warren | Southwest Twp. | *** | 3002 | 30 | 0.7 mi. W of PA 27 (Enterprise) |
| 386 | Montour | Limestone Twp. | PA 254 | 254 | 10 | 2.0 mi. E of I-80 (Limestoneville) |
| 387 | Somerset | Brothers Valley Twp. | *** | 2031 | 120 | 2.0 mi. S of US 219 (Garrett) |
| 388 | Monroe | Ross Twp. | *** | 3004 | 170 | 0.4 mi. SW of SR 3015 (Saylorburg) |
| 389 | Jefferson | Perry Twp. | PA 536 | 536 | 210 | 0.3 mi. W of SR 3011 (Frostburg) |
| 390 | Lancaster | Mount Joy Twp. | PA 230 | 230 | 20 | 1.7 mi. W of PA 743/PA 241 (Elizabethtown) |
| 391 | Chester | Warwick Twp. | PA 23 | 23 | 110 | 1.5 mi. E of PA 345 (Warwick Area) |
| 392 | Luzerne | Foster Twp. | I-80 | 80 | 2684 | 5.9 mi. E of PA 309 (White Haven) |
| 393 | Washington | Donegal Twp. | I-70 | 70 | 2 | 0.3 mi. E of W. Virginia/Pennsylvania Line (West Alexander) |

* Indicates ATR site

** Indicates WIM site

*** Indicates road is not a PA, US, or Interstate Route

Permanent Site Locations (Continued)

| SITE # | COUNTY | MUNICIPALITY | ROUTE | SR | SEGMENT | LOCATION |
|--------|--------------|---------------------|--------|------|---------|--|
| 394 | Lehigh | Upper Saucon Twp. | I-78 | 78 | 614 | 1.1 mi. E of PA 309/PA 145/I-78 Interchange (Allentown) |
| 395 | Fayette | German Twp. | PA 21 | 21 | 230 | 0.1 mi. E of SR 3023 (Uniontown) |
| 396 * | Washington | Canton Twp. | US 40 | 40 | 320 | 0.4 mi E of SR 3013 (Washington) |
| 410 * | Tioga | Nelson Twp. | PA 49 | 49 | 520 | 0.5 mi. W of SR 4027 (Nelson) |
| 501 ** | Tioga | Liberty Twp. | US 15 | 15 | 142 | 2.7 mi. N of SR 2005 (Blossburg) |
| 502 ** | Mercer | Wolf Creek Twp. | I-80 | 80 | 220 | 1.4 mi. W of PA 173 (Barkeyville) |
| 503 ** | Warren | Youngsville Boro. | US 6 | 6 | 420 | 0.6 mi. E of Railroad St (Youngsville) |
| 504 ** | Delaware | Chadds Ford Twp. | US 202 | 202 | 114 | 0.8 mi. N of US 1 (Dilworthtown) |
| 505 ** | Perry | Howe Twp. | US 22 | 22 | 160 | 0.7 mi. E of PA 34 (Newport) |
| 506 ** | Blair | Allegheny Twp. | *** | 1001 | 30 | 0.2 mi. N of SR 1002 (Altoona) |
| 600 | Franklin | Southampton Twp. | I-81 | 81 | 244 | 0.7 mi. N of PA 696 (Shippensburg) |
| 700 ** | Indiana | Armstrong Twp. | US 422 | 422 | 120 | 0.5 mi. W of SR 4004 (Indiana) |
| 701 ** | Dauphin | East Hanover Twp. | I-81 | 81 | 774 | 0.75 mi. N of PA 39 Manada Hill/Hershey Interchange (Grantville) |
| 702 ** | Dauphin | East Hanover Twp. | I-81 | 81 | 810 | 0.7 mi. N of SR 2025 (Grantville) |
| 703 ** | Lancaster | Brecknock Twp. | US 222 | 222 | 1034 | 0.3 mi. S of Lancaster/Berks County Line (Adamstown) |
| 704 ** | Fulton | Bethel Twp. | I-70 | 70 | 1702 | 0.1 mi. N of Maryland/Pennsylvania Line (Warfordsburg) |
| 705 ** | Northampton | Williams Twp. | I-78 | 78 | 724 | 1.0 mi. E of SR 33 (Easton) |
| 706 ** | Greene | Perry Twp. | I-79 | 79 | 14 | 1.0 mi. N of SR 2002 (Mt. Morris) |
| 709 ** | Columbia | Mifflin Twp. | I-80 | 80 | 2444 | 2.7 mi. E of PA 339 (Columbia) |
| 710 ** | Butler | Cranberry Twp. | I-79 | 79 | 790 | 1.2 mi. N of PA 228 (Butler) |
| 712 ** | Franklin | Antrim Twp. | I-81 | 81 | 64 | 1.75 Mi. N of PA 16 (Greencastle) |
| 713 ** | Erie | Springfield Twp. | I-90 | 90 | 10 | 1.1 mi. E of Ohio/Pennsylvania Line (Cherry Hill) |
| 800 | Centre | Spring Twp. | I-99 | 99 | 800 | 1.2 mi. N of PA 150 (Bellefonte) |
| 801 | Dauphin | Lower Paxton Twp. | I-81 | 81 | 714 | 0.7 mi. S of SR 3019 (Paxtonia) |
| 802 | Monroe | Coolbaugh Twp. | PA 423 | 423 | 140 | 0.2 mi. E of I-380 (Tobyhanna) |
| 803 | Adams | Freedom Twp. | US 15 | 15 | 10 | 0.5 mi. N of Maryland/Pennsylvania Line (Gettysburg) |
| 804 | Washington | Canton Twp. | I -70 | 70 | 154 | 1.3 mi. E of US 40 (Washington) |
| 805 | Crawford | N. Shenango Twp. | PA 285 | 285 | 20 | 0.1 mi. E of SR 3007 (Espyville) |
| 806 | Westmoreland | Hempfield Twp. | US 30 | 30 | 170 | 0.2 mi. E of Strawberry Lane (Jeannette) |
| 807 | Washington | Twilight Boro. | I-70 | 70 | 390 | 0.6 mi. W of Exit 39 (Speers) |
| 808 | Indiana | W. Wheatfield Twp. | US 22 | 22 | 242 | 0.1 mi. E of Bethel Cemetery Rd. (Clyde) |
| 809 | McKean | Foster Twp. | US 219 | 219 | 594 | 0.1 mi. N of Tuna Crossroads Bridge (Foster Brook) |
| 810 | Bucks | Doylestown Twp. | US 611 | 611 | 130 | 0.3 mi. S of SR 4202 (Doylestown) |
| 811 | Cumberland | Hampden Twp. | PA 581 | 581 | 10 | Between the I-81 Junction and Creekview Rd. Exit (Creekview) |
| 812 | Westmoreland | S. Greenburg Twp. | US 30 | 30 | 300 | Between Exits for SR 119 and Cedar St. (Cedar Creek) |
| 813 | Cumberland | Camp Hill Boro. | PA 581 | 581 | 120 | Between US 11/15 and I-83 (Camp Hill) |
| 815 | Columbia | Hemlock Twp. | PA 44 | 44 | 10 | 0.25 mi. W of PA 42 (Buckhorn) |
| 816 | Lebanon | South Annville Twp. | PA 241 | 241 | 120 | 1.1 mi. S of US 322 (Mt. Gretna) |

* Indicates ATR site

** Indicates WIM site

*** Indicates road is not a PA, US, or Interstate Route

Permanent Site Locations (Continued)

| SITE # | COUNTY | MUNICIPALITY | ROUTE | SR | SEGMENT | LOCATION |
|--------|----------------|---------------------|--------|------|---------|--|
| 817 | Jefferson | Winslow Twp. | *** | 1002 | 70 | 0.1 mi. E of SR 2033 (Reynoldsville) |
| 818 | Pike | Matamoras Boro. | I-84 | 84 | 540 | 0.1 mi. W of New York/Pennsylvania Line (Matamoras) |
| 821 | Tioga | Lawrence Twp. | US 15 | 15 | 774 | 0.1 mi. S of T-722 Tioga River Rd overpass (Lawrenceville) |
| 822 | Dauphin | Lower Swatara Twp. | PA 300 | 300 | 30 | 0.8 mi. W of PA 441 (Highspire) |
| 823 | Dauphin | Swatara Twp. | PA 283 | 283 | 4 | 1.1 mi. S of SR 441 (Swatara) |
| 824 | Chester | Uwchlan Twp. | PA 100 | 100 | 260 | Between SR 1001 and PA 113 (Exton) |
| 825 | York | Shrewsbury Twp. | I-83 | 83 | 2 | 0.2 mi. N of Maryland/Pennsylvania Line (New Freedom) |
| 826 | Berks | Exeter Twp. | US 422 | 422 | 450 | 0.7 mi. E of I-176 (Exeter) |
| 827 | Union | White Deer Twp. | US 15 | 15 | 320 | 1.1 mi. N of SR 1004 (New Columbia) |
| 828 | Crawford | Vernon Twp. | I-79 | 79 | 1500 | 3.3 mi. N of US 6 (Meadville) |
| 829 | Mercer | Shenango Twp. | I-80 | 80 | 24 | 1.3 mi. W of I-376 (West Middlesex) |
| 830 | Cumberland | Middlesex Twp. | I-81 | 81 | 490 | 1.0 mi. N of PA 641 (Carlisle) |
| 831 | Cumberland | Silver Spring Twp. | I-81 | 81 | 554 | 1.4 mi. S of PA 114 (Silver Spring) |
| 832 | Berks | Robeson Twp. | I-176 | 176 | 74 | At Morgantown Rd Overpass (Green Hills) |
| 833 | Cumberland | E. Pennsboro Twp. | I-81 | 81 | 634 | 0.8 mi. North of PA 944 (Enola) |
| 834 | Erie | North East Twp. | I-90 | 90 | 450 | 0.5 mi. E of US 20 (North East) |
| 835 | Erie | Greenfield Twp. | I-86 | 86 | 60 | 2.4 mi. E of PA 89 (Erie South Tier) |
| 836 | Mercer | Findley Twp. | I-80 | 80 | 164 | 2.4 mi. W. of I-79 (Mercer) |
| 837 | Schuylkill | Kline Twp. | I-81 | 81 | 1364 | 2.5 mi. N of SR 1017 (Delano) |
| 838 | Beaver | Brighton Twp. | I-376 | 376 | 344 | 1.2 mi. W of PA 4035 (Brighton) |
| 839 | Monroe | Coolbaugh Twp. | I-380 | 380 | 70 | Between Exits for SR 940 and SR 423 (Pocono Summit) |
| 840 | Allegheny | Franklin Park Boro. | I-279 | 279 | 122 | 0.1 mi. S of I 79 (Franklin Park) |
| 841 | Cumberland | Lower Allen Twp. | I-83 | 83 | 400 | 0.5 mi. S of Exit 40B (New Cumberland) |
| 842 | Northumberland | Delaware Twp. | I-180 | 180 | 560 | At 8th St. Drive overpass (Warrior Run) |
| 843 | Union | White Deer Twp. | I-80 | 80 | 2090 | 1.0 mi. W of US 15 (White Deer) |
| 844 | Lackawanna | South Abington Twp. | I-81 | 81 | 1924 | 1.2 mi. N of US 11 (Dickson City) |
| 845 | Blair | Allegheny Twp. | I-99 | 99 | 290 | 0.7 mi. N of SR 8004 (Holidaysburg) |
| 846 | Cumberland | Upper Allen Twp. | *** | 2013 | 30 | 0.7 mi. E of Winding Hill Rd (Winding Hill) |
| 848 | Adams | Straban Twp. | US 15 | 15 | 250 | 1.7 mi. N of US 30 (Hunterstown) |
| 849 | Crawford | Summit Twp. | PA 618 | 618 | 72 | 0.3 mi. S of PA 18 (Conneaut Lake) |
| 850 | Berks | Penn Twp. | PA 183 | 183 | 210 | 0.3 mi. N of SR 3006 (Bernville) |
| 851 | Northampton | Lower Nazareth Twp. | PA 33 | 33 | 50 | 0.7 mi. S of PA 248 (Nazareth) |
| 853 | Bucks | Haycock Twp. | PA 563 | 563 | 240 | 3.0 mi. W of PA 412 (Lake Nockamixon) |
| 854 | York | West Manheim Twp. | PA 216 | 216 | 60 | 0.3 mi. E of SR 3045 (Lake Marburg) |
| 855 | Huntingdon | Penn Twp. | *** | 3011 | 110 | 0.3 mi. S of PA 26 (Raystown Lake) |
| 856 | Cambria | White Twp. | *** | 1026 | 40 | 3.8 mi. W of PA 53 (Glendale Lake) |
| 985 | Cambria | Richland Twp. | US 219 | 219 | 120 | 1.6 mi. N of PA 56 (St. Michael) |

* Indicates ATR site

** Indicates WIM site

*** Indicates road is not a PA, US, or Interstate Route

Long-Term Pavement Performance Program (LTPP)

The Long Term Pavement Performance (LTPP) program was established under the Strategic Highway Research Program (SHRP). The first five years of the LTPP program were funded and managed under SHRP. Beginning in 1991, the Federal Highway Administration (FHWA) has sustained the management and funding of the program.

The FHWA assumed coordination of a national program to move the products evaluated or developed under SHRP to the state and local agencies upon completion of the research phase.

LTPP, which is a study of in-service pavements, provides the basis for pavement design, maintenance, rehabilitation, and construction methodologies. The LTPP program monitors and collects pavement performance data on all active LTPP sites. The Bureau supports this program by collecting weight and vehicle classification data and reporting the data to LTPP.

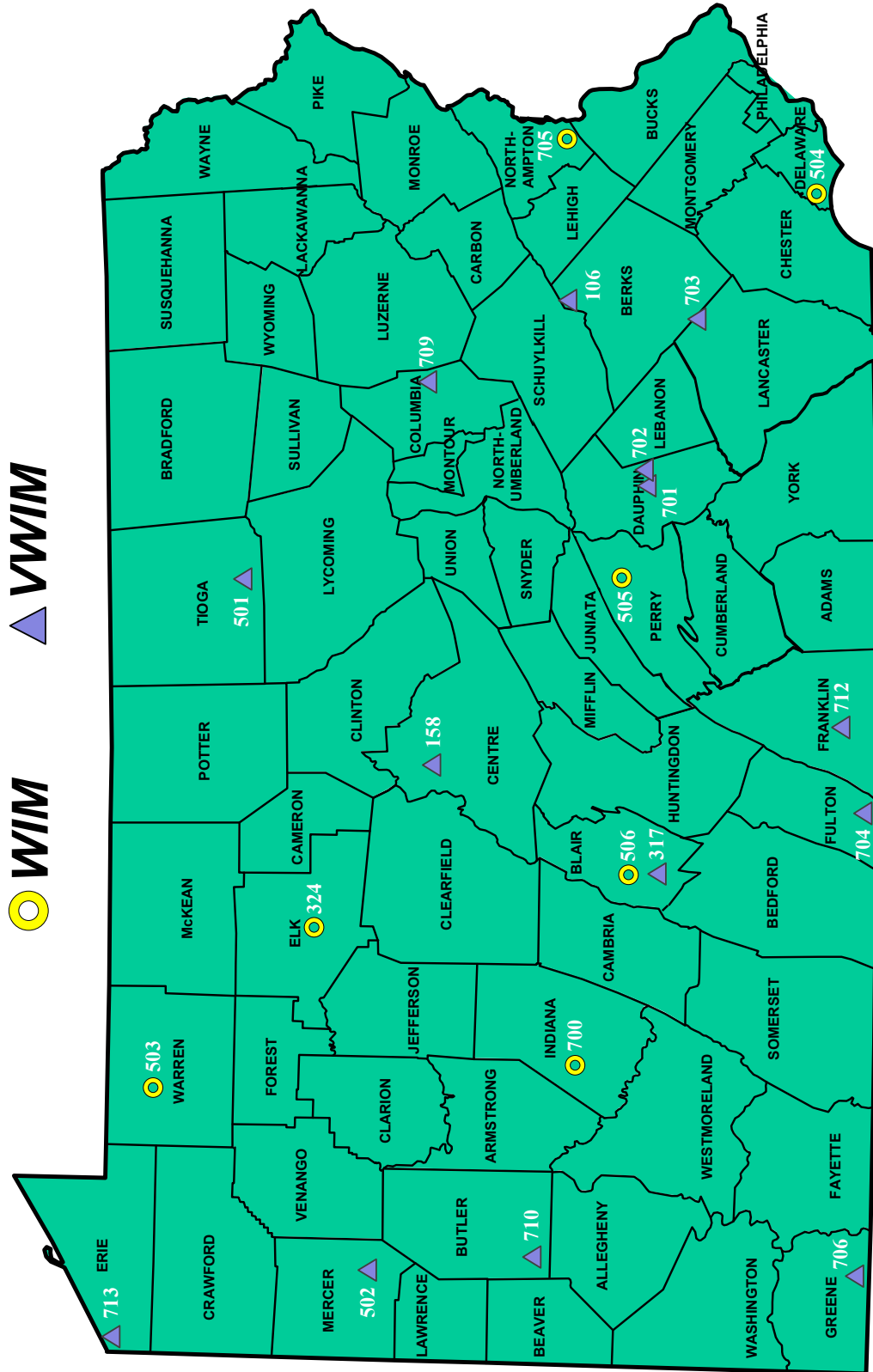
ATR, CAVC and WIM Locations Map (Opposite)

The ATR, CAVC, and WIM location maps of Pennsylvania, which are shown on the following two pages, give an overview of where all of the 149 ATR, CAVC and WIM sites are located. Symbols are used in addition to the site number to identify the location of the site.



CAVC 13 Sensor Arrays on I 95 in Bucks County

CONTINUOUS MONITORING SITES



Permanent Site Locations by Traffic Pattern Group (TPG)

This chart groups the permanent site locations by Traffic Pattern Group. It gives the permanent site number, route, and the urban area or county depending on the TPG into which the permanent site falls. The Annual Average Daily Traffic (AADT) for each permanent site is also listed on this chart.

| PERMANENT SITE LOCATIONS BY TPG | | | | | | | |
|---------------------------------|-------|--------------|---------|-------------------------|-------|----------------|--------|
| TPG 1: URBAN INTERSTATE | | | | TPG 2: RURAL INTERSTATE | | | |
| SITE # | ROUTE | URBAN AREA | AADT | SITE # | ROUTE | COUNTY | AADT |
| 13 | I-95 | PHILADELPHIA | 145,981 | 12 | I-80 | CENTRE | 26,234 |
| 208 | I-376 | PITTSBURGH | 85,580 | 106 | I-78 | BERKS | 40,146 |
| 216 | I-81 | BINGHAMTON | 25,726 | 126 | I-80 | JEFFERSON | 25,765 |
| 317 | I-99 | ALTOONA | 12,559 | 158 | I-80 | CENTRE | 24,999 |
| 370 | I-70 | MONESSEN | 29,416 | 371 | I-70 | FULTON | 18,582 |
| 372 | I-80 | UNION | 32,058 | 392 | I-80 | LUZERNE | 27,688 |
| 374 | I-79 | PITTSBURGH | 32,309 | 393 | I-70 | WASHINGTON | 31,682 |
| 376 | I-81 | SCRANTON | 60,260 | 502 | I-80 | MERCER | 28,012 |
| 377 | I-295 | PHILADELPHIA | 53,517 | 600 | I-81 | FRANKLIN | 43,497 |
| 394 | I-78 | ALLENTOWN | 65,964 | 709 | I-80 | COLUMBIA | 32,635 |
| 701 | I-81 | HARRISBURG | 65,279 | 712 | I-81 | FRANKLIN | 49,155 |
| 702 | I-81 | HARRISBURG | 60,061 | 713 | I-90 | ERIE | 23,641 |
| 710 | I-79 | PITTSBURGH | 47,577 | 800 | I-99 | CENTRE | 21,590 |
| 801 | I-81 | HARRISBURG | 79,718 | 807 | I-70 | WASHINGTON | 28,556 |
| 804 | I-70 | PITTSBURGH | 47,346 | 825 | I-83 | YORK | 41,298 |
| 818 | I-84 | PORT JERVIS | 30,421 | 828 | I-79 | CRAWFORD | 17,526 |
| 823 | I-283 | HARRISBURG | 51,153 | 829 | I-80 | MERCER | 30,127 |
| 830 | I-81 | HARRISBURG | 63,671 | 834 | I-90 | ERIE | 20,015 |
| 831 | I-81 | HARRISBURG | 66,545 | 835 | I-86 | ERIE | 9,457 |
| 832 | I-176 | READING | 19,028 | 836 | I-80 | MERCER | 28,287 |
| 833 | I-81 | HARRISBURG | 67,290 | 837 | I-81 | SCHUYLKILL | 26,160 |
| 840 | I-279 | PITTSBURGH | 44,134 | 838 | I-376 | BEAVER | 22,638 |
| 841 | I-83 | HARRISBURG | 68,081 | 839 | I-380 | MONROE | 26,990 |
| 844 | I-81 | SCRANTON | 39,318 | 842 | I-180 | NORTHUMBERLAND | 15,379 |
| 845 | I-99 | ALTOONA | 34,259 | 843 | I-80 | UNION | 23,504 |

Permanent Site Locations by TPG (Continued)

| PERMANENT SITE LOCATIONS BY TPG | | | | | | | |
|---------------------------------|---------------|--------------|--------|---------------------------------|--------|--------------|--------|
| TPG 3: URBAN PRINCIPAL ARTERIAL | | | | TPG 4: RURAL PRINCIPAL ARTERIAL | | | |
| SITE # | ROUTE | URBAN AREA | AADT | SITE # | ROUTE | COUNTY | AADT |
| 8 | PA 73 | PHILADELPHIA | 17,202 | 4 | US 6 | TIOGA | 2,486 |
| 14 | US 1 | OXFORD | 17,281 | 19 | PA 88 | WASHINGTON | 5,195 |
| 16 | US 1 | PHILADELPHIA | 61,448 | 24 | US 22 | WESTMORELAND | 20,238 |
| 21 | US 22 | ALLENTOWN | 96,804 | 323 | US 220 | BEDFORD | 4,481 |
| 22 | PA 29 | SCRANTON | 24,191 | 360 | US 219 | CLEARFIELD | 2,650 |
| 203 | PA 65 | PITTSBURGH | 18,872 | 363 | US 219 | MCKEAN | 4,441 |
| 206 | H. Taylor Br. | HARRISBURG | 21,972 | 378 | US 40 | FAYETTE | 7,116 |
| 301 | PA 5 | ERIE | 11,576 | 700 | US 422 | INDIANA | 11,732 |
| 304 | US 15 | WILLIAMSPORT | 27,917 | 808 | US 22 | INDIANA | 13,925 |
| 326 | US 322 | CLARION | 8,498 | 809 | US 219 | MCKEAN | 7,683 |
| 330 | PA 532 | PHILADELPHIA | 9,714 | 821 | US 15 | TIOGA | 10,581 |
| 334 | US 30 | YORK | 15,237 | 851 | PA 33 | NORTHAMPTON | 74,206 |
| 349 | PA 309 | ALLENTOWN | 34,305 | 985 | US 219 | CAMBRIA | 17,323 |
| 375 | US 22 | PITTSBURGH | 24,852 | | | | |
| 395 | PA 21 | UNIONTOWN | 8,846 | | | | |
| 396 | US 40 | PITTSBURGH | 10,977 | | | | |
| 803 | US 15 | EMMITSBURG | 22,532 | | | | |
| 806 | US 30 | GREENSBURG | 28,774 | | | | |
| 811 | PA 581 | HARRISBURG | 46,475 | | | | |
| 812 | US 30 | GREENSBURG | 43,672 | | | | |
| 813 | PA 581 | HARRISBURG | 89,372 | | | | |
| 822 | PA 300 | HARRISBURG | 53,581 | | | | |
| 824 | PA 100 | PHILADELPHIA | 33,576 | | | | |
| 826 | US 422 | READING | 47,944 | | | | |
| 827 | US 15 | MILTON | 20,375 | | | | |
| 848 | US 15 | HANOVER | 22,169 | | | | |

Permanent Site Locations by TPG (Continued)

| PERMANENT SITE LOCATIONS BY TPG | | | | | | | |
|---------------------------------------|---------|------------|--------|-----------------------------------|--------|-------------|-------|
| TPG 5: URBAN MINOR ARTERIAL/COLLECTOR | | | | TPG 6: NORTH RURAL MINOR ARTERIAL | | | |
| SITE # | ROUTE | URBAN AREA | AADT | SITE # | ROUTE | COUNTY | AADT |
| 18 | PA 38 | BUTLER | 5,759 | 2 | PA 77 | CRAWFORD | 2,017 |
| 20 | PA 65 | NEW CASTLE | 6,662 | 7 | PA 29 | WYOMING | 8,271 |
| 380 | PA 562 | READING | 6,850 | 11 | PA 948 | ELK | 5,231 |
| 381 | SR 3019 | YOUNGSTOWN | 339 | 27 | PA 66 | ELK | 2,680 |
| 390 | PA 230 | LANCASTER | 7,105 | 48 | US 11 | SUSQUEHANNA | 4,810 |
| 506 | SR 1001 | ALTOONA | 16,174 | 51 | PA 44 | POTTER | 2,859 |
| 815 | PA 44 | BLOOMSBURG | 3,710 | 324 | PA 120 | ELK | 4,158 |
| 846 | SR 2013 | HARRISBURG | 4,140 | 410 | PA 49 | TIOGA | 4,272 |

| PERMANENT SITE LOCATIONS BY TPG | | | | | | | |
|-------------------------------------|--------|------------|--------|------------------------------|---------|-------------|-------|
| TPG 7: CENTRAL RURAL MINOR ARTERIAL | | | | TPG 8: NORTH RURAL COLLECTOR | | | |
| SITE # | ROUTE | COUNTY | AADT | SITE # | ROUTE | COUNTY | AADT |
| 1 | US 20 | ERIE | 3,741 | 5 | SR 1043 | BRADFORD | 1,640 |
| 9 | PA 563 | BUCKS | 7,722 | 29 | PA 267 | SUSQUEHANNA | 1,327 |
| 10 | PA 10 | CHESTER | 9,728 | 383 | PA 150 | CLINTON | 3,339 |
| 15 | US 522 | FULTON | 4,927 | 384 | SR 4022 | TIOGA | 441 |
| 40 | US 209 | SCHUYLKILL | 4,116 | 385 | SR 3002 | WARREN | 1,761 |
| 367 | PA 45 | UNION | 6,047 | 802 | PA 423 | MONROE | 5,256 |
| 391 | PA 23 | CHESTER | 8,090 | 817 | SR 1002 | JEFFERSON | 1,611 |
| 850 | PA 183 | BERKS | 15,344 | | | | |
| 853 | PA 563 | BUCKS | 4,134 | | | | |

| PERMANENT SITE LOCATIONS BY TPG | | | | | | | |
|---------------------------------|---------|------------|-------|------------------------------|---------|------------|-------|
| TPG 9: CENTRAL RURAL COLLECTOR | | | | TPG 10: SPECIAL RECREATIONAL | | | |
| SITE # | ROUTE | COUNTY | AADT | SITE # | ROUTE | COUNTY | AADT |
| 362 | PA 616 | YORK | 5,882 | 306 | PA 507 | PIKE | 5,886 |
| 364 | PA 307 | LACKAWANNA | 4,649 | 805 | PA 285 | CRAWFORD | 2,921 |
| 382 | SR 3005 | CAMBRIA | 1,545 | 849 | PA 618 | CRAWFORD | 1,850 |
| 386 | PA 254 | MONTOUR | 2,262 | 855 | SR 3011 | HUNTINGDON | 1,601 |
| 387 | SR 2031 | SOMERSET | 405 | 856 | SR 1026 | CAMBRIA | 830 |
| 388 | SR 3004 | MONROE | 2,548 | | | | |
| 389 | PA 536 | JEFFERSON | 1,811 | | | | |
| 816 | PA 241 | LEBANON | 3,060 | | | | |
| 854 | PA 216 | YORK | 8,802 | | | | |

2022 Peak Hour by Traffic Pattern Group (TPG)

| 2022 Peak Hour by Traffic Pattern Group (TPG) | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|---------|-------------------------|-------|--------------|-----|--------|--------|--------|
| TPG 1: Urban Interstate | | | | | | | TPG 2: Rural Interstate | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 13 | 5/26 | 4:00 PM | Thu | 11,314 | 7.75% | 145,981 | 12 | 11/27 | 3:00 PM | Sun | 4,182 | 15.94% | 26,234 |
| 208 | 10/7 | 5:00 PM | Fri | 7,617 | 8.86% | 85,580 | 106 | 11/26 | 12:00 PM | Sat | 4,073 | 10.53% | 40,146 |
| 216 | 11/27 | 12:00 PM | Sun | 4,468 | 15.36% | 25,726 | 126 | 11/27 | 2:00 PM | Sun | 3,960 | 16.43% | 25,765 |
| 317 | 9/2 | 4:00 PM | Fri | 1,693 | 12.33% | 12,559 | 158 | 11/27 | 3:00 PM | Sun | 3,633 | 14.95% | 24,999 |
| 370 | 9/23 | 4:00 PM | Fri | 3,102 | 10.62% | 29,416 | 371 | 11/27 | 1:00 PM | Sun | 3,041 | 16.89% | 18,582 |
| 372 | 11/27 | 3:00 PM | Sun | 5,028 | 15.32% | 32,058 | 392 | 11/27 | 2:00 PM | Sun | 3,661 | 15.10% | 27,688 |
| 374 | 9/2 | 3:00 PM | Fri | 4,336 | 13.50% | 32,309 | 393 | 12/21 | 3:00 PM | Wed | 3,247 | 10.76% | 31,682 |
| 376 | 10/7 | 4:00 PM | Fri | 6,098 | 10.12% | 60,260 | 502 | 8/21 | 3:00 PM | Sun | 3,100 | 11.07% | 28,012 |
| 377 | 5/11 | 4:00 PM | Wed | 5,247 | 9.47% | 53,517 | 600 | 11/27 | 1:00 PM | Sun | 4,281 | 9.53% | 43,497 |
| 394 | 10/15 | 11:00 AM | Sat | 6,135 | 9.21% | 65,964 | 709 | 11/27 | 2:00 PM | Sun | 4,815 | 14.89% | 32,635 |
| 701 | 7/31 | 1:00 PM | Sun | 5,799 | 8.88% | 65,279 | 712 | 11/23 | 3:00 PM | Wed | 4,699 | 9.49% | 49,155 |
| 702 | 7/31 | 1:00 PM | Sun | 5,875 | 9.98% | 60,061 | 713 | 11/27 | 1:00 PM | Sun | 3,185 | 13.47% | 23,641 |
| 710 | 10/14 | 4:00 PM | Fri | 5,218 | 10.97% | 47,577 | 800 | 11/18 | 3:00 PM | Fri | 2,854 | 12.45% | 21,590 |
| 801 | 4/22 | 3:00 PM | Fri | 7,653 | 9.60% | 79,718 | 807 | 9/23 | 4:00 PM | Fri | 3,000 | 10.58% | 28,556 |
| 804 | 12/21 | 3:00 PM | Wed | 4,907 | 10.24% | 47,346 | 825 | 11/23 | 3:00 PM | Wed | 4,256 | 10.07% | 41,298 |
| 818 | 7/1 | 3:00 PM | Fri | 3,370 | 11.69% | 30,421 | 828 | 9/2 | 3:00 PM | Fri | 2,386 | 13.46% | 17,526 |
| 823 | 3/4 | 5:00 PM | Fri | 5,006 | 8.89% | 51,153 | 829 | 11/27 | 1:00 PM | Sun | 3,461 | 11.60% | 30,127 |
| 830 | 9/30 | 3:00 PM | Fri | 5,914 | 9.32% | 63,671 | 834 | 11/23 | 2:00 PM | Wed | 2,472 | 15.13% | 20,015 |
| 831 | 11/23 | 2:00 PM | Wed | 5,932 | 8.93% | 66,545 | 835 | 12/26 | 1:00 PM | Mon | 1,585 | 17.11% | 9,457 |
| 832 | 10/28 | 4:00 PM | Fri | 2,161 | 11.05% | 19,028 | 836 | 11/27 | 12:00 PM | Sun | 3,543 | 12.69% | 28,287 |
| 833 | 10/21 | 3:00 PM | Fri | 7,450 | 10.60% | 67,290 | 837 | 8/12 | 2:00 PM | Fri | 2,862 | 10.96% | 26,160 |
| 840 | 2/24 | 4:00 PM | Thu | 5,359 | 11.24% | 44,134 | 838 | 9/9 | 4:00 PM | Fri | 2,432 | 10.67% | 22,638 |
| 841 | 6/3 | 4:00 PM | Fri | 6,500 | 9.47% | 68,081 | 839 | 8/19 | 3:00 PM | Fri | 3,156 | 11.44% | 26,990 |
| 844 | 11/27 | 1:00 PM | Sun | 4,541 | 11.76% | 39,318 | 842 | 8/17 | 4:00 PM | Wed | 1,919 | 12.48% | 15,379 |
| 845 | 3/4 | 4:00 PM | Fri | 4,109 | 12.21% | 34,259 | 843 | 11/27 | 3:00 PM | Sun | 4,087 | 17.37% | 23,504 |

2022 Peak Hour by TPG (Continued)

| 2022 Peak Hour by Traffic Pattern Group (TPG) | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|--------|---------------------------------|-------|--------------|-----|--------|--------|--------|
| TPG 3: Urban Principal Arterial | | | | | | | TPG 4: Rural Principal Arterial | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 8 | 10/7 | 3:00 PM | Fri | 1,996 | 10.88% | 17,202 | 4 | 9/17 | 10:00 AM | Sat | 388 | 14.84% | 2,486 |
| 14 | 12/2 | 4:00 PM | Fri | 2,234 | 12.93% | 17,281 | 19 | 8/31 | 4:00 PM | Wed | 629 | 11.80% | 5,195 |
| 16 | 9/2 | 3:00 PM | Fri | 5,874 | 9.56% | 61,448 | 24 | 11/27 | 3:00 PM | Sun | 2,340 | 11.44% | 20,238 |
| 21 | 6/1 | 7:00 AM | Wed | 7,217 | 7.46% | 96,804 | 323 | 9/2 | 5:00 PM | Fri | 579 | 12.94% | 4,481 |
| 22 | 11/15 | 3:00 PM | Tue | 2,484 | 10.27% | 24,191 | 360 | 4/18 | 5:00 PM | Mon | 448 | 17.06% | 2,650 |
| 203 | 12/15 | 4:00 PM | Thu | 1,899 | 10.31% | 18,872 | 363 | 7/1 | 3:00 PM | Fri | 615 | 13.02% | 4,441 |
| 206 | 11/9 | 4:00 PM | Wed | 2,826 | 12.14% | 21,972 | 378 | 5/5 | 4:00 PM | Thu | 840 | 12.09% | 7,116 |
| 301 | 6/30 | 4:00 PM | Thu | 1,494 | 12.91% | 11,576 | 700 | 9/16 | 4:00 PM | Fri | 1,353 | 11.53% | 11,732 |
| 304 | 3/11 | 3:00 PM | Fri | 2,826 | 10.28% | 27,917 | 808 | 11/27 | 2:00 PM | Sun | 1,955 | 13.63% | 13,925 |
| 326 | 9/6 | 4:00 PM | Tue | 1,204 | 14.54% | 8,498 | 809 | 10/7 | 4:00 PM | Fri | 955 | 12.43% | 7,683 |
| 330 | 5/5 | 5:00 PM | Thu | 1,116 | 10.90% | 9,714 | 821 | 11/27 | 1:00 PM | Sun | 1,569 | 14.54% | 10,581 |
| 334 | 5/11 | 4:00 PM | Wed | 1,411 | 9.10% | 15,237 | 851 | 3/25 | 3:00 PM | Fri | 6,958 | 9.57% | 74,206 |
| 349 | 10/16 | 2:00 PM | Sun | 3,452 | 10.08% | 34,305 | 985 | 12/21 | 4:00 PM | Wed | 2,021 | 12.04% | 17,323 |
| 375 | 7/21 | 4:00 PM | Thu | 2,707 | 11.20% | 24,852 | | | | | | | |
| 395 | 4/29 | 4:00 PM | Fri | 1,055 | 11.44% | 8,846 | | | | | | | |
| 396 | 11/4 | 12:00 PM | Fri | 1,215 | 11.95% | 10,977 | | | | | | | |
| 803 | 12/26 | 1:00 PM | Mon | 2,786 | 12.07% | 22,532 | | | | | | | |
| 806 | 12/16 | 4:00 PM | Fri | 2,923 | 10.00% | 28,774 | | | | | | | |
| 811 | 12/14 | 4:00 PM | Wed | 5,011 | 10.62% | 46,475 | | | | | | | |
| 812 | 12/20 | 4:00 PM | Tue | 4,497 | 10.23% | 43,672 | | | | | | | |
| 813 | 3/24 | 3:00 PM | Thu | 7,617 | 8.48% | 89,372 | | | | | | | |
| 822 | 10/14 | 4:00 PM | Fri | 5,329 | 9.41% | 53,581 | | | | | | | |
| 824 | 12/21 | 4:00 PM | Wed | 3,406 | 10.32% | 33,576 | | | | | | | |
| 826 | 10/6 | 4:00 PM | Thu | 4,656 | 9.69% | 47,944 | | | | | | | |
| 827 | 7/1 | 4:00 PM | Fri | 2,074 | 10.95% | 20,375 | | | | | | | |
| 848 | 12/26 | 1:00 PM | Mon | 2,636 | 11.79% | 22,169 | | | | | | | |

2022 Peak Hour by TPG (Continued)

| 2022 Peak Hour by Traffic Pattern Group (TPG) | | | | | | | | | | | | | |
|---|------|--------------|-----|--------|--------|--------|-----------------------------------|-------|--------------|-----|--------|--------|-------|
| TPG 5: Urban Minor Arterial/Collector | | | | | | | TPG 6: North Rural Minor Arterial | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 18 | 4/22 | 4:00 PM | Fri | 711 | 12.56% | 5,759 | 2 | 6/17 | 5:00 PM | Fri | 341 | 18.25% | 2,017 |
| 20 | 4/22 | 3:00 PM | Fri | 762 | 11.61% | 6,662 | 7 | 9/2 | 4:00 PM | Fri | 931 | 11.55% | 8,271 |
| 380 | 9/8 | 5:00 PM | Thu | 1,011 | 14.50% | 6,850 | 11 | 4/29 | 3:00 PM | Fri | 665 | 12.74% | 5,231 |
| 381 | 7/23 | 3:00 PM | Sat | 68 | 18.43% | 339 | 27 | 9/5 | 12:00 PM | Mon | 422 | 15.56% | 2,680 |
| 390 | 8/19 | 7:00 AM | Fri | 902 | 13.90% | 7,105 | 48 | 4/13 | 4:00 PM | Wed | 572 | 11.76% | 4,810 |
| 506 | 7/7 | 4:00 PM | Thu | 1,807 | 11.18% | 16,174 | 51 | 9/2 | 3:00 PM | Fri | 392 | 14.10% | 2,859 |
| 815 | 9/16 | 11:00 AM | Fri | 770 | 21.02% | 3,710 | 324 | 12/21 | 3:00 PM | Wed | 551 | 13.34% | 4,158 |
| 846 | 10/6 | 8:00 AM | Thu | 604 | 14.27% | 4,140 | 410 | 4/29 | 4:00 PM | Fri | 504 | 12.71% | 4,272 |

| 2022 Peak Hour by Traffic Pattern Group (TPG) | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|--------|------------------------------|-------|--------------|-----|--------|--------|-------|
| TPG 7: Central Rural Minor Arterial | | | | | | | TPG 8: North Rural Collector | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 1 | 7/17 | 3:00 PM | Sun | 948 | 26.07% | 3,741 | 5 | 11/10 | 11:00 AM | Thu | 371 | 21.93% | 1,640 |
| 9 | 3/2 | 4:00 PM | Wed | 1,041 | 13.97% | 7,722 | 29 | 11/25 | 12:00 PM | Fri | 234 | 16.77% | 1,327 |
| 10 | 4/8 | 3:00 PM | Fri | 1,113 | 11.63% | 9,728 | 383 | 4/20 | 4:00 PM | Wed | 419 | 12.70% | 3,339 |
| 15 | 10/15 | 12:00 PM | Sat | 745 | 14.96% | 4,927 | 384 | 10/5 | 3:00 PM | Wed | 71 | 17.03% | 441 |
| 40 | 7/11 | 11:00 AM | Mon | 519 | 12.63% | 4,116 | 385 | 11/19 | 3:00 PM | Sat | 297 | 16.68% | 1,761 |
| 367 | 8/5 | 5:00 PM | Fri | 911 | 15.42% | 6,047 | 802 | 7/1 | 5:00 PM | Fri | 810 | 16.48% | 5,256 |
| 391 | 9/23 | 4:00 PM | Fri | 881 | 11.63% | 8,090 | 817 | 11/18 | 3:00 PM | Fri | 241 | 15.18% | 1,611 |
| 850 | 9/16 | 4:00 PM | Fri | 1,597 | 10.19% | 15,344 | | | | | | | |
| 853 | 8/1 | 3:00 PM | Mon | 647 | 15.74% | 4,134 | | | | | | | |

| 2022 Peak Hour by Traffic Pattern Group (TPG) | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|-------|------------------------------|-------|--------------|-----|--------|--------|-------|
| TPG 9: Central Rural Collector | | | | | | | TPG 10: Special Recreational | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 362 | 8/24 | 5:00 PM | Wed | 814 | 13.94% | 5,882 | 306 | 7/3 | 11:00 AM | Sun | 876 | 15.48% | 5,886 |
| 364 | 4/25 | 4:00 PM | Mon | 524 | 11.45% | 4,649 | 805 | 5/29 | 12:00 PM | Sun | 710 | 24.58% | 2,921 |
| 382 | 8/31 | 4:00 PM | Wed | 224 | 14.99% | 1,545 | 849 | 10/15 | 6:00 PM | Sat | 393 | 23.20% | 1,850 |
| 386 | 10/21 | 9:00 AM | Fri | 605 | 25.93% | 2,262 | 855 | 7/23 | 5:00 PM | Sat | 428 | 29.02% | 1,601 |
| 387 | 9/29 | 2:00 PM | Thu | 70 | 17.28% | 405 | 856 | 10/2 | 12:00 PM | Sun | 412 | 52.22% | 830 |
| 388 | 5/21 | 12:00 PM | Sat | 334 | 13.32% | 2,548 | | | | | | | |
| 389 | 9/9 | 5:00 PM | Fri | 244 | 13.74% | 1,811 | | | | | | | |
| 816 | 4/12 | 4:00 PM | Tue | 495 | 16.12% | 3,060 | | | | | | | |
| 854 | 4/15 | 5:00 PM | Fri | 1,056 | 12.22% | 8,802 | | | | | | | |

2022 30th Highest Hour by Traffic Pattern Group (TPG)

| 2022 30th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|---------|-------------------------|-------|--------------|-----|--------|--------|--------|
| TPG 1: Urban Interstate | | | | | | | TPG 2: Rural Interstate | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 13 | 9/27 | 4:00 PM | Tue | 10,932 | 7.49% | 145,981 | 12 | 9/5 | 2:00 PM | Mon | 2,649 | 10.10% | 26,234 |
| 208 | 4/28 | 5:00 PM | Thu | 7,168 | 8.34% | 85,580 | 106 | 7/17 | 1:00 PM | Sun | 3,629 | 9.39% | 40,146 |
| 216 | 7/1 | 11:00 AM | Fri | 3,360 | 11.55% | 25,726 | 126 | 12/29 | 2:00 PM | Thu | 2,372 | 9.84% | 25,765 |
| 317 | 8/12 | 3:00 PM | Fri | 1,535 | 11.18% | 12,559 | 158 | 8/5 | 3:00 PM | Fri | 2,293 | 9.43% | 24,999 |
| 370 | 9/1 | 4:00 PM | Thu | 2,877 | 9.85% | 29,416 | 371 | 7/17 | 3:00 PM | Sun | 2,338 | 12.99% | 18,582 |
| 372 | 8/19 | 12:00 PM | Fri | 3,373 | 10.28% | 32,058 | 392 | 8/19 | 10:00 AM | Fri | 2,610 | 10.76% | 27,688 |
| 374 | 7/22 | 3:00 PM | Fri | 3,707 | 11.54% | 32,309 | 393 | 12/16 | 5:00 PM | Fri | 2,805 | 9.30% | 31,682 |
| 376 | 11/23 | 3:00 PM | Wed | 5,738 | 9.52% | 60,260 | 502 | 7/24 | 12:00 PM | Sun | 2,698 | 9.63% | 28,012 |
| 377 | 5/12 | 4:00 PM | Thu | 4,969 | 8.97% | 53,517 | 600 | 11/27 | 3:00 PM | Sun | 4,029 | 8.97% | 43,497 |
| 394 | 8/10 | 4:00 PM | Wed | 5,795 | 8.70% | 65,964 | 709 | 10/21 | 3:00 PM | Fri | 3,353 | 10.37% | 32,635 |
| 701 | 8/7 | 3:00 PM | Sun | 5,475 | 8.39% | 65,279 | 712 | 10/6 | 3:00 PM | Thu | 4,470 | 9.03% | 49,155 |
| 702 | 6/24 | 1:00 PM | Fri | 5,400 | 9.18% | 60,061 | 713 | 7/30 | 11:00 AM | Sat | 2,765 | 11.70% | 23,641 |
| 710 | 11/22 | 3:00 PM | Tue | 4,300 | 9.04% | 47,577 | 800 | 11/18 | 4:00 PM | Fri | 2,504 | 10.92% | 21,590 |
| 801 | 10/7 | 3:00 PM | Fri | 7,182 | 9.01% | 79,718 | 807 | 3/30 | 4:00 PM | Wed | 2,789 | 9.83% | 28,556 |
| 804 | 7/1 | 4:00 PM | Fri | 4,461 | 9.30% | 47,346 | 825 | 9/16 | 4:00 PM | Fri | 3,814 | 9.02% | 41,298 |
| 818 | 7/8 | 5:00 PM | Fri | 2,888 | 10.02% | 30,421 | 828 | 8/19 | 3:00 PM | Fri | 2,170 | 12.24% | 17,526 |
| 823 | 11/18 | 3:00 PM | Fri | 4,717 | 8.37% | 51,153 | 829 | 7/17 | 1:00 PM | Sun | 2,828 | 9.48% | 30,127 |
| 830 | 12/30 | 3:00 PM | Fri | 5,605 | 8.83% | 63,671 | 834 | 10/23 | 12:00 PM | Sun | 2,034 | 12.45% | 20,015 |
| 831 | 9/16 | 2:00 PM | Fri | 5,709 | 8.59% | 66,545 | 835 | 7/24 | 11:00 AM | Sun | 1,173 | 12.66% | 9,457 |
| 832 | 9/9 | 4:00 PM | Fri | 2,006 | 10.26% | 19,028 | 836 | 7/17 | 2:00 PM | Sun | 2,656 | 9.51% | 28,287 |
| 833 | 6/17 | 4:00 PM | Fri | 6,998 | 9.96% | 67,290 | 837 | 10/21 | 4:00 PM | Fri | 2,613 | 10.01% | 26,160 |
| 840 | 9/9 | 4:00 PM | Fri | 4,786 | 10.04% | 44,134 | 838 | 4/29 | 3:00 PM | Fri | 2,334 | 10.24% | 22,638 |
| 841 | 10/14 | 5:00 PM | Fri | 6,162 | 8.98% | 68,081 | 839 | 7/15 | 4:00 PM | Fri | 2,858 | 10.36% | 26,990 |
| 844 | 11/23 | 11:00 AM | Wed | 3,895 | 10.09% | 39,318 | 842 | 10/14 | 3:00 PM | Fri | 1,705 | 11.09% | 15,379 |
| 845 | 4/1 | 4:00 PM | Fri | 3,613 | 10.73% | 34,259 | 843 | 8/14 | 12:00 PM | Sun | 2,398 | 10.19% | 23,504 |

2022 30th Highest Hour by TPG (Continued)

| 2022 30th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|--------|---------------------------------|-------|--------------|-----|--------|--------|--------|
| TPG 3: Urban Principal Arterial | | | | | | | TPG 4: Rural Principal Arterial | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 8 | 11/9 | 7:00 AM | Wed | 1,890 | 10.30% | 17,202 | 4 | 10/14 | 4:00 PM | Fri | 294 | 11.24% | 2,486 |
| 14 | 9/16 | 3:00 PM | Fri | 1,769 | 10.24% | 17,281 | 19 | 5/11 | 5:00 PM | Wed | 589 | 11.05% | 5,195 |
| 16 | 12/14 | 4:00 PM | Wed | 5,324 | 8.66% | 61,448 | 24 | 9/9 | 3:00 PM | Fri | 2,064 | 10.09% | 20,238 |
| 21 | 12/14 | 7:00 AM | Wed | 6,980 | 7.21% | 96,804 | 323 | 8/26 | 4:00 PM | Fri | 499 | 11.15% | 4,481 |
| 22 | 7/7 | 4:00 PM | Thu | 2,379 | 9.83% | 24,191 | 360 | 11/4 | 4:00 PM | Fri | 296 | 11.28% | 2,650 |
| 203 | 12/22 | 3:00 PM | Thu | 1,810 | 9.83% | 18,872 | 363 | 7/17 | 1:00 PM | Sun | 541 | 11.45% | 4,441 |
| 206 | 8/31 | 4:00 PM | Wed | 2,641 | 11.34% | 21,972 | 378 | 3/4 | 4:00 PM | Fri | 730 | 10.50% | 7,116 |
| 301 | 5/24 | 4:00 PM | Tue | 1,345 | 11.62% | 11,576 | 700 | 8/19 | 3:00 PM | Fri | 1,183 | 10.08% | 11,732 |
| 304 | 6/10 | 3:00 PM | Fri | 2,672 | 9.72% | 27,917 | 808 | 4/17 | 6:00 PM | Sun | 1,547 | 10.79% | 13,925 |
| 326 | 8/10 | 5:00 PM | Wed | 974 | 11.77% | 8,498 | 809 | 9/23 | 3:00 PM | Fri | 842 | 10.96% | 7,683 |
| 330 | 3/3 | 4:00 PM | Thu | 1,019 | 9.95% | 9,714 | 821 | 7/15 | 2:00 PM | Fri | 1,304 | 12.09% | 10,581 |
| 334 | 7/19 | 4:00 PM | Tue | 1,334 | 8.61% | 15,237 | 851 | 2/24 | 4:00 PM | Thu | 6,503 | 8.95% | 74,206 |
| 349 | 12/20 | 4:00 PM | Tue | 3,084 | 9.00% | 34,305 | 985 | 6/9 | 4:00 PM | Thu | 1,871 | 11.14% | 17,323 |
| 375 | 8/16 | 4:00 PM | Tue | 2,325 | 9.62% | 24,852 | | | | | | | |
| 395 | 3/2 | 4:00 PM | Wed | 942 | 10.22% | 8,846 | | | | | | | |
| 396 | 11/4 | 2:00 PM | Fri | 1,072 | 10.54% | 10,977 | | | | | | | |
| 803 | 6/19 | 3:00 PM | Sun | 2,497 | 10.82% | 22,532 | | | | | | | |
| 806 | 10/13 | 4:00 PM | Thu | 2,788 | 9.54% | 28,774 | | | | | | | |
| 811 | 5/25 | 4:00 PM | Wed | 4,579 | 9.71% | 46,475 | | | | | | | |
| 812 | 5/4 | 4:00 PM | Wed | 4,251 | 9.67% | 43,672 | | | | | | | |
| 813 | 10/25 | 4:00 PM | Tue | 7,396 | 8.23% | 89,372 | | | | | | | |
| 822 | 9/28 | 4:00 PM | Wed | 5,157 | 9.11% | 53,581 | | | | | | | |
| 824 | 10/20 | 4:00 PM | Thu | 3,201 | 9.70% | 33,576 | | | | | | | |
| 826 | 5/12 | 4:00 PM | Thu | 4,491 | 9.35% | 47,944 | | | | | | | |
| 827 | 2/11 | 3:00 PM | Fri | 1,939 | 10.24% | 20,375 | | | | | | | |
| 848 | 12/26 | 11:00 AM | Mon | 2,392 | 10.70% | 22,169 | | | | | | | |

2022 30th Highest Hour by TPG (Continued)

| 2022 30th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|------|--------------|-----|--------|--------|--------|-----------------------------------|------|--------------|-----|--------|--------|-------|
| TPG 5: Urban Minor Arterial/Collector | | | | | | | TPG 6: North Rural Minor Arterial | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 18 | 5/12 | 4:00 PM | Thu | 647 | 11.43% | 5,759 | 2 | 6/17 | 12:00 PM | Fri | 223 | 11.93% | 2,017 |
| 20 | 5/13 | 3:00 PM | Fri | 701 | 10.68% | 6,662 | 7 | 6/10 | 4:00 PM | Fri | 818 | 10.15% | 8,271 |
| 380 | 9/19 | 4:00 PM | Mon | 839 | 12.03% | 6,850 | 11 | 10/5 | 3:00 PM | Wed | 620 | 11.88% | 5,231 |
| 381 | 3/30 | 4:00 PM | Wed | 50 | 13.55% | 339 | 27 | 8/14 | 1:00 PM | Sun | 373 | 13.75% | 2,680 |
| 390 | 1/12 | 3:00 PM | Wed | 773 | 11.92% | 7,105 | 48 | 9/23 | 4:00 PM | Fri | 508 | 10.44% | 4,810 |
| 506 | 4/22 | 3:00 PM | Fri | 1,642 | 10.16% | 16,174 | 51 | 8/24 | 4:00 PM | Wed | 324 | 11.65% | 2,859 |
| 815 | 5/17 | 5:00 PM | Tue | 391 | 10.67% | 3,710 | 324 | 3/22 | 3:00 PM | Tue | 495 | 11.98% | 4,158 |
| 846 | 9/29 | 2:00 PM | Thu | 516 | 12.19% | 4,140 | 410 | 4/22 | 4:00 PM | Fri | 443 | 11.17% | 4,272 |

| 2022 30th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|--------|------------------------------|------|--------------|-----|--------|--------|-------|
| TPG 7: Central Rural Minor Arterial | | | | | | | TPG 8: North Rural Collector | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 1 | 8/20 | 4:00 PM | Sat | 552 | 15.18% | 3,741 | 5 | 5/10 | 3:00 PM | Tue | 230 | 13.59% | 1,640 |
| 9 | 6/9 | 4:00 PM | Thu | 877 | 11.77% | 7,722 | 29 | 7/8 | 5:00 PM | Fri | 151 | 10.82% | 1,327 |
| 10 | 7/1 | 3:00 PM | Fri | 976 | 10.20% | 9,728 | 383 | 4/22 | 3:00 PM | Fri | 370 | 11.22% | 3,339 |
| 15 | 10/13 | 4:00 PM | Thu | 581 | 11.66% | 4,927 | 384 | 5/29 | 2:00 PM | Sun | 61 | 14.63% | 441 |
| 40 | 9/14 | 3:00 PM | Wed | 422 | 10.27% | 4,116 | 385 | 5/12 | 3:00 PM | Thu | 210 | 11.79% | 1,761 |
| 367 | 9/30 | 4:00 PM | Fri | 631 | 10.68% | 6,047 | 802 | 7/1 | 4:00 PM | Fri | 673 | 13.69% | 5,256 |
| 391 | 6/3 | 3:00 PM | Fri | 818 | 10.80% | 8,090 | 817 | 9/13 | 3:00 PM | Tue | 204 | 12.85% | 1,611 |
| 850 | 4/20 | 5:00 PM | Wed | 1,485 | 9.48% | 15,344 | | | | | | | |
| 853 | 5/30 | 2:00 PM | Mon | 491 | 11.94% | 4,134 | | | | | | | |

| 2022 30th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|-------|------------------------------|------|--------------|-----|--------|--------|-------|
| TPG 9: Central Rural Collector | | | | | | | TPG 10: Special Recreational | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 362 | 4/29 | 3:00 PM | Fri | 595 | 10.19% | 5,882 | 306 | 7/2 | 3:00 PM | Sat | 734 | 12.97% | 5,886 |
| 364 | 6/3 | 7:00 AM | Fri | 481 | 10.51% | 4,649 | 805 | 5/28 | 3:00 PM | Sat | 542 | 18.76% | 2,921 |
| 382 | 10/3 | 4:00 PM | Mon | 187 | 12.52% | 1,545 | 849 | 8/20 | 12:00 PM | Sat | 239 | 14.11% | 1,850 |
| 386 | 8/16 | 4:00 PM | Tue | 279 | 11.96% | 2,262 | 855 | 7/3 | 5:00 PM | Sun | 334 | 22.64% | 1,601 |
| 387 | 8/20 | 3:00 PM | Sat | 53 | 13.09% | 405 | 856 | 7/10 | 4:00 PM | Sun | 173 | 21.93% | 830 |
| 388 | 4/28 | 4:00 PM | Thu | 285 | 11.36% | 2,548 | | | | | | | |
| 389 | 9/15 | 4:00 PM | Thu | 201 | 11.32% | 1,811 | | | | | | | |
| 816 | 10/19 | 4:00 PM | Wed | 427 | 13.91% | 3,060 | | | | | | | |
| 854 | 5/30 | 1:00 PM | Mon | 932 | 10.79% | 8,802 | | | | | | | |

2022 50th Highest Hour by Traffic Pattern Group (TPG)

| 2022 50th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|---------|-------------------------|-------|--------------|-----|--------|--------|--------|
| TPG 1: Urban Interstate | | | | | | | TPG 2: Rural Interstate | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 13 | 11/3 | 3:00 PM | Thu | 10,887 | 7.46% | 145,981 | 12 | 7/1 | 12:00 PM | Fri | 2,563 | 9.77% | 26,234 |
| 208 | 11/18 | 5:00 PM | Fri | 7,099 | 8.26% | 85,580 | 106 | 5/27 | 3:00 PM | Fri | 3,544 | 9.17% | 40,146 |
| 216 | 7/2 | 12:00 PM | Sat | 3,276 | 11.26% | 25,726 | 126 | 10/23 | 1:00 PM | Sun | 2,253 | 9.35% | 25,765 |
| 317 | 11/11 | 3:00 PM | Fri | 1,479 | 10.77% | 12,559 | 158 | 6/10 | 12:00 PM | Fri | 2,231 | 9.18% | 24,999 |
| 370 | 9/20 | 4:00 PM | Tue | 2,834 | 9.71% | 29,416 | 371 | 12/26 | 11:00 AM | Mon | 2,221 | 12.34% | 18,582 |
| 372 | 10/7 | 2:00 PM | Fri | 3,264 | 9.95% | 32,058 | 392 | 10/28 | 4:00 PM | Fri | 2,523 | 10.41% | 27,688 |
| 374 | 8/5 | 4:00 PM | Fri | 3,611 | 11.24% | 32,309 | 393 | 1/2 | 2:00 PM | Sun | 2,672 | 8.86% | 31,682 |
| 376 | 6/10 | 3:00 PM | Fri | 5,649 | 9.37% | 60,260 | 502 | 7/22 | 3:00 PM | Fri | 2,610 | 9.32% | 28,012 |
| 377 | 10/20 | 5:00 PM | Thu | 4,922 | 8.88% | 53,517 | 600 | 4/20 | 3:00 PM | Wed | 3,948 | 8.79% | 43,497 |
| 394 | 5/5 | 3:00 PM | Thu | 5,744 | 8.62% | 65,964 | 709 | 9/25 | 3:00 PM | Sun | 3,198 | 9.89% | 32,635 |
| 701 | 7/24 | 1:00 PM | Sun | 5,383 | 8.25% | 65,279 | 712 | 7/1 | 5:00 PM | Fri | 4,383 | 8.86% | 49,155 |
| 702 | 11/23 | 3:00 PM | Wed | 5,314 | 9.03% | 60,061 | 713 | 6/24 | 12:00 PM | Fri | 2,681 | 11.34% | 23,641 |
| 710 | 12/8 | 4:00 PM | Thu | 4,159 | 8.74% | 47,577 | 800 | 11/15 | 7:00 AM | Tue | 2,428 | 10.59% | 21,590 |
| 801 | 6/24 | 5:00 PM | Fri | 7,079 | 8.88% | 79,718 | 807 | 8/25 | 4:00 PM | Thu | 2,753 | 9.71% | 28,556 |
| 804 | 5/5 | 4:00 PM | Thu | 4,396 | 9.17% | 47,346 | 825 | 11/27 | 3:00 PM | Sun | 3,747 | 8.86% | 41,298 |
| 818 | 7/16 | 11:00 AM | Sat | 2,809 | 9.74% | 30,421 | 828 | 8/14 | 3:00 PM | Sun | 2,119 | 11.96% | 17,526 |
| 823 | 4/21 | 3:00 PM | Thu | 4,659 | 8.27% | 51,153 | 829 | 7/31 | 12:00 PM | Sun | 2,737 | 9.18% | 30,127 |
| 830 | 11/17 | 4:00 PM | Thu | 5,527 | 8.71% | 63,671 | 834 | 10/9 | 3:00 PM | Sun | 1,953 | 11.95% | 20,015 |
| 831 | 3/4 | 2:00 PM | Fri | 5,639 | 8.49% | 66,545 | 835 | 9/3 | 11:00 AM | Sat | 1,132 | 12.22% | 9,457 |
| 832 | 9/21 | 4:00 PM | Wed | 1,981 | 10.13% | 19,028 | 836 | 10/14 | 3:00 PM | Fri | 2,561 | 9.17% | 28,287 |
| 833 | 6/3 | 4:00 PM | Fri | 6,886 | 9.80% | 67,290 | 837 | 12/27 | 2:00 PM | Tue | 2,567 | 9.83% | 26,160 |
| 840 | 11/29 | 5:00 PM | Tue | 4,718 | 9.89% | 44,134 | 838 | 5/24 | 4:00 PM | Tue | 2,303 | 10.10% | 22,638 |
| 841 | 4/14 | 4:00 PM | Thu | 6,112 | 8.91% | 68,081 | 839 | 8/21 | 3:00 PM | Sun | 2,778 | 10.07% | 26,990 |
| 844 | 10/10 | 4:00 PM | Mon | 3,783 | 9.80% | 39,318 | 842 | 10/7 | 5:00 PM | Fri | 1,655 | 10.76% | 15,379 |
| 845 | 12/2 | 4:00 PM | Fri | 3,518 | 10.45% | 34,259 | 843 | 10/21 | 3:00 PM | Fri | 2,326 | 9.89% | 23,504 |

2022 50th Highest Hour by TPG (Continued)

| 2022 50th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|--------|---------------------------------|-------|--------------|-----|--------|--------|--------|
| TPG 3: Urban Principal Arterial | | | | | | | TPG 4: Rural Principal Arterial | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 8 | 5/19 | 4:00 PM | Thu | 1,877 | 10.23% | 17,202 | 4 | 10/8 | 3:00 PM | Sat | 284 | 10.86% | 2,486 |
| 14 | 5/20 | 4:00 PM | Fri | 1,714 | 9.92% | 17,281 | 19 | 12/14 | 4:00 PM | Wed | 581 | 10.90% | 5,195 |
| 16 | 7/14 | 5:00 PM | Thu | 5,289 | 8.61% | 61,448 | 24 | 10/21 | 2:00 PM | Fri | 1,961 | 9.59% | 20,238 |
| 21 | 10/31 | 4:00 PM | Mon | 6,919 | 7.15% | 96,804 | 323 | 11/4 | 4:00 PM | Fri | 486 | 10.86% | 4,481 |
| 22 | 10/6 | 3:00 PM | Thu | 2,352 | 9.72% | 24,191 | 360 | 7/27 | 4:00 PM | Wed | 288 | 10.97% | 2,650 |
| 203 | 9/13 | 4:00 PM | Tue | 1,788 | 9.71% | 18,872 | 363 | 7/15 | 2:00 PM | Fri | 526 | 11.13% | 4,441 |
| 206 | 9/7 | 4:00 PM | Wed | 2,601 | 11.17% | 21,972 | 378 | 2/23 | 4:00 PM | Wed | 718 | 10.33% | 7,116 |
| 301 | 6/14 | 3:00 PM | Tue | 1,328 | 11.47% | 11,576 | 700 | 9/28 | 4:00 PM | Wed | 1,137 | 9.69% | 11,732 |
| 304 | 9/29 | 3:00 PM | Thu | 2,637 | 9.59% | 27,917 | 808 | 9/23 | 5:00 PM | Fri | 1,487 | 10.37% | 13,925 |
| 326 | 9/8 | 3:00 PM | Thu | 954 | 11.52% | 8,498 | 809 | 8/14 | 12:00 PM | Sun | 816 | 10.62% | 7,683 |
| 330 | 10/27 | 5:00 PM | Thu | 1,003 | 9.79% | 9,714 | 821 | 7/29 | 2:00 PM | Fri | 1,269 | 11.76% | 10,581 |
| 334 | 4/4 | 3:00 PM | Mon | 1,316 | 8.49% | 15,237 | 851 | 6/8 | 4:00 PM | Wed | 6,472 | 8.90% | 74,206 |
| 349 | 5/5 | 5:00 PM | Thu | 3,048 | 8.90% | 34,305 | 985 | 5/24 | 4:00 PM | Tue | 1,840 | 10.96% | 17,323 |
| 375 | 10/20 | 4:00 PM | Thu | 2,272 | 9.40% | 24,852 | | | | | | | |
| 395 | 3/24 | 4:00 PM | Thu | 933 | 10.12% | 8,846 | | | | | | | |
| 396 | 4/29 | 4:00 PM | Fri | 1,053 | 10.36% | 10,977 | | | | | | | |
| 803 | 7/17 | 2:00 PM | Sun | 2,439 | 10.57% | 22,532 | | | | | | | |
| 806 | 10/13 | 3:00 PM | Thu | 2,762 | 9.45% | 28,774 | | | | | | | |
| 811 | 10/25 | 4:00 PM | Tue | 4,518 | 9.58% | 46,475 | | | | | | | |
| 812 | 10/26 | 4:00 PM | Wed | 4,212 | 9.59% | 43,672 | | | | | | | |
| 813 | 4/11 | 3:00 PM | Mon | 7,339 | 8.17% | 89,372 | | | | | | | |
| 822 | 9/13 | 4:00 PM | Tue | 5,087 | 8.98% | 53,581 | | | | | | | |
| 824 | 5/10 | 5:00 PM | Tue | 3,162 | 9.58% | 33,576 | | | | | | | |
| 826 | 9/1 | 4:00 PM | Thu | 4,454 | 9.27% | 47,944 | | | | | | | |
| 827 | 6/9 | 4:00 PM | Thu | 1,893 | 9.99% | 20,375 | | | | | | | |
| 848 | 10/8 | 12:00 PM | Sat | 2,328 | 10.41% | 22,169 | | | | | | | |

2022 50th Highest Hour by TPG (Continued)

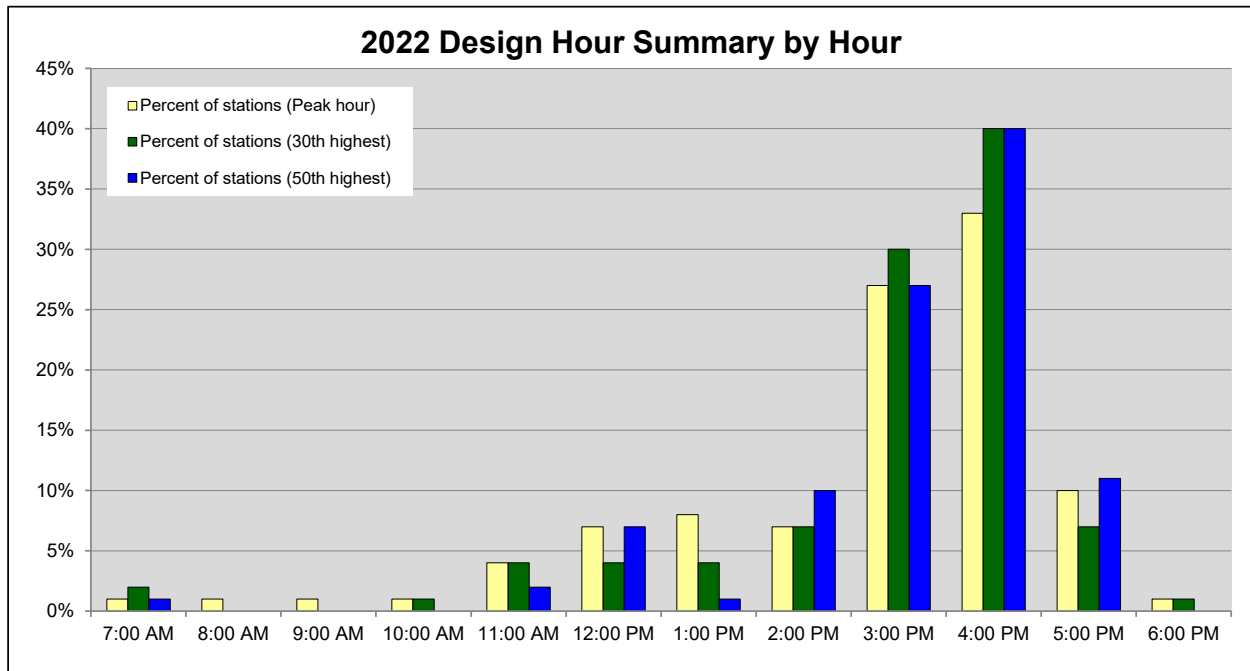
| 2022 50th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|--------|-----------------------------------|-------|--------------|-----|--------|--------|-------|
| TPG 5: Urban Minor Arterial/Collector | | | | | | | TPG 6: North Rural Minor Arterial | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 18 | 11/18 | 4:00 PM | Fri | 634 | 11.20% | 5,759 | 2 | 4/23 | 2:00 PM | Sat | 216 | 11.56% | 2,017 |
| 20 | 9/9 | 4:00 PM | Fri | 681 | 10.38% | 6,662 | 7 | 9/23 | 3:00 PM | Fri | 804 | 9.97% | 8,271 |
| 380 | 5/25 | 5:00 PM | Wed | 819 | 11.74% | 6,850 | 11 | 12/21 | 4:00 PM | Wed | 606 | 11.61% | 5,231 |
| 381 | 10/10 | 3:00 PM | Mon | 47 | 12.74% | 339 | 27 | 7/22 | 3:00 PM | Fri | 353 | 13.02% | 2,680 |
| 390 | 11/16 | 4:00 PM | Wed | 748 | 11.53% | 7,105 | 48 | 5/13 | 4:00 PM | Fri | 496 | 10.20% | 4,810 |
| 506 | 10/21 | 4:00 PM | Fri | 1,624 | 10.05% | 16,174 | 51 | 9/8 | 3:00 PM | Thu | 318 | 11.43% | 2,859 |
| 815 | 8/17 | 5:00 PM | Wed | 382 | 10.43% | 3,710 | 324 | 9/23 | 3:00 PM | Fri | 484 | 11.72% | 4,158 |
| 846 | 10/5 | 5:00 PM | Wed | 504 | 11.90% | 4,140 | 410 | 2/22 | 3:00 PM | Tue | 432 | 10.90% | 4,272 |

| 2022 50th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|------|--------------|-----|--------|--------|--------|------------------------------|------|--------------|-----|--------|--------|-------|
| TPG 7: Central Rural Minor Arterial | | | | | | | TPG 8: North Rural Collector | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 1 | 7/29 | 3:00 PM | Fri | 498 | 13.69% | 3,741 | 5 | 10/6 | 4:00 PM | Thu | 224 | 13.24% | 1,640 |
| 9 | 4/26 | 4:00 PM | Tue | 853 | 11.44% | 7,722 | 29 | 4/20 | 7:00 AM | Wed | 144 | 10.32% | 1,327 |
| 10 | 6/10 | 2:00 PM | Fri | 944 | 9.86% | 9,728 | 383 | 3/30 | 4:00 PM | Wed | 362 | 10.98% | 3,339 |
| 15 | 5/3 | 4:00 PM | Tue | 571 | 11.46% | 4,927 | 384 | 12/6 | 3:00 PM | Tue | 59 | 14.15% | 441 |
| 40 | 9/7 | 3:00 PM | Wed | 409 | 9.96% | 4,116 | 385 | 5/27 | 2:00 PM | Fri | 205 | 11.51% | 1,761 |
| 367 | 3/11 | 4:00 PM | Fri | 615 | 10.41% | 6,047 | 802 | 6/8 | 4:00 PM | Wed | 652 | 13.27% | 5,256 |
| 391 | 7/15 | 4:00 PM | Fri | 796 | 10.51% | 8,090 | 817 | 5/27 | 3:00 PM | Fri | 199 | 12.53% | 1,611 |
| 850 | 6/30 | 5:00 PM | Thu | 1,465 | 9.35% | 15,344 | | | | | | | |
| 853 | 6/20 | 4:00 PM | Mon | 475 | 11.55% | 4,134 | | | | | | | |

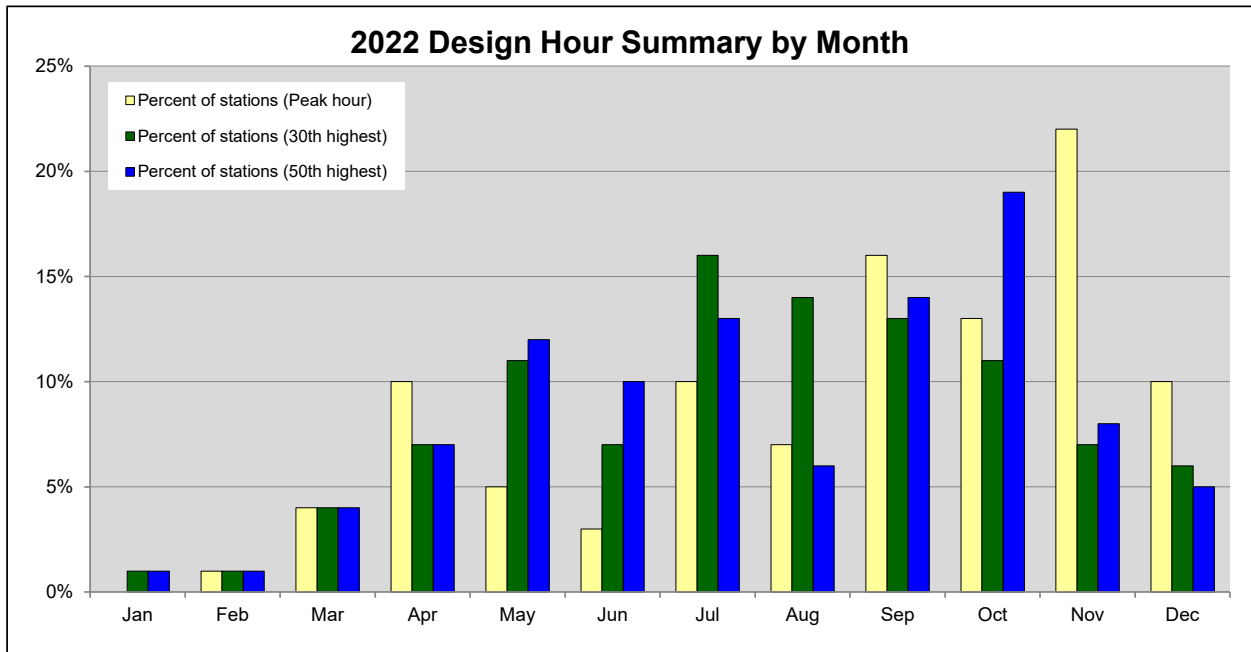
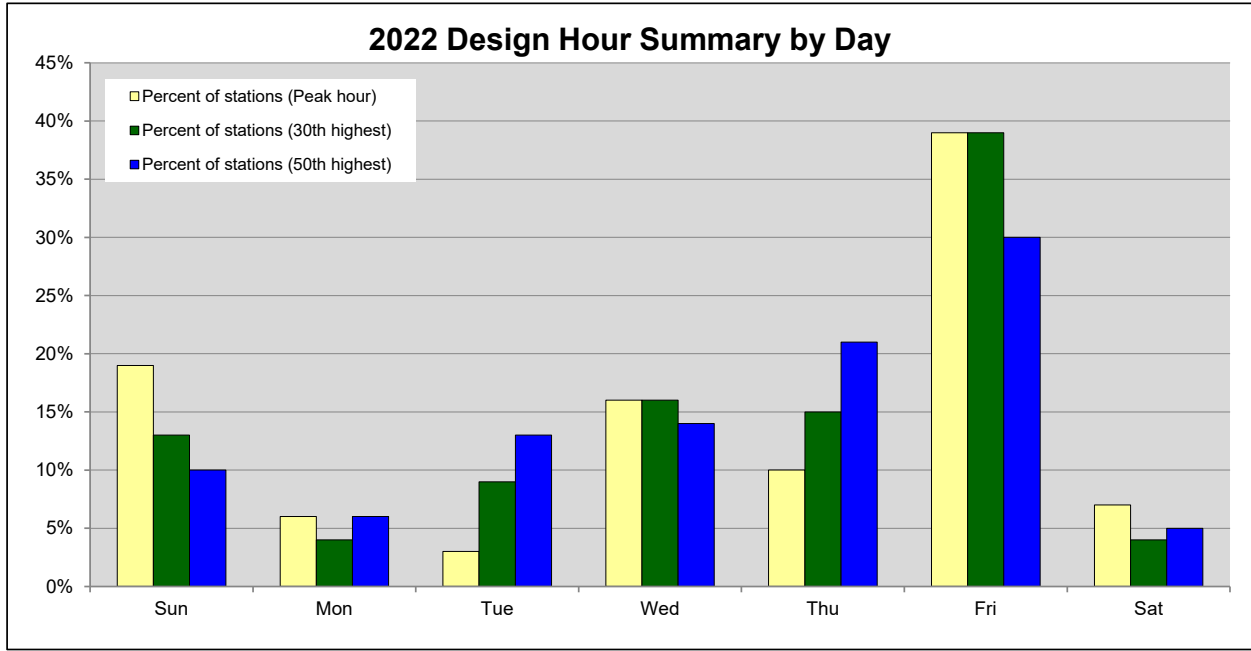
| 2022 50th Highest Hour by Traffic Pattern Group | | | | | | | | | | | | | |
|---|-------|--------------|-----|--------|--------|-------|------------------------------|------|--------------|-----|--------|--------|-------|
| TPG 9: Central Rural Collector | | | | | | | TPG 10: Special Recreational | | | | | | |
| Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT | Site # | Date | Hour (start) | DOW | Volume | % AADT | AADT |
| 362 | 10/20 | 4:00 PM | Thu | 586 | 10.03% | 5,882 | 306 | 9/2 | 2:00 PM | Fri | 715 | 12.63% | 5,886 |
| 364 | 9/27 | 4:00 PM | Tue | 472 | 10.31% | 4,649 | 805 | 8/7 | 2:00 PM | Sun | 502 | 17.38% | 2,921 |
| 382 | 10/4 | 4:00 PM | Tue | 179 | 11.98% | 1,545 | 849 | 7/3 | 12:00 PM | Sun | 222 | 13.11% | 1,850 |
| 386 | 10/6 | 4:00 PM | Thu | 272 | 11.66% | 2,262 | 855 | 8/14 | 3:00 PM | Sun | 313 | 21.22% | 1,601 |
| 387 | 6/9 | 12:00 PM | Thu | 50 | 12.35% | 405 | 856 | 7/4 | 3:00 PM | Mon | 157 | 19.90% | 830 |
| 388 | 5/17 | 3:00 PM | Tue | 278 | 11.08% | 2,548 | | | | | | | |
| 389 | 3/11 | 4:00 PM | Fri | 194 | 10.92% | 1,811 | | | | | | | |
| 816 | 1/13 | 4:00 PM | Thu | 419 | 13.65% | 3,060 | | | | | | | |
| 854 | 5/21 | 4:00 PM | Sat | 918 | 10.63% | 8,802 | | | | | | | |

2022 Design Hour Summaries: Peak, 30th and 50th Highest Hour

Design Hour Volume (DHV) is the hourly traffic volume used in the design of highways. The DHV is usually represented by the 30th highest hourly volume of the future year chosen for design. The following three graphs show the peak, 30th and 50th highest hour summary by hour, day, and month.



2022 Design Hour Summaries: Peak, 30th and 50th Highest Hour



Five Year Summary of Annual Average Daily Traffic (AADT) from Permanent Sites

This chart shows the permanent site station numbers and their Annual Average Daily Traffic (AADT) for the past five years, 2018 through 2022. The percent change is also given for 2021 to 2022 and 2018 to 2022, showing where traffic has increased or decreased.

*Indicates there is no data available.

| Site # | Annual Average Daily Traffic (AADT) | | | | | Percent Change | |
|--------|-------------------------------------|--------|--------|--------|---------|----------------|-----------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2021-2022 | 2018-2022 |
| 1 | 3,698 | 3,799 | 3,655 | 3,741 | 3,637 | -2.8% | -1.6% |
| 2 | 1,911 | 1,916 | 1,871 | 2,017 | 1,869 | -7.3% | -2.2% |
| 3 | 5,191 | 5,226 | 4,864 | 4,989 | ** | N/A | -3.9% |
| 4 | 2,665 | 2,736 | 2,301 | 2,486 | 2,615 | 5.2% | -1.9% |
| 5 | 1,764 | 1,737 | 1,602 | 1,640 | 1,692 | 3.2% | -4.1% |
| 6 | * | * | * | 7,593 | ** | N/A | N/A |
| 7 | * | * | * | 8,271 | 8,062 | -2.5% | -2.5% |
| 8 | 19,672 | 20,849 | 14,940 | 17,202 | 18,352 | 6.7% | -6.7% |
| 9 | * | * | * | 7,722 | 7,454 | -3.5% | -3.5% |
| 10 | * | * | * | 9,728 | 9,572 | -1.6% | -1.6% |
| 11 | * | * | * | 5,231 | 5,218 | -0.2% | -0.2% |
| 12 | * | * | * | * | 26,234 | N/A | N/A |
| 13 | * | * | * | * | 145,981 | N/A | N/A |
| 14 | * | * | * | * | 17,281 | N/A | N/A |
| 15 | 5,394 | 5,429 | 4,616 | 4,927 | 4,981 | 1.1% | -7.7% |
| 16 | * | * | * | * | 61,448 | N/A | N/A |
| 18 | 6,172 | 5,760 | 5,271 | 5,759 | 5,662 | -1.7% | -8.3% |
| 19 | 5,656 | 5,770 | 4,675 | 5,195 | 5,332 | 2.6% | -5.7% |
| 20 | ** | 7,166 | 6,294 | 6,662 | 6,563 | -1.5% | -8.4% |
| 21 | * | * | * | * | 96,804 | N/A | N/A |
| 22 | * | * | * | * | 24,191 | N/A | N/A |
| 24 | 21,787 | 21,779 | 17,440 | 20,238 | 20,449 | 1.0% | -6.1% |
| 27 | 2,801 | 2,778 | 2,489 | 2,680 | 2,712 | 1.2% | -3.2% |
| 29 | ** | 1,275 | 1,234 | 1,327 | 1,395 | 5.1% | 9.4% |
| 40 | 4,199 | 4,304 | 3,958 | 4,116 | 4,108 | -0.2% | -2.2% |
| 48 | 5,364 | 5,581 | 4,596 | 4,810 | 4,864 | 1.1% | -9.3% |
| 51 | 3,115 | 3,025 | 2,702 | 2,859 | 2,781 | -2.7% | -10.7% |
| 106 | 44,255 | 46,436 | 35,828 | 40,146 | 38,664 | -3.7% | -12.6% |
| 126 | 25,662 | 24,731 | 23,132 | 25,765 | 24,103 | -6.5% | -6.1% |
| 158 | 23,233 | ** | ** | 24,999 | 24,306 | -2.8% | 4.6% |
| 203 | 20,299 | 21,290 | 17,107 | 18,872 | 18,411 | -2.4% | -9.3% |
| 205 | 57,157 | 58,874 | 48,723 | ** | ** | N/A | -14.8% |
| 206 | 26,892 | 27,534 | 19,888 | 21,972 | 23,286 | 6.0% | -13.4% |
| 208 | 94,814 | 96,610 | 76,180 | 85,580 | 85,935 | 0.4% | -9.4% |
| 216 | 26,940 | 26,777 | 21,317 | 25,726 | 29,096 | 13.1% | 8.0% |
| 301 | 13,068 | 13,168 | 11,200 | ** | 11,576 | N/A | -11.4% |

Five Year Summary of AADT from Permanent Sites (Continued)

*Indicates there is no data available.

| Site # | Annual Average Daily Traffic (AADT) | | | | | Percent Change | |
|--------|-------------------------------------|--------|--------|--------|--------|----------------|-----------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2021-2022 | 2018-2022 |
| 304 | 29,192 | 29,300 | 25,126 | 27,917 | 27,501 | -1.5% | -5.8% |
| 306 | 5,850 | 5,830 | 5,473 | 5,886 | 5,660 | -3.8% | -3.2% |
| 317 | 14,301 | 14,685 | 11,856 | 12,559 | 13,735 | 9.4% | -4.0% |
| 323 | 4,692 | 4,728 | 3,920 | 4,481 | 4,475 | -0.1% | -4.6% |
| 324 | 4,429 | 4,422 | 3,974 | 4,158 | 4,131 | -0.6% | -6.7% |
| 326 | 8,567 | 8,334 | 7,348 | 8,498 | 8,276 | -2.6% | -3.4% |
| 328 | 4,937 | 4,974 | 4,488 | 4,909 | ** | N/A | -0.6% |
| 330 | 10,973 | 11,012 | 8,504 | 9,714 | 10,240 | 5.4% | -6.7% |
| 334 | 16,348 | 16,247 | 13,998 | 15,237 | 15,500 | 1.7% | -5.2% |
| 349 | 38,071 | 37,646 | 31,363 | 34,305 | 34,248 | -0.2% | -10.0% |
| 360 | 2,691 | 2,721 | 2,496 | 2,650 | 2,626 | -0.9% | -2.4% |
| 362 | 6,041 | 6,355 | 5,572 | 5,882 | 5,840 | -0.7% | -3.3% |
| 363 | 5,114 | 5,058 | 4,024 | 4,441 | 4,724 | 6.4% | -7.6% |
| 364 | 4,949 | 4,912 | 4,310 | 4,649 | 4,576 | -1.6% | -7.5% |
| 367 | 6,093 | 6,059 | 5,457 | 6,047 | 5,909 | -2.3% | -3.0% |
| 370 | 31,294 | 31,856 | 25,949 | 29,416 | 29,196 | -0.7% | -6.7% |
| 371 | 19,558 | 17,618 | 15,103 | 18,582 | 18,003 | -3.1% | -8.0% |
| 372 | 31,735 | 32,643 | 27,006 | 32,058 | 32,811 | 2.3% | 3.4% |
| 374 | ** | ** | 27,523 | 32,309 | 32,128 | -0.6% | 16.7% |
| 375 | 26,285 | 27,101 | 22,903 | 24,852 | 24,176 | -2.7% | -8.0% |
| 376 | 62,938 | 61,955 | ** | ** | 60,260 | N/A | -4.3% |
| 377 | 63,041 | 60,341 | 45,871 | 53,517 | 55,410 | 3.5% | -12.1% |
| 378 | 7,661 | 7,849 | 6,877 | 7,116 | 6,950 | -2.3% | -9.3% |
| 379 | 1,394 | 1,339 | 1,250 | 1,246 | ** | N/A | -10.6% |
| 380 | ** | ** | 6,742 | 6,850 | 6,974 | 1.8% | 3.4% |
| 381 | 374 | 374 | 335 | 339 | 369 | 8.8% | -1.3% |
| 382 | 1,702 | 1,688 | 1,432 | 1,545 | 1,494 | -3.3% | -12.2% |
| 383 | 3,493 | 3,306 | 3,202 | 3,339 | 3,298 | -1.2% | -5.6% |
| 384 | 418 | 429 | 460 | 441 | 417 | -5.4% | -0.2% |
| 385 | 1,715 | 1,698 | 1,641 | 1,761 | 1,781 | 1.1% | 3.8% |
| 386 | 2,253 | 2,243 | 2,178 | 2,262 | 2,333 | 3.1% | 3.6% |
| 387 | 2,967 | 542 | 504 | ** | 405 | N/A | -86.3% |
| 388 | 2,650 | 2,721 | 2,350 | 2,548 | 2,508 | -1.6% | -5.4% |
| 389 | 1,830 | 1,824 | 1,712 | 1,811 | 1,776 | -1.9% | -3.0% |
| 390 | 7,217 | 7,840 | 6,939 | 7,105 | 6,487 | -8.7% | -10.1% |
| 391 | 8,323 | 8,131 | 7,196 | 8,090 | 7,575 | -6.4% | -9.0% |
| 392 | ** | ** | ** | 27,688 | 24,246 | -12.4% | -12.4% |
| 393 | 35,219 | ** | 28,708 | 31,682 | 30,163 | -4.8% | -14.4% |
| 394 | 67,759 | 68,947 | 55,957 | 65,964 | 66,623 | 1.0% | -1.7% |
| 395 | 10,088 | 10,522 | ** | 8,846 | 9,218 | 4.2% | -8.6% |

Five Year Summary of AADT from Permanent Sites (Continued)

*Indicates there is no data available.

| Site # | Annual Average Daily Traffic (AADT) | | | | | Percent Change | |
|--------|-------------------------------------|--------|--------|--------|--------|----------------|-----------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2021-2022 | 2018-2022 |
| 396 | 12,248 | 12,017 | 10,258 | 10,977 | 10,167 | -7.4% | -17.0% |
| 410 | ** | ** | 3,862 | 4,272 | 3,965 | -7.2% | 2.7% |
| 501 | 10,853 | ** | ** | ** | ** | N/A | N/A |
| 502 | 26,422 | 27,817 | 24,764 | ** | 28,012 | N/A | 6.0% |
| 503 | ** | ** | ** | ** | ** | N/A | N/A |
| 504 | ** | ** | ** | ** | ** | N/A | N/A |
| 505 | ** | ** | ** | ** | ** | N/A | N/A |
| 506 | 16,433 | 16,071 | 14,783 | 16,174 | 16,158 | -0.1% | -1.7% |
| 600 | 42,309 | 42,091 | 35,814 | 43,497 | 44,909 | 3.2% | 6.1% |
| 700 | ** | 12,557 | ** | ** | 11,732 | N/A | -6.6% |
| 701 | 63,224 | ** | 54,467 | ** | 65,279 | N/A | 3.3% |
| 702 | 59,423 | ** | 51,887 | 60,061 | 58,845 | -2.0% | -1.0% |
| 703 | 38,029 | ** | ** | ** | ** | N/A | N/A |
| 704 | 21,958 | 21,844 | ** | ** | ** | N/A | -0.5% |
| 705 | 70,315 | 74,850 | 58,501 | 68,052 | ** | N/A | -3.2% |
| 706 | * | 27,142 | 20,638 | 23,455 | ** | N/A | -13.6% |
| 709 | * | 33,112 | 27,697 | 32,635 | 32,332 | -0.9% | -2.4% |
| 710 | 50,166 | 50,833 | ** | ** | 47,577 | N/A | -5.2% |
| 712 | * | 49,661 | 42,383 | 49,155 | 49,490 | 0.7% | -0.3% |
| 713 | * | * | * | * | 23,641 | N/A | N/A |
| 800 | 23,678 | 24,500 | 19,685 | 21,590 | 22,928 | 6.2% | -3.2% |
| 801 | ** | 82,240 | 69,787 | ** | 79,718 | N/A | -3.1% |
| 802 | 4,648 | 5,157 | 4,910 | 5,256 | 4,915 | -6.5% | 5.7% |
| 803 | 23,265 | 23,726 | 18,148 | 22,532 | 23,085 | 2.5% | -0.8% |
| 804 | 53,699 | 52,336 | 42,655 | 47,346 | 47,943 | 1.3% | -10.7% |
| 805 | 2,937 | 2,865 | 2,761 | 2,921 | 2,889 | -1.1% | -1.6% |
| 806 | 28,968 | 30,394 | 25,537 | 28,774 | 29,221 | 1.6% | 0.9% |
| 807 | 31,677 | 30,559 | 23,741 | 28,556 | 28,358 | -0.7% | -10.5% |
| 808 | 14,531 | ** | 11,945 | 13,925 | 14,341 | 3.0% | -1.3% |
| 809 | 8,282 | 7,783 | 6,385 | ** | 7,683 | N/A | -7.2% |
| 810 | 35,930 | 35,695 | 28,306 | 32,930 | ** | N/A | -8.3% |
| 811 | 48,462 | 50,556 | 42,172 | 46,475 | 47,171 | 1.5% | -2.7% |
| 812 | 46,721 | 46,453 | 37,069 | 43,672 | 43,939 | 0.6% | -6.0% |
| 813 | 90,593 | 91,164 | 78,163 | 89,372 | 89,833 | 0.5% | -0.8% |
| 815 | 3,895 | 3,830 | 3,308 | 3,710 | 3,663 | -1.3% | -6.0% |
| 816 | 3,343 | 3,388 | 2,852 | 3,060 | 3,070 | 0.3% | -8.2% |
| 817 | 1,649 | 1,730 | 1,577 | 1,611 | 1,588 | -1.4% | -3.7% |
| 818 | 30,683 | 30,527 | 26,420 | 30,421 | 28,833 | -5.2% | -6.0% |
| 821 | 10,610 | 11,050 | 8,677 | 10,581 | 10,788 | 2.0% | 1.7% |
| 822 | * | * | * | 53,581 | 56,629 | 5.7% | 5.7% |

Five Year Summary of AADT from Permanent Sites (Continued)

*Indicates there is no data available.

| Site # | Annual Average Daily Traffic (AADT) | | | | | Percent Change | |
|--------|-------------------------------------|--------|--------|--------|--------|----------------|-----------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2021-2022 | 2018-2022 |
| 823 | 53,523 | 55,002 | 44,618 | 51,153 | 56,341 | 10.1% | 5.3% |
| 824 | 38,472 | 39,092 | 29,937 | 33,576 | 33,006 | -1.7% | -14.2% |
| 825 | 46,494 | 46,301 | 35,944 | 41,298 | 42,275 | 2.4% | -9.1% |
| 826 | 50,878 | 49,469 | 42,297 | 47,944 | 48,044 | 0.2% | -5.6% |
| 827 | 23,067 | 23,758 | 18,379 | 20,375 | 18,944 | -7.0% | -17.9% |
| 828 | 20,023 | 20,319 | 15,099 | 17,526 | 17,724 | 1.1% | -11.5% |
| 829 | 29,181 | 29,318 | 26,305 | 30,127 | 29,829 | -1.0% | 2.2% |
| 830 | 64,713 | 63,401 | 54,411 | 63,671 | 63,470 | -0.3% | -1.9% |
| 831 | 66,088 | 64,932 | 58,628 | 66,545 | 66,449 | -0.1% | 0.5% |
| 832 | 21,004 | 21,822 | 17,230 | 19,028 | 19,557 | 2.8% | -6.9% |
| 833 | 73,044 | 67,245 | 58,598 | 67,290 | 70,295 | 4.5% | -3.8% |
| 834 | 21,140 | 20,998 | 15,230 | 20,015 | 16,338 | -18.4% | -22.7% |
| 835 | 9,527 | ** | ** | 9,457 | 9,263 | -2.1% | -2.8% |
| 836 | * | 28,622 | 25,152 | 28,287 | 27,917 | -1.3% | -2.5% |
| 837 | 26,576 | ** | 21,699 | 26,160 | 26,114 | -0.2% | -1.7% |
| 838 | ** | ** | 19,334 | 22,638 | 22,802 | 0.7% | 17.9% |
| 839 | 26,875 | 27,239 | 23,093 | 26,990 | 27,584 | 2.2% | 2.6% |
| 840 | 51,884 | 52,715 | 38,346 | 44,134 | 47,687 | 8.1% | -8.1% |
| 841 | ** | ** | 59,581 | 68,081 | 68,626 | 0.8% | 15.2% |
| 842 | * | 15,241 | 13,561 | ** | 15,379 | N/A | 0.9% |
| 843 | * | 22,860 | 20,081 | 23,504 | 23,528 | 0.1% | 2.9% |
| 844 | ** | ** | ** | 39,318 | 38,620 | -1.8% | -1.8% |
| 845 | * | 34,785 | 29,805 | 34,259 | 33,666 | -1.7% | -3.2% |
| 846 | * | 5,197 | 3,827 | 4,140 | 4,234 | 2.3% | -18.5% |
| 848 | * | * | 19,168 | 22,169 | 22,359 | 0.9% | 16.6% |
| 849 | * | * | 1,665 | 1,850 | 1,694 | -8.4% | 1.7% |
| 850 | * | * | 13,232 | 15,344 | 15,667 | 2.1% | 18.4% |
| 851 | * | * | 63,960 | 74,206 | 72,698 | -2.0% | 13.7% |
| 853 | * | * | 3,792 | 4,134 | 4,111 | -0.6% | 8.4% |
| 854 | * | * | 8,170 | 8,802 | 8,640 | -1.8% | 5.8% |
| 855 | * | * | 1,909 | 1,601 | 1,475 | -7.9% | -22.7% |
| 856 | * | * | 981 | 830 | 789 | -4.9% | -19.6% |
| 985 | 18,723 | 18,124 | 16,269 | 17,323 | 16,789 | -3.1% | -10.3% |

* 706, 709, 712, 836, 842, 843, 845, & 846 2019 was first full year of data.

* 848, 849, 850, 851, 853, 854, 855, & 856 2020 was first full year of data

* 6, 7, 9, 10, 11, & 822 2021 was first full year of data

*12, 13, 14, 16, 21, 22, & 713 2022 was first full year of data

** Site inactive or full year of data unavailable.

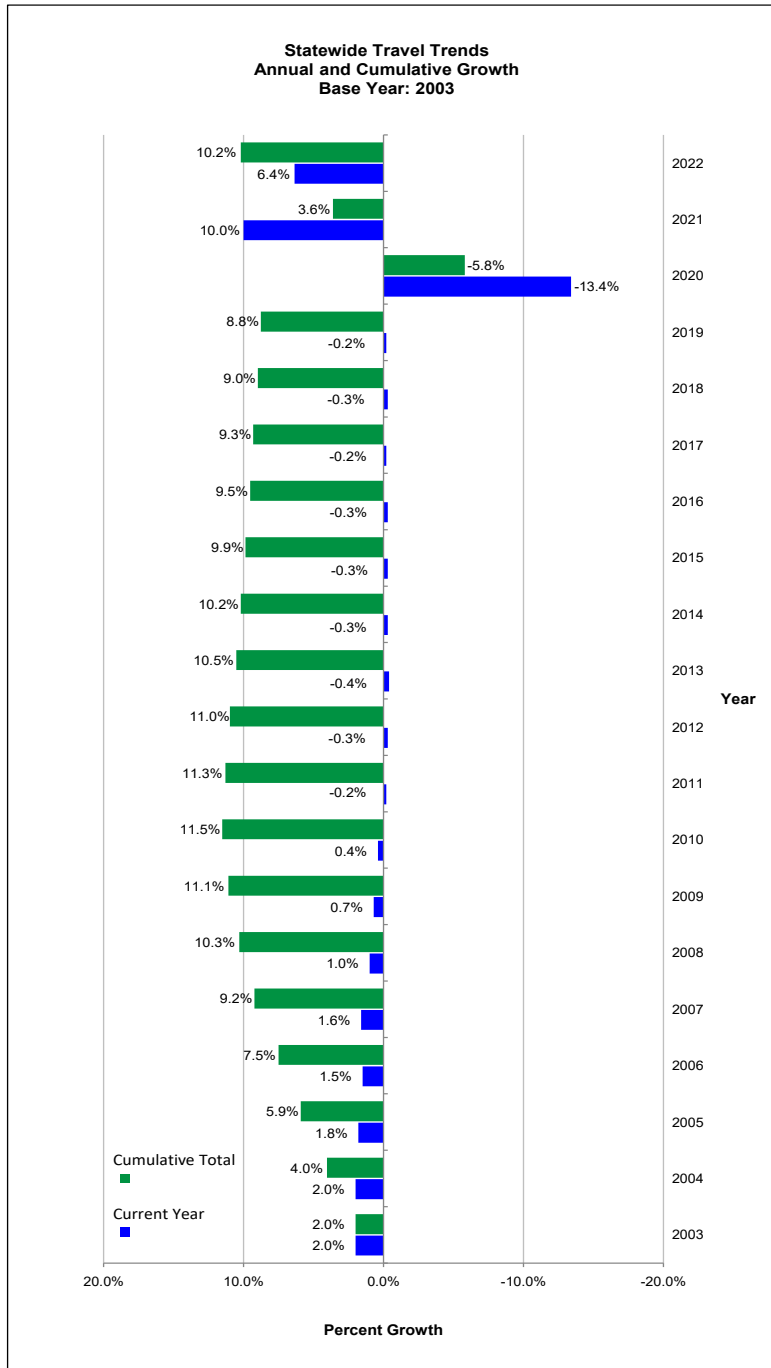
Statewide Traffic Trends: Annual and Multi-Year Change By Traffic Pattern Group

This table shows percent change for the traffic pattern groups at one-year intervals starting with 2017/2018 up to 2021/2022. An overall change in growth over the 5 year period for the traffic pattern groups is also shown on this table.

| Percent Change Per Year, 2017 - 2022 | | | | | | |
|--|---------|---------|---------|---------|---------|---------|
| TRAFFIC PATTERN GROUPS | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2017-22 |
| TPG 1 Urban Interstate | 1.1% | 0.8% | -19.0% | 14.3% | 8.8% | 6.1% |
| TPG 2 Rural Interstate | 1.1% | 1.2% | -18.0% | 16.5% | 6.4% | 7.2% |
| TPG 3 Urban Principal Arterial | -0.8% | -0.7% | -18.7% | 13.2% | 8.4% | 1.4% |
| TPG 4 Rural Principal Arterial | -0.6% | -0.5% | -15.8% | 13.2% | 8.7% | 5.0% |
| TPG 5 Urban Minor Arterials or Collectors | -0.8% | -0.7% | -17.2% | 7.8% | 5.4% | -5.5% |
| TPG 6 North Rural Minor Arterials | -0.6% | -0.5% | -11.8% | 6.9% | 4.3% | -1.7% |
| TPG 7 Central Rural Minor Arterials | -0.6% | -0.5% | -10.6% | 10.0% | 6.6% | 4.9% |
| TPG 8 North Rural Collectors | -0.6% | -0.5% | -5.8% | 4.9% | 4.9% | 3.0% |
| TPG 9 Central Rural Collectors | -0.6% | -0.5% | -11.5% | 6.5% | 3.3% | -2.8% |
| TPG 10 Special Recreational | -0.6% | -0.5% | -6.0% | 6.9% | 6.8% | 6.6% |
| Statewide | -0.3% | -0.2% | -13.4% | 10.0% | 6.4% | 2.4% |

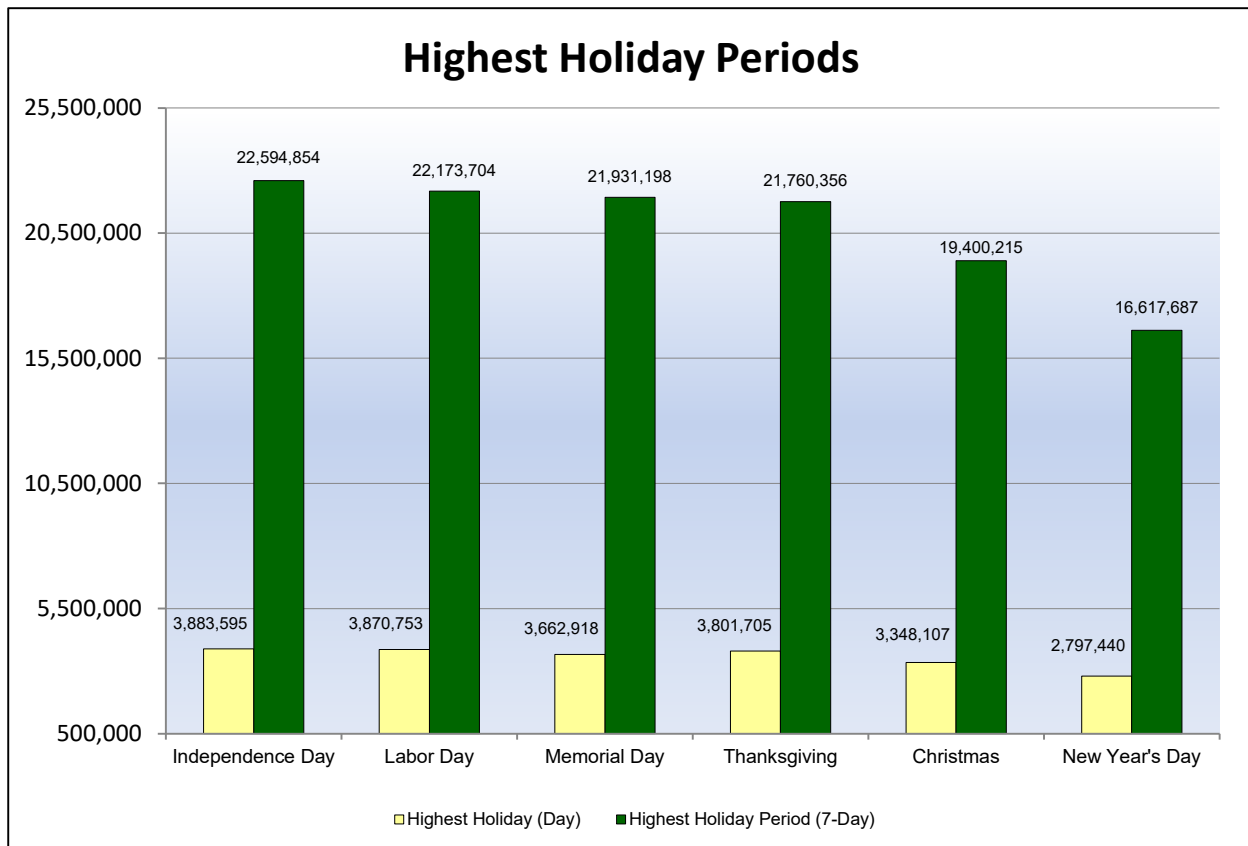
Statewide Traffic Trends

This chart shows yearly changes from 2003 to 2022 and a 20-year cumulative trend for the same period.



Heaviest Holiday Travel Periods: 2022

The permanent sites were used to calculate the holidays having the highest seven-day periods of traffic. The highest seven-day holiday periods and the highest day within the seven-day holiday period (total traffic at all permanent site stations) are shown on the chart below:



The chart indicates that Independence Day had the highest seven-day holiday period in 2022 with a total volume of 22,594,854. Labor Day ranked second (22,173,704) followed by Memorial Day (21,931,198) and Thanksgiving (21,760,356). Christmas Day and New Year's Day ranked fifth (19,400,215) and sixth (16,617,687) respectively.

The highest day during a seven-day holiday period in 2022 was the Friday before Independence Day (July 1, 2022), which had a volume of 3,883,595. The second highest day was the Friday before Labor Day (September 2, 2022), which had a volume of 3,870,753. The Wednesday before Thanksgiving Day (November 23, 2022), ranked third with 3,801,705, while the Friday after Memorial Day (June 3, 2022), ranked fourth with 3,662,918. The Friday after Christmas (December 30, 2022) ranked fifth with 3,348,107, while the Thursday before New Year's Day (December 30, 2021) ranked sixth with 2,797,440.

Heaviest Holiday Travel Period Comparisons: 2021-2022

| Highest Holiday (Day) | | | | |
|-----------------------|--------------|--|---------------------|--------------|
| 2021 | | | 2022 | |
| Holiday | Total Volume | | Holiday | Total Volume |
| 1. Independence Day | 3,411,217 | | 1. Independence Day | 3,883,595 |
| 2. Labor Day | 3,402,524 | | 2. Labor Day | 3,870,753 |
| 3. Memorial Day | 3,197,687 | | 3. Thanksgiving | 3,801,705 |
| 4. Thanksgiving | 3,186,988 | | 4. Memorial Day | 3,662,918 |
| 5. Christmas | 2,990,994 | | 5. Christmas | 3,348,107 |
| 6. New Year's Day | 2,402,405 | | 6. New Year's Day | 2,797,440 |

| Highest Holiday Period (7-Day) | | | | |
|--------------------------------|--------------|--|---------------------|--------------|
| 2021 | | | 2022 | |
| Holiday | Total Volume | | Holiday | Total Volume |
| 1. Independence Day | 20,059,526 | | 1. Independence Day | 22,594,854 |
| 2. Labor Day | 19,278,679 | | 2. Labor Day | 22,173,704 |
| 3. Memorial Day | 19,167,079 | | 3. Memorial Day | 21,931,198 |
| 4. Thanksgiving | 18,572,151 | | 4. Thanksgiving | 21,760,356 |
| 5. Christmas | 16,838,495 | | 5. Christmas | 19,400,215 |
| 6. New Year's Day | 13,372,026 | | 6. New Year's Day | 16,617,687 |

Factoring Process: Traffic Adjustment Factors

Traffic Adjustment Factors

Traffic Adjustment Factors are numbers that are used to create traffic statistics representing an average day. Factors are generated by applying statistical methods and programs to raw traffic counts. The different procedures used to factor counts depend on the following outcomes:

24-Hour Total Traffic and Truck Traffic Estimation

Count data less than 24-hours (short term counts) must first be expanded to a 24-hour total, which is accomplished through the use of hourly percentage tables. Separate tables are utilized for total vehicles and truck data application.

AADT and ADTT Estimation

A 24-hour count is processed to an Annual Average Daily Traffic (AADT) and Average Daily Truck Traffic (ADTT) through the application of a “day of week by month” factor. Separate tables are utilized for total vehicle and truck data application.

Axle Correction

Axle volume count data is collected by counting the number of axles striking a single pneumatic tube stretched across a section of highway and dividing by two. This type of data must be corrected to compensate for vehicles containing more than two axles (specifically truck data) to obtain a representative number of vehicles actually traveling that road section. This representation is obtained through the application of an axle correction factor.

Equivalent Single Axle Load Adjustment (ESAL)

ESAL adjustment factors are applied to the ADTT for each type of truck classification, to determine the loading effect these truck classes have on the pavement. Two separate calculations are performed: one for rigid type pavement (concrete) and one for flexible type pavement (bituminous). The AASHTO Mechanistic Empirical Pavement Design Guide has incorporated improved methods of determining loading effects of traffic termed axle-load spectra. In the future, these new methods will supersede the use of ESAL factors.

Growth Factor

If the count to be analyzed was taken earlier than the current year, a county growth trend is applied to project the older count data to a representative current year estimate. County growth trends are established based on Traffic Pattern Group (TPG).

Design Hour Volume Factor, DHV (K)

The K-factor represents the percentage of AADT during the design hour. It is calculated by dividing the peak hour volume by the AADT. A 24-hour count is required to calculate the K-factor. If this condition is not met (in the case of manual counts), a default value is applied. The default value is calculated from permanent site stations using the 30th highest hour and is established based on TPG.

Table 350
Hourly Percentages Compiled for Total Vehicles

The following table shows hourly percentages of total vehicles sorted by Traffic Pattern Group (TPG) for the year 2022. Factors from this table are applied to raw traffic counts of less than 24 hours, which may include volume counts (axle and loop), automatic vehicle classification (AVC), or manual classification counts. Hourly percentages from this table are applied to the known hour periods of the raw count, converting it to a 24-hour total.

The factors were developed using the Department's Traffic Data System (TDS) Statistical Analysis tool. Raw count data from AVC counts, collected statewide, was assigned to the respective TPG and a summary was produced showing the hourly percentage tables by direction (applied to divided roadways).

| Hourly Percentages: Total Vehicles | | | | | | | |
|------------------------------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|
| TPG 1 | | | | TPG 2 | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 1.23% | 1.12% | 1.17% | 1 | 1.42% | 1.33% | 1.37% |
| 2 | 0.92% | 0.85% | 0.89% | 2 | 1.20% | 1.06% | 1.13% |
| 3 | 0.85% | 0.78% | 0.82% | 3 | 1.12% | 0.98% | 1.05% |
| 4 | 0.96% | 0.92% | 0.94% | 4 | 1.22% | 1.11% | 1.16% |
| 5 | 1.33% | 1.42% | 1.38% | 5 | 1.61% | 1.56% | 1.59% |
| 6 | 2.37% | 2.63% | 2.50% | 6 | 2.42% | 2.53% | 2.48% |
| 7 | 3.95% | 4.21% | 4.08% | 7 | 3.47% | 3.71% | 3.59% |
| 8 | 5.28% | 5.28% | 5.28% | 8 | 4.21% | 4.70% | 4.46% |
| 9 | 5.30% | 5.21% | 5.25% | 9 | 4.57% | 4.91% | 4.74% |
| 10 | 5.29% | 5.24% | 5.27% | 10 | 5.14% | 5.34% | 5.24% |
| 11 | 5.64% | 5.56% | 5.60% | 11 | 5.73% | 5.92% | 5.83% |
| 12 | 5.98% | 5.92% | 5.95% | 12 | 6.19% | 6.34% | 6.27% |
| 13 | 6.20% | 6.19% | 6.19% | 13 | 6.43% | 6.54% | 6.48% |
| 14 | 6.35% | 6.37% | 6.36% | 14 | 6.60% | 6.68% | 6.64% |
| 15 | 6.83% | 6.79% | 6.81% | 15 | 6.94% | 6.89% | 6.92% |
| 16 | 7.33% | 7.23% | 7.28% | 16 | 7.26% | 7.12% | 7.19% |
| 17 | 7.46% | 7.39% | 7.42% | 17 | 7.24% | 7.02% | 7.13% |
| 18 | 6.89% | 6.80% | 6.85% | 18 | 6.63% | 6.40% | 6.52% |
| 19 | 5.40% | 5.40% | 5.40% | 19 | 5.34% | 5.21% | 5.27% |
| 20 | 4.20% | 4.34% | 4.27% | 20 | 4.37% | 4.25% | 4.31% |
| 21 | 3.43% | 3.58% | 3.51% | 21 | 3.66% | 3.52% | 3.59% |
| 22 | 2.78% | 2.87% | 2.82% | 22 | 3.00% | 2.87% | 2.93% |
| 23 | 2.28% | 2.24% | 2.26% | 23 | 2.39% | 2.26% | 2.32% |
| 24 | 1.75% | 1.66% | 1.70% | 24 | 1.84% | 1.75% | 1.79% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Table 350
Hourly Percentages Compiled for Total Vehicles (Continued)

| Hourly Percentages: Total Vehicles | | | | | | | |
|------------------------------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|
| TPG 3 | | | | TPG 4 | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 0.84% | 0.82% | 0.83% | 1 | 0.88% | 0.76% | 0.82% |
| 2 | 0.57% | 0.57% | 0.57% | 2 | 0.63% | 0.55% | 0.59% |
| 3 | 0.52% | 0.54% | 0.53% | 3 | 0.57% | 0.55% | 0.56% |
| 4 | 0.63% | 0.67% | 0.65% | 4 | 0.67% | 0.77% | 0.72% |
| 5 | 1.04% | 1.20% | 1.12% | 5 | 1.08% | 1.43% | 1.26% |
| 6 | 2.31% | 2.47% | 2.39% | 6 | 2.23% | 3.01% | 2.63% |
| 7 | 4.15% | 4.38% | 4.27% | 7 | 3.76% | 4.66% | 4.22% |
| 8 | 5.61% | 5.80% | 5.71% | 8 | 5.10% | 5.88% | 5.50% |
| 9 | 5.46% | 5.61% | 5.53% | 9 | 5.02% | 5.44% | 5.23% |
| 10 | 5.34% | 5.35% | 5.35% | 10 | 5.27% | 5.42% | 5.35% |
| 11 | 5.62% | 5.62% | 5.62% | 11 | 5.78% | 5.88% | 5.83% |
| 12 | 6.08% | 6.05% | 6.07% | 12 | 6.22% | 6.21% | 6.22% |
| 13 | 6.41% | 6.38% | 6.39% | 13 | 6.49% | 6.49% | 6.49% |
| 14 | 6.45% | 6.41% | 6.43% | 14 | 6.67% | 6.60% | 6.64% |
| 15 | 6.92% | 6.89% | 6.91% | 15 | 7.41% | 7.01% | 7.20% |
| 16 | 7.58% | 7.42% | 7.50% | 16 | 8.09% | 7.57% | 7.82% |
| 17 | 7.76% | 7.63% | 7.69% | 17 | 8.16% | 7.63% | 7.89% |
| 18 | 7.24% | 7.07% | 7.15% | 18 | 7.21% | 6.80% | 7.00% |
| 19 | 5.63% | 5.51% | 5.57% | 19 | 5.44% | 5.17% | 5.30% |
| 20 | 4.35% | 4.24% | 4.29% | 20 | 4.19% | 3.86% | 4.02% |
| 21 | 3.47% | 3.44% | 3.45% | 21 | 3.30% | 3.07% | 3.18% |
| 22 | 2.64% | 2.65% | 2.65% | 22 | 2.50% | 2.36% | 2.43% |
| 23 | 1.97% | 1.95% | 1.96% | 23 | 1.93% | 1.71% | 1.82% |
| 24 | 1.41% | 1.33% | 1.37% | 24 | 1.40% | 1.17% | 1.28% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Table 350
Hourly Percentages Compiled for Total Vehicles (Continued)

| Hourly Percentages: Total Vehicles | | | | | | | |
|------------------------------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|
| TPG 5 | | | | TPG 6 | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 0.46% | 0.51% | 0.49% | 1 | 0.61% | 0.56% | 0.59% |
| 2 | 0.29% | 0.35% | 0.33% | 2 | 0.40% | 0.37% | 0.39% |
| 3 | 0.31% | 0.47% | 0.41% | 3 | 0.38% | 0.34% | 0.37% |
| 4 | 0.34% | 0.35% | 0.34% | 4 | 0.48% | 0.55% | 0.52% |
| 5 | 0.59% | 0.73% | 0.68% | 5 | 1.04% | 0.98% | 1.01% |
| 6 | 1.99% | 1.88% | 1.92% | 6 | 2.45% | 2.26% | 2.35% |
| 7 | 3.34% | 3.80% | 3.63% | 7 | 4.49% | 4.29% | 4.38% |
| 8 | 5.16% | 5.78% | 5.55% | 8 | 5.73% | 6.07% | 5.91% |
| 9 | 5.50% | 5.65% | 5.60% | 9 | 5.27% | 5.48% | 5.38% |
| 10 | 5.65% | 5.33% | 5.44% | 10 | 5.66% | 5.45% | 5.55% |
| 11 | 5.99% | 5.60% | 5.74% | 11 | 6.30% | 6.01% | 6.15% |
| 12 | 6.74% | 6.22% | 6.41% | 12 | 6.57% | 6.43% | 6.49% |
| 13 | 7.14% | 6.64% | 6.82% | 13 | 6.89% | 6.81% | 6.84% |
| 14 | 6.80% | 6.52% | 6.62% | 14 | 6.83% | 6.91% | 6.87% |
| 15 | 7.43% | 7.17% | 7.26% | 15 | 7.54% | 7.52% | 7.53% |
| 16 | 8.55% | 8.08% | 8.25% | 16 | 8.35% | 8.48% | 8.42% |
| 17 | 8.43% | 8.48% | 8.46% | 17 | 8.39% | 8.04% | 8.20% |
| 18 | 7.75% | 7.79% | 7.78% | 18 | 6.83% | 6.83% | 6.83% |
| 19 | 5.55% | 5.89% | 5.77% | 19 | 4.90% | 4.97% | 4.94% |
| 20 | 4.24% | 4.53% | 4.43% | 20 | 3.59% | 3.91% | 3.76% |
| 21 | 3.32% | 3.50% | 3.44% | 21 | 2.73% | 2.92% | 2.83% |
| 22 | 2.17% | 2.37% | 2.30% | 22 | 2.06% | 2.11% | 2.08% |
| 23 | 1.43% | 1.47% | 1.46% | 23 | 1.52% | 1.57% | 1.54% |
| 24 | 0.83% | 0.89% | 0.87% | 24 | 0.99% | 1.14% | 1.07% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Table 350
Hourly Percentages Compiled for Total Vehicles (Continued)

| Hourly Percentages: Total Vehicles | | | | | | | |
|------------------------------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|
| TPG 7 | | | | TPG 8 | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 0.54% | 0.52% | 0.53% | 1 | 0.59% | 0.59% | 0.59% |
| 2 | 0.36% | 0.37% | 0.37% | 2 | 0.41% | 0.36% | 0.38% |
| 3 | 0.35% | 0.42% | 0.39% | 3 | 0.32% | 0.40% | 0.36% |
| 4 | 0.49% | 0.58% | 0.54% | 4 | 0.40% | 0.45% | 0.42% |
| 5 | 1.16% | 1.42% | 1.30% | 5 | 1.24% | 1.15% | 1.19% |
| 6 | 2.60% | 3.27% | 2.97% | 6 | 2.91% | 2.23% | 2.55% |
| 7 | 4.95% | 4.54% | 4.73% | 7 | 5.91% | 3.95% | 4.87% |
| 8 | 5.70% | 5.98% | 5.85% | 8 | 5.47% | 5.38% | 5.42% |
| 9 | 5.16% | 5.53% | 5.36% | 9 | 4.95% | 5.19% | 5.08% |
| 10 | 5.13% | 5.47% | 5.32% | 10 | 5.15% | 5.32% | 5.24% |
| 11 | 5.59% | 5.75% | 5.68% | 11 | 5.70% | 5.92% | 5.82% |
| 12 | 6.02% | 6.11% | 6.07% | 12 | 6.22% | 6.48% | 6.36% |
| 13 | 6.37% | 6.31% | 6.34% | 13 | 6.50% | 6.76% | 6.64% |
| 14 | 6.56% | 6.34% | 6.44% | 14 | 6.45% | 6.70% | 6.58% |
| 15 | 7.22% | 6.90% | 7.04% | 15 | 7.18% | 7.39% | 7.29% |
| 16 | 8.29% | 7.97% | 8.11% | 16 | 8.31% | 8.70% | 8.51% |
| 17 | 8.56% | 8.25% | 8.39% | 17 | 8.17% | 9.81% | 9.04% |
| 18 | 7.59% | 7.58% | 7.58% | 18 | 7.29% | 7.32% | 7.31% |
| 19 | 5.69% | 5.64% | 5.66% | 19 | 5.26% | 5.07% | 5.16% |
| 20 | 3.95% | 3.80% | 3.87% | 20 | 4.08% | 3.82% | 3.95% |
| 21 | 3.09% | 2.93% | 3.00% | 21 | 3.03% | 2.93% | 2.98% |
| 22 | 2.21% | 2.10% | 2.15% | 22 | 2.06% | 1.95% | 2.00% |
| 23 | 1.51% | 1.38% | 1.44% | 23 | 1.40% | 1.28% | 1.34% |
| 24 | 0.91% | 0.84% | 0.87% | 24 | 1.00% | 0.85% | 0.92% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Table 350
Hourly Percentages Compiled for Total Vehicles (Continued)

| Hourly Percentages: Total Vehicles | | | | | | | |
|------------------------------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|
| TPG 9 | | | | TPG 10 | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 0.49% | 0.42% | 0.45% | 1 | 0.40% | 0.35% | 0.37% |
| 2 | 0.30% | 0.29% | 0.29% | 2 | 0.21% | 0.20% | 0.21% |
| 3 | 0.29% | 0.26% | 0.27% | 3 | 0.16% | 0.15% | 0.15% |
| 4 | 0.50% | 0.49% | 0.49% | 4 | 0.19% | 0.20% | 0.20% |
| 5 | 1.07% | 1.10% | 1.09% | 5 | 0.48% | 0.35% | 0.41% |
| 6 | 2.67% | 3.09% | 2.90% | 6 | 1.29% | 0.84% | 1.06% |
| 7 | 4.39% | 5.06% | 4.77% | 7 | 2.68% | 2.00% | 2.34% |
| 8 | 5.64% | 6.48% | 6.10% | 8 | 5.67% | 3.93% | 4.79% |
| 9 | 5.07% | 5.69% | 5.41% | 9 | 5.30% | 4.50% | 4.90% |
| 10 | 4.96% | 5.47% | 5.24% | 10 | 6.19% | 5.25% | 5.71% |
| 11 | 5.36% | 5.60% | 5.50% | 11 | 7.14% | 6.42% | 6.78% |
| 12 | 6.01% | 5.95% | 5.98% | 12 | 7.69% | 7.40% | 7.55% |
| 13 | 6.46% | 6.18% | 6.31% | 13 | 7.86% | 7.90% | 7.88% |
| 14 | 6.48% | 6.19% | 6.32% | 14 | 7.87% | 7.98% | 7.93% |
| 15 | 7.11% | 6.99% | 7.04% | 15 | 7.80% | 8.52% | 8.17% |
| 16 | 8.62% | 8.08% | 8.32% | 16 | 7.80% | 8.88% | 8.34% |
| 17 | 9.12% | 8.60% | 8.83% | 17 | 7.90% | 8.48% | 8.19% |
| 18 | 7.70% | 7.64% | 7.67% | 18 | 7.12% | 7.84% | 7.48% |
| 19 | 5.55% | 5.43% | 5.49% | 19 | 5.40% | 5.95% | 5.68% |
| 20 | 4.22% | 3.83% | 4.00% | 20 | 4.13% | 4.78% | 4.46% |
| 21 | 3.30% | 2.97% | 3.12% | 21 | 2.99% | 3.68% | 3.34% |
| 22 | 2.29% | 2.00% | 2.13% | 22 | 1.93% | 2.28% | 2.10% |
| 23 | 1.43% | 1.38% | 1.40% | 23 | 1.13% | 1.41% | 1.27% |
| 24 | 0.97% | 0.81% | 0.88% | 24 | 0.67% | 0.71% | 0.69% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Table 360
Hourly Percentages Compiled for Truck Traffic

The following four tables and two charts show hourly percentages of truck traffic sorted by Maintenance Functional Class (MFC). These tables are applied separately to raw truck data of less than 24-hours, including both automatic vehicle classification (AVC) and manual counts. Manual classification counts are the primary source of data using these tables. The hourly percentages are calculated from these tables and applied to the sum of the known hour periods and in turn converted to a 24-hour truck total.

The factors were developed using AVC counts that were collected and verified. The raw count data was assigned to the respective Traffic Pattern Group (TPG), the truck data was extracted by vehicle type, and the TDS Statistical Analysis tool generated a summary showing the hourly percentage table by direction (applied to divided roadways). Truck data is tabulated according to MFC. Hourly weekday truck distribution provides evidence that the hourly percentage changes by MFC provide a valid breakdown of groups. Therefore, a summary was produced converting the TPGs to comparable MFC groups to be consistent with the characteristics of the 2022 Hourly Percentages (Truck Traffic) tables.

| TPG 1 & 2 | | | | TPG 3 & 4 | | | |
|---|----------------|----------------|----------------|---|----------------|----------------|----------------|
| MAINTENANCE FUNCTIONAL CLASS A (INTERSTATES) | | | | MAINTENANCE FUNCTIONAL CLASS B (PRINCIPAL ARTERIALS) | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 1.84% | 1.65% | 1.74% | 1 | 0.96% | 0.90% | 0.93% |
| 2 | 1.59% | 1.39% | 1.49% | 2 | 0.71% | 0.69% | 0.70% |
| 3 | 1.55% | 1.33% | 1.44% | 3 | 0.67% | 0.68% | 0.68% |
| 4 | 1.72% | 1.53% | 1.63% | 4 | 0.78% | 0.91% | 0.85% |
| 5 | 2.10% | 2.02% | 2.06% | 5 | 1.20% | 1.48% | 1.34% |
| 6 | 2.84% | 2.91% | 2.88% | 6 | 2.47% | 2.82% | 2.65% |
| 7 | 3.91% | 4.09% | 4.00% | 7 | 4.32% | 4.73% | 4.53% |
| 8 | 4.67% | 4.74% | 4.70% | 8 | 5.80% | 6.16% | 5.98% |
| 9 | 5.07% | 5.01% | 5.04% | 9 | 5.59% | 5.87% | 5.73% |
| 10 | 5.39% | 5.30% | 5.34% | 10 | 5.46% | 5.53% | 5.49% |
| 11 | 5.70% | 5.64% | 5.67% | 11 | 5.65% | 5.71% | 5.68% |
| 12 | 5.93% | 5.92% | 5.92% | 12 | 6.06% | 6.06% | 6.06% |
| 13 | 6.02% | 6.09% | 6.06% | 13 | 6.35% | 6.33% | 6.34% |
| 14 | 6.12% | 6.24% | 6.18% | 14 | 6.36% | 6.35% | 6.35% |
| 15 | 6.28% | 6.44% | 6.36% | 15 | 6.83% | 6.78% | 6.80% |
| 16 | 6.39% | 6.56% | 6.47% | 16 | 7.44% | 7.16% | 7.30% |
| 17 | 6.26% | 6.44% | 6.35% | 17 | 7.47% | 7.24% | 7.36% |
| 18 | 5.82% | 5.92% | 5.87% | 18 | 6.89% | 6.60% | 6.74% |
| 19 | 4.99% | 5.10% | 5.04% | 19 | 5.38% | 5.10% | 5.24% |
| 20 | 4.19% | 4.34% | 4.27% | 20 | 4.18% | 3.92% | 4.05% |
| 21 | 3.61% | 3.67% | 3.64% | 21 | 3.38% | 3.19% | 3.28% |
| 22 | 3.11% | 3.06% | 3.09% | 22 | 2.59% | 2.52% | 2.55% |
| 23 | 2.68% | 2.54% | 2.61% | 23 | 1.96% | 1.93% | 1.95% |
| 24 | 2.22% | 2.07% | 2.15% | 24 | 1.50% | 1.34% | 1.42% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Table 360
Hourly Percentages Compiled for Truck Traffic (Continued)

| TPG 5, 6 & 7 | | | | TPG 8 & 9 | | | |
|---|----------------|----------------|----------------|---|----------------|----------------|----------------|
| MAINTENANCE FUNCTIONAL CLASS C (MINOR ARTERIALS) | | | | MAINTENANCE FUNCTIONAL CLASS D, E & F (RURAL COLLECTORS) | | | |
| HOUR | DIR 1 | DIR 2 | TOTAL | HOUR | DIR 1 | DIR 2 | TOTAL |
| 1 | 0.70% | 0.64% | 0.67% | 1 | 0.63% | 0.63% | 0.63% |
| 2 | 0.57% | 0.55% | 0.56% | 2 | 0.57% | 0.55% | 0.56% |
| 3 | 0.62% | 0.75% | 0.68% | 3 | 0.61% | 0.59% | 0.60% |
| 4 | 0.74% | 0.86% | 0.80% | 4 | 0.96% | 1.02% | 0.99% |
| 5 | 1.40% | 1.47% | 1.44% | 5 | 1.70% | 1.56% | 1.63% |
| 6 | 3.11% | 2.87% | 2.98% | 6 | 4.00% | 2.93% | 3.43% |
| 7 | 5.05% | 4.97% | 5.01% | 7 | 4.98% | 5.71% | 5.37% |
| 8 | 6.53% | 6.50% | 6.51% | 8 | 5.90% | 7.29% | 6.64% |
| 9 | 6.34% | 6.42% | 6.39% | 9 | 6.48% | 7.23% | 6.88% |
| 10 | 6.53% | 6.38% | 6.45% | 10 | 6.28% | 7.08% | 6.71% |
| 11 | 6.83% | 6.81% | 6.82% | 11 | 6.63% | 7.19% | 6.93% |
| 12 | 7.07% | 6.99% | 7.03% | 12 | 6.91% | 7.22% | 7.08% |
| 13 | 7.14% | 6.93% | 7.02% | 13 | 7.09% | 7.06% | 7.08% |
| 14 | 6.95% | 6.97% | 6.96% | 14 | 6.98% | 6.95% | 6.96% |
| 15 | 7.08% | 7.27% | 7.19% | 15 | 7.09% | 7.20% | 7.15% |
| 16 | 7.62% | 7.53% | 7.57% | 16 | 7.47% | 7.09% | 7.27% |
| 17 | 7.13% | 6.98% | 7.05% | 17 | 7.25% | 6.84% | 7.03% |
| 18 | 5.71% | 5.64% | 5.67% | 18 | 5.72% | 5.11% | 5.39% |
| 19 | 3.94% | 4.11% | 4.03% | 19 | 3.92% | 3.52% | 3.70% |
| 20 | 2.93% | 3.07% | 3.01% | 20 | 2.87% | 2.42% | 2.63% |
| 21 | 2.31% | 2.39% | 2.35% | 21 | 2.21% | 1.82% | 2.00% |
| 22 | 1.72% | 1.67% | 1.69% | 22 | 1.61% | 1.27% | 1.43% |
| 23 | 1.20% | 1.20% | 1.20% | 23 | 1.19% | 0.99% | 1.08% |
| 24 | 0.78% | 1.03% | 0.92% | 24 | 0.95% | 0.73% | 0.83% |
| TOTAL | 100.00% | 100.00% | 100.00% | TOTAL | 100.00% | 100.00% | 100.00% |

Hourly Percentages Charts

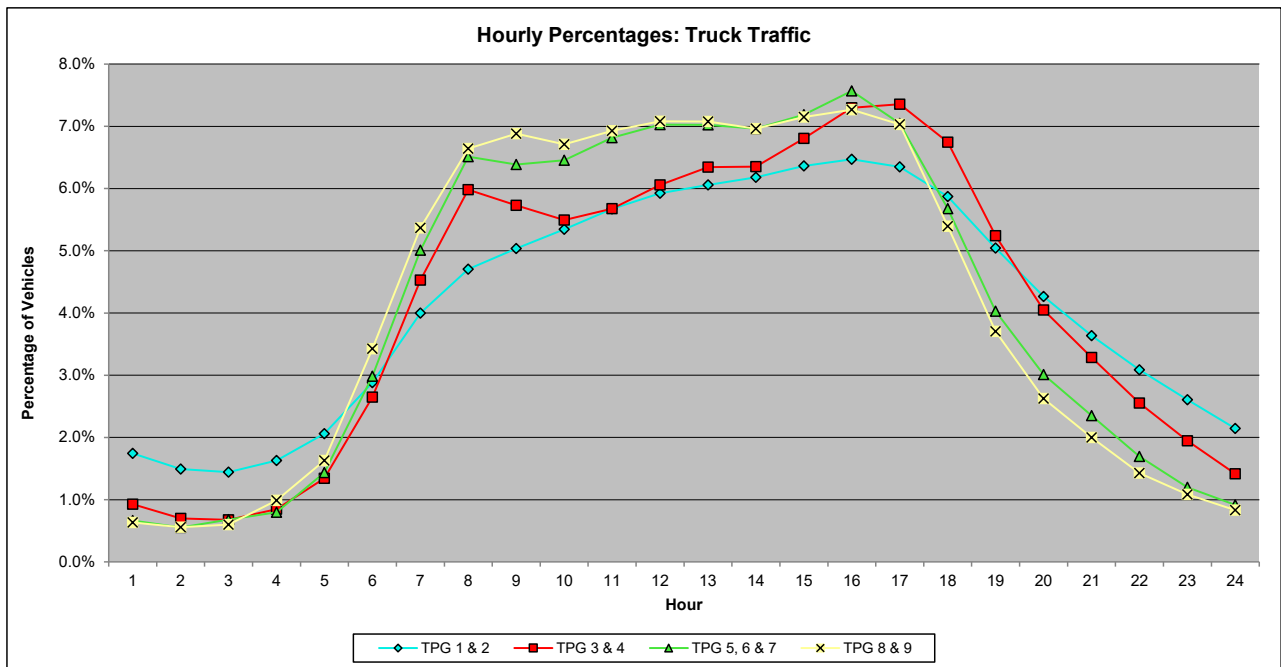
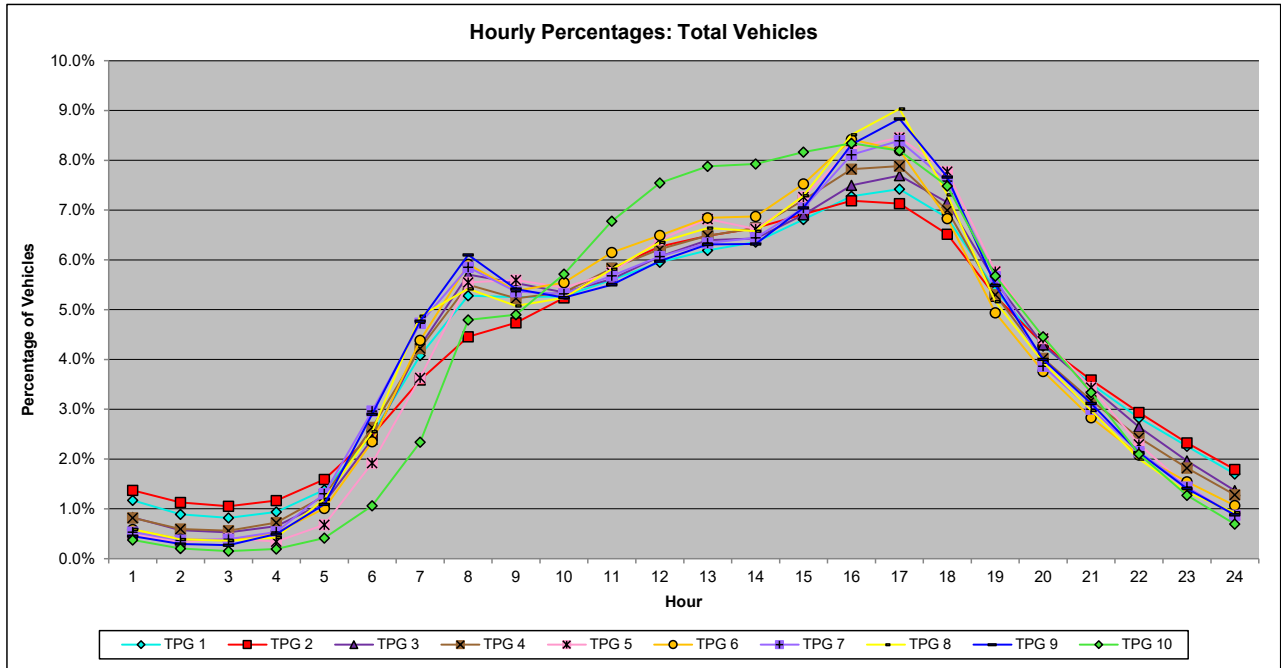


Table 355
Average Day of Week by Month Factors Compiled for Total Vehicles

The following 12 tables show average day of week factors by month compiled for total vehicles for the year 2022. Current year permanent site traffic data is assembled and the data is placed in the respective TPG. Annual Average Daily Traffic (AADT) is tabulated individually for each of permanent site stations utilized in 2022. A factor is calculated for each day from each station and a list is tabulated by month and day of the week. This data is assembled by day and TPG for each station. The result is a group factor, which can be applied to a 24-hour raw traffic count taken during any day of the year to develop an AADT volume.

| January 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.967 | 0.966 | 1.062 | 1.078 | 1.011 | 1.024 | 1.007 | 1.119 | 1.021 | 2.026 |
| Tuesday | 0.924 | 0.900 | 1.024 | 1.053 | 1.016 | 1.011 | 0.967 | 1.131 | 1.017 | 1.678 |
| Wednesday | 0.907 | 0.904 | 0.941 | 1.006 | 0.964 | 0.953 | 0.923 | 1.053 | 0.946 | 1.441 |
| Thursday | 0.906 | 0.893 | 0.957 | 1.006 | 0.958 | 0.949 | 0.949 | 1.023 | 0.954 | 1.440 |
| Friday | 0.943 | 0.887 | 0.974 | 1.011 | 1.014 | 0.950 | 1.000 | 1.045 | 1.006 | 1.426 |
| Saturday | 1.227 | 1.129 | 1.285 | 1.334 | 1.394 | 1.419 | 1.281 | 1.437 | 1.373 | 1.615 |
| Sunday | 1.258 | 1.115 | 1.637 | 1.607 | 1.746 | 1.817 | 1.689 | 1.840 | 1.781 | 2.262 |
| DAY OF MONTH | 1.019 | 0.971 | 1.126 | 1.156 | 1.158 | 1.160 | 1.117 | 1.235 | 1.157 | 1.698 |

| February 2022 | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.879 | 0.876 | 0.930 | 0.996 | 0.975 | 0.959 | 0.942 | 1.071 | 0.958 | 1.411 |
| Tuesday | 0.880 | 0.873 | 0.926 | 1.001 | 0.949 | 0.937 | 0.926 | 1.047 | 0.934 | 1.433 |
| Wednesday | 0.864 | 0.851 | 0.888 | 0.967 | 0.906 | 0.941 | 0.887 | 0.989 | 0.880 | 1.343 |
| Thursday | 0.864 | 0.898 | 0.905 | 1.038 | 0.901 | 0.989 | 0.899 | 1.052 | 0.932 | 1.473 |
| Friday | 0.894 | 0.892 | 0.921 | 0.993 | 0.976 | 0.976 | 0.958 | 1.061 | 0.978 | 1.757 |
| Saturday | 1.002 | 1.014 | 1.061 | 1.151 | 1.179 | 1.329 | 1.081 | 1.301 | 1.147 | 1.552 |
| Sunday | 1.186 | 1.070 | 1.319 | 1.331 | 1.382 | 1.521 | 1.354 | 1.527 | 1.373 | 1.673 |
| DAY OF MONTH | 0.938 | 0.925 | 0.993 | 1.068 | 1.038 | 1.093 | 1.007 | 1.150 | 1.029 | 1.520 |

Table 355
Average Day of Week by Month Factors Compiled for Total Vehicles
(Continued)

| March 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.866 | 0.901 | 0.923 | 1.007 | 0.951 | 0.970 | 0.926 | 1.044 | 0.944 | 1.450 |
| Tuesday | 0.830 | 0.851 | 0.882 | 0.965 | 0.901 | 0.926 | 0.893 | 0.982 | 0.893 | 1.301 |
| Wednesday | 0.855 | 0.853 | 0.886 | 0.983 | 0.903 | 0.899 | 0.861 | 1.010 | 0.908 | 1.310 |
| Thursday | 0.803 | 0.799 | 0.860 | 0.916 | 0.863 | 0.893 | 0.863 | 0.952 | 0.880 | 1.257 |
| Friday | 0.735 | 0.730 | 0.795 | 0.823 | 0.836 | 0.826 | 0.790 | 0.901 | 0.807 | 1.107 |
| Saturday | 0.948 | 1.044 | 1.121 | 1.089 | 1.156 | 1.161 | 1.343 | 1.198 | 1.077 | 1.218 |
| Sunday | 1.068 | 0.986 | 1.381 | 1.372 | 1.370 | 1.435 | 1.340 | 1.366 | 1.356 | 1.585 |
| DAY OF MONTH | 0.872 | 0.881 | 0.978 | 1.022 | 0.997 | 1.016 | 1.002 | 1.065 | 0.981 | 1.318 |

| April 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.802 | 0.833 | 0.883 | 0.924 | 0.907 | 0.893 | 0.884 | 0.901 | 0.896 | 1.178 |
| Tuesday | 0.795 | 0.824 | 0.861 | 0.941 | 0.870 | 0.891 | 0.853 | 0.917 | 0.870 | 1.173 |
| Wednesday | 0.761 | 0.781 | 0.829 | 0.902 | 0.836 | 0.846 | 0.809 | 0.896 | 0.826 | 1.121 |
| Thursday | 0.747 | 0.746 | 0.823 | 0.865 | 0.825 | 0.828 | 0.825 | 0.869 | 0.834 | 1.073 |
| Friday | 0.696 | 0.695 | 0.777 | 0.790 | 0.793 | 0.784 | 0.769 | 0.799 | 0.777 | 0.873 |
| Saturday | 0.884 | 0.885 | 0.959 | 1.001 | 1.004 | 1.069 | 0.910 | 1.037 | 0.982 | 0.864 |
| Sunday | 0.962 | 0.888 | 1.188 | 1.171 | 1.244 | 1.315 | 1.144 | 1.190 | 1.206 | 1.245 |
| DAY OF MONTH | 0.807 | 0.807 | 0.903 | 0.942 | 0.926 | 0.947 | 0.885 | 0.944 | 0.913 | 1.075 |

| May 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.821 | 0.822 | 0.907 | 0.932 | 0.912 | 0.887 | 0.880 | 0.902 | 0.897 | 0.891 |
| Tuesday | 0.773 | 0.816 | 0.806 | 0.885 | 0.809 | 0.803 | 0.801 | 0.847 | 0.795 | 0.907 |
| Wednesday | 0.761 | 0.790 | 0.791 | 0.873 | 0.820 | 0.793 | 0.783 | 0.844 | 0.789 | 0.941 |
| Thursday | 0.724 | 0.728 | 0.767 | 0.838 | 0.776 | 0.760 | 0.771 | 0.803 | 0.768 | 0.839 |
| Friday | 0.692 | 0.681 | 0.752 | 0.781 | 0.805 | 0.738 | 0.766 | 0.788 | 0.787 | 0.768 |
| Saturday | 0.883 | 0.909 | 0.928 | 0.986 | 0.983 | 0.979 | 0.918 | 0.958 | 0.948 | 0.674 |
| Sunday | 0.945 | 0.910 | 1.080 | 1.081 | 1.149 | 1.137 | 1.044 | 1.070 | 1.100 | 0.793 |
| DAY OF MONTH | 0.800 | 0.808 | 0.862 | 0.911 | 0.893 | 0.871 | 0.852 | 0.887 | 0.869 | 0.830 |

Table 355
Average Day of Week by Month Factors Compiled for Total Vehicles
(Continued)

| June 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.768 | 0.800 | 0.833 | 0.858 | 0.945 | 0.827 | 0.854 | 0.852 | 0.849 | 0.858 |
| Tuesday | 0.769 | 0.815 | 0.815 | 0.865 | 0.858 | 0.821 | 0.827 | 0.853 | 0.822 | 0.901 |
| Wednesday | 0.751 | 0.792 | 0.794 | 0.836 | 0.839 | 0.802 | 0.799 | 0.826 | 0.795 | 0.846 |
| Thursday | 0.718 | 0.733 | 0.786 | 0.801 | 0.826 | 0.779 | 0.804 | 0.813 | 0.799 | 0.844 |
| Friday | 0.665 | 0.686 | 0.736 | 0.737 | 0.792 | 0.711 | 0.733 | 0.739 | 0.755 | 0.653 |
| Saturday | 0.823 | 0.880 | 0.904 | 0.932 | 0.971 | 0.960 | 0.842 | 0.921 | 0.924 | 0.581 |
| Sunday | 0.863 | 0.849 | 1.071 | 1.000 | 1.158 | 1.119 | 1.000 | 1.034 | 1.076 | 0.732 |
| DAY OF MONTH | 0.765 | 0.794 | 0.848 | 0.861 | 0.913 | 0.860 | 0.837 | 0.863 | 0.860 | 0.774 |

| July 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.817 | 0.828 | 0.959 | 0.921 | 1.027 | 0.885 | 0.937 | 0.892 | 0.939 | 0.791 |
| Tuesday | 0.750 | 0.779 | 0.828 | 0.845 | 0.878 | 0.813 | 0.853 | 0.817 | 0.833 | 0.825 |
| Wednesday | 0.729 | 0.768 | 0.806 | 0.823 | 0.874 | 0.791 | 0.816 | 0.801 | 0.805 | 0.812 |
| Thursday | 0.705 | 0.726 | 0.786 | 0.783 | 0.841 | 0.767 | 0.816 | 0.778 | 0.791 | 0.756 |
| Friday | 0.645 | 0.660 | 0.754 | 0.718 | 0.840 | 0.721 | 0.767 | 0.712 | 0.773 | 0.621 |
| Saturday | 0.801 | 0.827 | 0.951 | 0.897 | 1.028 | 0.947 | 0.899 | 0.898 | 0.945 | 0.524 |
| Sunday | 0.867 | 0.851 | 1.111 | 0.996 | 1.199 | 1.092 | 1.000 | 0.969 | 1.090 | 0.636 |
| DAY OF MONTH | 0.759 | 0.777 | 0.885 | 0.855 | 0.955 | 0.859 | 0.870 | 0.838 | 0.882 | 0.709 |

| August 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.742 | 0.780 | 0.835 | 0.842 | 0.925 | 0.828 | 0.902 | 0.859 | 0.878 | 0.922 |
| Tuesday | 0.750 | 0.788 | 0.813 | 0.843 | 0.890 | 0.822 | 0.866 | 0.861 | 0.853 | 0.940 |
| Wednesday | 0.728 | 0.758 | 0.781 | 0.810 | 0.860 | 0.789 | 0.830 | 0.820 | 0.808 | 0.863 |
| Thursday | 0.694 | 0.709 | 0.770 | 0.776 | 0.851 | 0.767 | 0.819 | 0.809 | 0.813 | 0.807 |
| Friday | 0.650 | 0.647 | 0.740 | 0.713 | 0.833 | 0.725 | 0.767 | 0.757 | 0.781 | 0.667 |
| Saturday | 0.762 | 0.801 | 0.901 | 0.869 | 1.015 | 0.944 | 0.897 | 0.910 | 0.928 | 0.560 |
| Sunday | 0.851 | 0.791 | 1.074 | 0.990 | 1.212 | 1.106 | 1.083 | 1.034 | 1.134 | 0.732 |
| DAY OF MONTH | 0.740 | 0.753 | 0.845 | 0.835 | 0.941 | 0.854 | 0.881 | 0.864 | 0.885 | 0.784 |

Table 355
Average Day of Week by Month Factors Compiled for Total Vehicles
(Continued)

| September 2022 | | | | | | | | | | |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.810 | 0.864 | 0.946 | 0.941 | 1.031 | 0.963 | 1.014 | 0.994 | 1.049 | 1.072 |
| Tuesday | 0.779 | 0.867 | 0.824 | 0.872 | 0.857 | 0.841 | 0.896 | 0.903 | 0.867 | 1.064 |
| Wednesday | 0.759 | 0.822 | 0.803 | 0.856 | 0.836 | 0.827 | 0.858 | 0.877 | 0.840 | 1.048 |
| Thursday | 0.722 | 0.762 | 0.778 | 0.811 | 0.802 | 0.794 | 0.832 | 0.835 | 0.813 | 0.951 |
| Friday | 0.656 | 0.690 | 0.739 | 0.714 | 0.784 | 0.721 | 0.771 | 0.755 | 0.768 | 0.759 |
| Saturday | 0.821 | 0.880 | 0.920 | 0.901 | 0.984 | 0.948 | 0.909 | 0.951 | 0.976 | 0.676 |
| Sunday | 0.924 | 0.934 | 1.145 | 1.058 | 1.262 | 1.204 | 1.193 | 1.157 | 1.238 | 0.955 |
| DAY OF MONTH | 0.782 | 0.831 | 0.879 | 0.879 | 0.937 | 0.900 | 0.925 | 0.925 | 0.936 | 0.932 |

| October 2022 | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.769 | 0.818 | 0.853 | 0.873 | 0.891 | 0.858 | 0.945 | 0.903 | 0.911 | 1.130 |
| Tuesday | 0.780 | 0.826 | 0.826 | 0.873 | 0.869 | 0.834 | 0.907 | 0.892 | 0.868 | 1.119 |
| Wednesday | 0.756 | 0.805 | 0.808 | 0.856 | 0.851 | 0.822 | 0.873 | 0.870 | 0.849 | 1.109 |
| Thursday | 0.723 | 0.751 | 0.797 | 0.809 | 0.823 | 0.809 | 0.866 | 0.855 | 0.838 | 1.055 |
| Friday | 0.647 | 0.665 | 0.744 | 0.725 | 0.802 | 0.744 | 0.788 | 0.782 | 0.785 | 0.830 |
| Saturday | 0.820 | 0.865 | 0.927 | 0.917 | 1.019 | 0.994 | 0.950 | 1.020 | 0.991 | 0.771 |
| Sunday | 0.886 | 0.831 | 1.120 | 1.013 | 1.202 | 1.164 | 1.178 | 1.171 | 1.210 | 0.988 |
| DAY OF MONTH | 0.769 | 0.794 | 0.868 | 0.867 | 0.922 | 0.889 | 0.930 | 0.928 | 0.922 | 1.000 |

Table 355
Average Day of Week by Month Factors Compiled for Total Vehicles
(Continued)

| November 2022 | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.775 | 0.817 | 0.868 | 0.896 | 0.915 | 0.894 | 0.967 | 0.932 | 0.945 | 1.331 |
| Tuesday | 0.747 | 0.818 | 0.839 | 0.896 | 0.877 | 0.858 | 0.932 | 0.921 | 0.902 | 1.314 |
| Wednesday | 0.730 | 0.810 | 0.824 | 0.873 | 0.881 | 0.860 | 0.910 | 0.910 | 0.900 | 1.284 |
| Thursday | 0.798 | 0.848 | 0.955 | 0.953 | 1.031 | 0.985 | 1.005 | 0.977 | 0.987 | 1.376 |
| Friday | 0.724 | 0.760 | 0.830 | 0.817 | 0.904 | 0.829 | 0.911 | 0.878 | 0.924 | 1.214 |
| Saturday | 0.825 | 0.874 | 0.977 | 0.989 | 1.077 | 1.102 | 1.049 | 1.111 | 1.083 | 1.223 |
| Sunday | 0.898 | 0.873 | 1.203 | 1.161 | 1.330 | 1.324 | 1.372 | 1.306 | 1.363 | 1.649 |
| DAY OF MONTH | 0.785 | 0.829 | 0.928 | 0.941 | 1.002 | 0.979 | 1.021 | 1.005 | 1.015 | 1.342 |

| December 2022 | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| DAY | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| Monday | 0.806 | 0.847 | 0.926 | 0.982 | 1.047 | 0.998 | 1.054 | 1.118 | 1.094 | 1.539 |
| Tuesday | 0.749 | 0.792 | 0.844 | 0.905 | 0.937 | 0.901 | 0.947 | 0.991 | 0.968 | 1.418 |
| Wednesday | 0.731 | 0.742 | 0.809 | 0.836 | 0.878 | 0.865 | 0.885 | 0.936 | 0.905 | 1.291 |
| Thursday | 0.734 | 0.770 | 0.832 | 0.945 | 0.905 | 1.030 | 1.003 | 0.990 | 0.976 | 1.238 |
| Friday | 0.711 | 0.882 | 0.779 | 0.929 | 0.877 | 0.983 | 0.970 | 0.885 | 0.890 | 1.119 |
| Saturday | 0.893 | 1.070 | 1.001 | 1.174 | 1.141 | 1.316 | 1.170 | 1.206 | 1.189 | 1.417 |
| Sunday | 1.153 | 1.230 | 1.339 | 1.374 | 1.448 | 1.564 | 1.404 | 1.575 | 1.541 | 1.948 |
| DAY OF MONTH | 0.825 | 0.905 | 0.933 | 1.021 | 1.033 | 1.094 | 1.062 | 1.100 | 1.080 | 1.424 |

Monthly Variation Charts by Traffic Pattern Group (TPG)

The chart below shows the different variations between months and traffic pattern groups (TPG). The seasonal factors, which are the data this chart is derived from, show the percentage difference between the raw data count and the annual average daily traffic (AADT). The seasonal factors data can be found in Table 355.

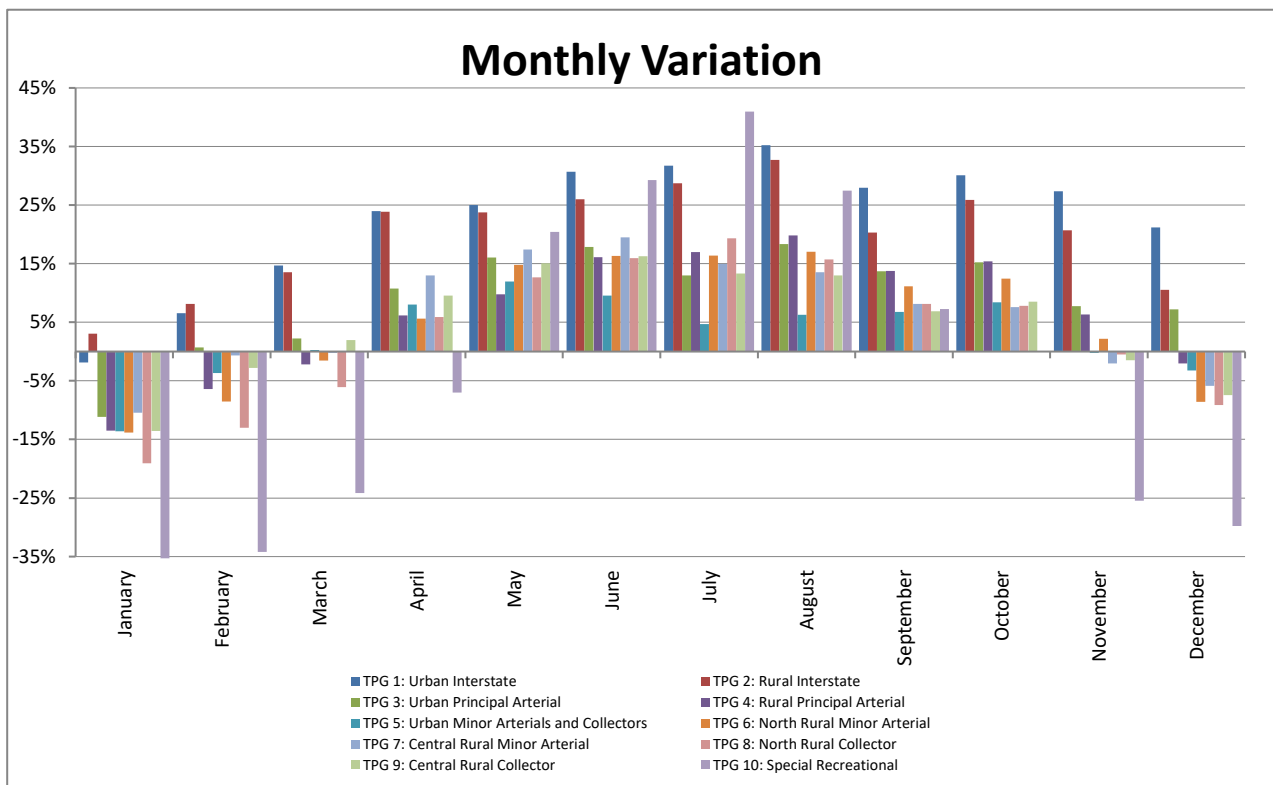


Table 365
Average Day of Week by Month Factors Compiled for Truck Traffic

The following table shows average day of week factors by month compiled for truck traffic. This data is used to convert 24-hour truck data to Average Daily Truck Traffic (ADTT). The ADTT is determined by applying the appropriate factor for the day of week and month to the truck traffic. Truck seasonal variation charts, which are based on truck traffic studies, indicate that truck traffic varies little for both the Interstate and Non-Interstate systems. On the other hand, day of week distribution does indicate a variation between weekdays (Monday through Friday) versus weekend (Saturday through Sunday) truck flow.

| AVERAGE DAY OF WEEK BY MONTH FOR TRUCK TRAFFIC | | | | | | | |
|--|--------|---------|-----------|----------|--------|----------|--------|
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
| JANUARY | 0.97 | 0.90 | 0.85 | 0.83 | 0.95 | 2.62 | 3.15 |
| FEBRUARY | 0.90 | 0.84 | 0.83 | 0.85 | 1.02 | 1.98 | 2.84 |
| MARCH | 0.86 | 0.80 | 0.80 | 0.79 | 0.83 | 1.86 | 2.76 |
| APRIL | 0.76 | 0.73 | 0.71 | 0.71 | 0.74 | 1.60 | 2.52 |
| MAY | 0.88 | 0.68 | 0.67 | 0.65 | 0.70 | 1.55 | 2.12 |
| JUNE | 0.72 | 0.70 | 0.68 | 0.68 | 0.68 | 1.42 | 1.97 |
| JULY | 1.02 | 0.70 | 0.70 | 0.67 | 0.70 | 1.46 | 1.98 |
| AUGUST | 0.74 | 0.71 | 0.69 | 0.69 | 0.71 | 1.45 | 1.91 |
| SEPTEMBER | 1.03 | 0.72 | 0.70 | 0.67 | 0.68 | 1.45 | 2.12 |
| OCTOBER | 0.74 | 0.72 | 0.71 | 0.70 | 0.71 | 1.56 | 2.04 |
| NOVEMBER | 0.82 | 0.76 | 0.78 | 1.43 | 0.94 | 1.80 | 2.53 |
| DECEMBER | 1.16 | 0.89 | 0.82 | 0.85 | 0.96 | 2.25 | 3.65 |

Table 370
Yearly Growth Factors

The yearly growth factors (shown in the following tables) are used to compute the current estimated average daily traffic for count data that is older than the current year. The factor application is applied by Traffic Pattern Group (TPG) and is used to calculate total vehicles and truck estimates. A limited amount of count data is processed through the Yearly Growth Factor table, since most traffic counts are for the current year.

To use this table, select the base year of the count from the "YEAR" column and multiply it by the percentage under the corresponding "TPG" row.

For example, to determine the current year estimate (2022) of a 2012 base year count having a TPG 5, multiply 0.891 (-10.9%) by the AADT of the 2012 count.

| Yearly Growth Factors: 2013-2022 | | | | | | | | | | |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| TPG | 12-13 (2013) | 13-14 (2014) | 14-15 (2015) | 15-16 (2016) | 16-17 (2017) | 17-18 (2018) | 18-19 (2019) | 19-20 (2020) | 20-21 (2021) | 21-22 (2022) |
| TPG 1 | -1.1% | 0.1% | 0.5% | 0.8% | 0.9% | 1.1% | 0.8% | -19.0% | 14.3% | 8.8% |
| TPG 2 | 2.2% | 1.2% | 1.3% | 1.0% | 1.1% | 1.1% | 1.2% | -18.0% | 16.5% | 6.4% |
| TPG 3 | -1.0% | -0.7% | -0.8% | -0.7% | -0.7% | -0.8% | -0.7% | -18.7% | 13.2% | 8.4% |
| TPG 4 | -0.5% | -0.5% | -0.5% | -0.5% | -0.5% | -0.6% | -0.5% | -15.8% | 13.2% | 8.7% |
| TPG 5 | -1.0% | -0.7% | -0.8% | -0.7% | -0.7% | -0.8% | -0.7% | -17.2% | 7.8% | 5.4% |
| TPG 6 | -0.5% | -0.5% | -0.5% | -0.5% | -0.5% | -0.6% | -0.5% | -11.8% | 6.9% | 4.3% |
| TPG 7 | -0.5% | -0.5% | -0.5% | -0.5% | -0.5% | -0.6% | -0.5% | -10.6% | 10.0% | 6.6% |
| TPG 8 | -0.5% | -0.5% | -0.5% | -0.5% | -0.5% | -0.6% | -0.5% | -5.8% | 4.9% | 4.9% |
| TPG 9 | -0.5% | -0.5% | -0.5% | -0.5% | -0.5% | -0.6% | -0.5% | -11.5% | 6.5% | 3.3% |
| TPG 10 | -0.5% | -0.5% | -0.5% | -0.5% | -0.5% | -0.6% | -0.5% | -6.0% | 6.9% | 6.8% |

The table below shows yearly growth percentages by TPG for 2013 through 2022.

| Percent Growth: 2013-2022 | | | | | | | | | | |
|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| TPG | 12-22 (2013) | 13-22 (2014) | 14-22 (2015) | 15-22 (2016) | 16-22 (2017) | 17-22 (2018) | 18-22 (2019) | 19-22 (2020) | 20-22 (2021) | 21-22 (2022) |
| TPG 1 | 3.9% | 5.1% | 5.0% | 4.4% | 3.6% | 2.7% | 1.6% | 0.8% | 24.4% | 8.8% |
| TPG 2 | 11.2% | 8.8% | 7.5% | 6.2% | 5.1% | 4.0% | 2.8% | 1.6% | 24.0% | 6.4% |
| TPG 3 | -5.5% | -4.5% | -3.9% | -3.1% | -2.4% | -1.7% | -0.9% | -0.2% | 22.7% | 8.4% |
| TPG 4 | -0.1% | 0.4% | 1.0% | 1.5% | 2.0% | 2.5% | 3.1% | 3.6% | 23.0% | 8.7% |
| TPG 5 | -10.9% | -10.0% | -9.3% | -8.6% | -8.0% | -7.3% | -6.6% | -5.9% | 13.6% | 5.4% |
| TPG 6 | -5.1% | -4.6% | -4.2% | -3.7% | -3.2% | -2.7% | -2.1% | -1.6% | 11.5% | 4.3% |
| TPG 7 | 1.1% | 1.6% | 2.1% | 2.7% | 3.2% | 3.7% | 4.3% | 4.8% | 17.3% | 6.6% |
| TPG 8 | 0.0% | 0.5% | 1.0% | 1.6% | 2.1% | 2.6% | 3.2% | 3.7% | 10.0% | 4.9% |
| TPG 9 | -6.1% | -5.6% | -5.2% | -4.7% | -4.2% | -3.7% | -3.2% | -2.7% | 10.0% | 3.3% |
| TPG 10 | 3.5% | 4.1% | 4.6% | 5.1% | 5.6% | 6.2% | 6.8% | 7.3% | 14.2% | 6.8% |

Functional Class Groups

Traffic volume data displayed in PennDOT's Roadway Management System (RMS) is projected to a current estimate year (2022) based on County/Functional Class Group (FCG). This provides the user with trends relative to a specific county. The factors are applied annually to the Department's Roadway Management System (RMS) to produce the current year traffic volume estimate values.

The first table shows the PennDOT FCG's with a description and corresponding Functional Class Codes (FCCs). The second table shows the FHWA revision of highway functional classifications. FHWA finalized the functional class guidelines in 2013. RMS was updated to reflect these changes in late summer 2016.

| FCG | DESCRIPTIVE NAME | FCC |
|-------|------------------------------------|--------|
| FCG 1 | URBAN INTERSTATE | FCC 11 |
| FCG 2 | RURAL INTERSTATE | FCC 01 |
| FCG 3 | URBAN - OTHER FREEWAYS/EXPRESSWAYS | FCC 12 |
| | URBAN - OTHER PRINCIPAL ARTERIALS | FCC 14 |
| | URBAN - MINOR ARTERIALS | FCC 16 |
| | RAMPS | FCC 99 |
| FCG 4 | RURAL - OTHER FREEWAYS/EXPRESSWAYS | FCC 03 |
| | RURAL - OTHER PRINCIPAL ARTERIALS | FCC 02 |
| | RURAL - MINOR ARTERIAL | FCC 06 |
| FCG 5 | URBAN - MAJOR COLLECTOR | FCC 17 |
| | URBAN - MINOR COLLECTOR | FCC 18 |
| | URBAN - LOCAL | FCC 19 |
| FCG 6 | RURAL - MAJOR COLLECTOR | FCC 07 |
| | RURAL - MINOR COLLECTOR | FCC 08 |
| | RURAL - LOCAL | FCC 09 |

| FCC | DESCRIPTIVE NAME | OLD FCC |
|-----|----------------------------|---------|
| 1 | INTERSTATE | 01-11 |
| 2 | OTHER FREEWAY / EXPRESSWAY | 03-12 |
| 3 | OTHER PRINCIPAL ARTERIAL | 02-14 |
| 4 | MINOR ARTERIAL | 06-16 |
| 5 | MAJOR COLLECTOR | 07-17 |
| 6 | MINOR COLLECTOR | 08-18 |
| 7 | LOCAL | 09-19 |

** The Federal Functional Classification of a ramp reflects the highest order of Federal Functional Classification of the roadways to which the ramp connects. As an example, Adams County, SR 8001 is the interchange at US 15, a principal arterial, and SR 3001, a minor arterial; therefore, the segments associated with SR 8001 are assigned a Federal Functional Classification of principal arterial.

Table 380 Axle Correction Factors

Axle volume count data is collected by counting vehicle axles (two axle strikes equals one vehicle).

Since these counts may include a number of trucks with more than two axles, they must be corrected to represent the actual volume of total vehicles. The axle correction factors are applied to raw axle volume count data, adjusting it to a correct representative volume.

2022 Axle Correction Factors are shown in the table below.

| TPG | Axle Correction Factor |
|-----|------------------------|
| 1 | 80.29% |
| 2 | 68.77% |
| 3 | 92.65% |
| 4 | 88.36% |
| 5 | 97.99% |
| 6 | 90.56% |
| 7 | 94.33% |
| 8 | 92.45% |
| 9 | 96.49% |
| 10 | 96.57% |

Table 385 Design Hour Factor Default Values

The design hour factor (K-factor) represents the percent of Annual Average Daily Traffic (AADT) occurring in the peak hour. This value is important in the design of roadways and capacity analysis studies.

Count data less than 24-hours and/or data not having directional volumes will not have the necessary raw data required to compute actual K-factor values. The K-factor default values were produced to complete unknown values not generated through the raw count factoring process, and to satisfy Highway Performance Monitoring System (HPMS) reporting requirements. They were developed by processing the actual hourly data from permanent site stations to identify the 30th highest hour; this hourly volume was divided by the AADT for each station, producing a K-factor. The factors were then averaged by Traffic Pattern Group (TPG).

During the raw count factoring process, the K-factor value is programmatically inserted into the Roadway Management System (RMS) database if the raw count data is insufficient to calculate an actual K-factor.

2022 K-Factors and corresponding TPGs are shown in the table below.

| TPG | K factor default value |
|-----|------------------------|
| 1 | 9% |
| 2 | 10% |
| 3 | 9% |
| 4 | 10% |
| 5 | 11% |
| 6 | 11% |
| 7 | 11% |
| 8 | 13% |
| 9 | 11% |
| 10 | 16% |

Tables 390 and 395 Equivalent Single Axle Load Factors

Equivalent Single Axle Load (ESAL) tables are used to calculate pavement loadings (rigid and flexible types) to produce a common parameter for design and planning purposes.

ESAL factors used in RMS were derived through a composite of data obtained from AASHTO guidelines and test data collected from historical Loadometer Surveys. Data obtained through WIM equipment is under review at this time and will be considered in development of future ESAL factors. The AASHTO Mechanistic Empirical Design Guide (MEPDG) has incorporated improved methods of determining loading effects of traffic termed axle-load spectra. In the future, these new methods will supersede the use of ESAL factors.

2022 ESAL factors for rigid pavements are shown by Traffic Pattern Group (TPG) and vehicle classification in **Table 390**, below.

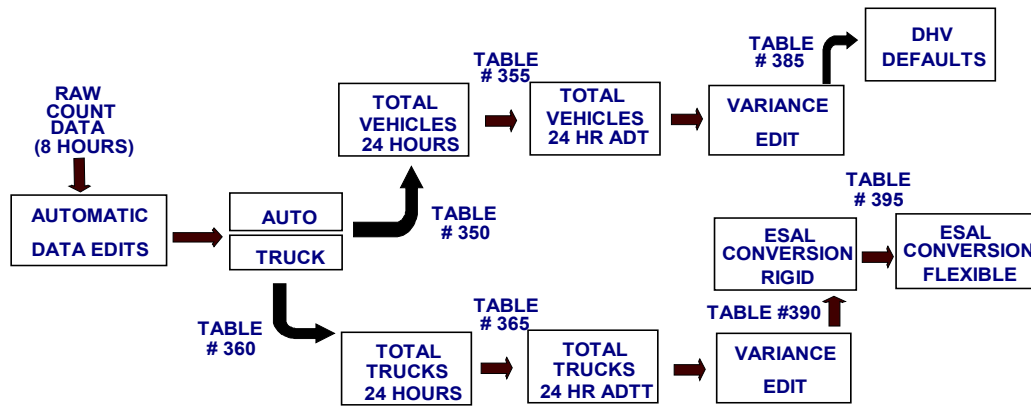
| RIGID ESAL FACTORS | | | | | | | | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| CLASS | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| BUS | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 |
| 2 AXLE SIX TIRE | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 |
| 3 AXLE SINGLE UNIT | 1.150 | 1.150 | 1.150 | 1.150 | 1.150 | 1.150 | 1.150 | 1.150 | 1.150 | 1.150 |
| 4 AXLE SINGLE UNIT | 7.000 | 7.000 | 7.000 | 7.000 | 7.000 | 7.000 | 7.000 | 7.000 | 7.000 | 7.000 |
| 3 AXLE WITH TRAILER | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 |
| 3 AXLE MULTI-AXLE TRAILER | 1.590 | 1.590 | 1.590 | 1.590 | 1.590 | 1.590 | 1.590 | 1.590 | 1.590 | 1.590 |
| 6 AXLE SINGLE TRAILER | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 |
| 5 AXLE MULTI TRAILER | 2.400 | 2.400 | 2.400 | 2.400 | 2.400 | 2.400 | 2.400 | 2.400 | 2.400 | 2.400 |
| 6 AXLE MULTI TRAILER | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 |
| 7 AXLE MULTI TRAILER | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 | 1.421 |

2022 ESAL factors for flexible pavements are shown by Traffic Pattern Group (TPG) and vehicle classification in **Table 395**, below.

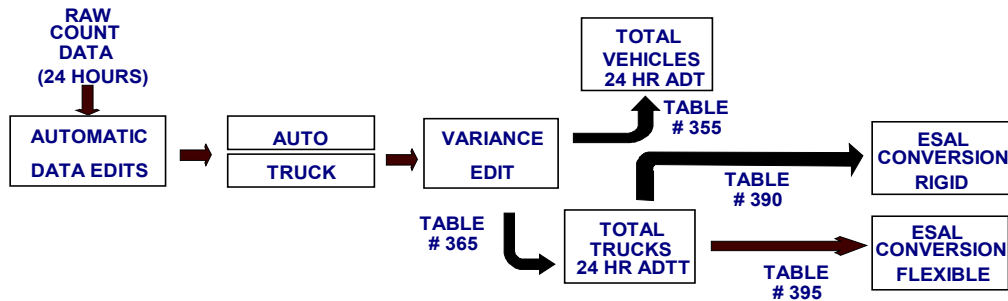
| FLEXIBLE ESAL FACTORS | | | | | | | | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| CLASS | TPG 1 | TPG 2 | TPG 3 | TPG 4 | TPG 5 | TPG 6 | TPG 7 | TPG 8 | TPG 9 | TPG 10 |
| BUS | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 |
| 2 AXLE SIX TIRE | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 |
| 3 AXLE SINGLE UNIT | 0.820 | 0.820 | 0.820 | 0.820 | 0.820 | 0.820 | 0.820 | 0.820 | 0.820 | 0.820 |
| 4 AXLE SINGLE UNIT | 4.500 | 4.500 | 4.500 | 4.500 | 4.500 | 4.500 | 4.500 | 4.500 | 4.500 | 4.500 |
| 3 AXLE WITH TRAILER | 0.440 | 0.440 | 0.440 | 0.440 | 0.440 | 0.440 | 0.440 | 0.440 | 0.440 | 0.440 |
| 3 AXLE MULTI-AXLE TRAILER | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 6 AXLE SINGLE TRAILER | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 |
| 5 AXLE MULTI TRAILER | 2.330 | 2.330 | 2.330 | 2.330 | 2.330 | 2.330 | 2.330 | 2.330 | 2.330 | 2.330 |
| 6 AXLE MULTI TRAILER | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 |
| 7 AXLE MULTI TRAILER | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 | 1.276 |

Roadway Management System Factor Table Application Flow Chart

I. MANUAL COUNT (LESS THAN 24 HOURS)

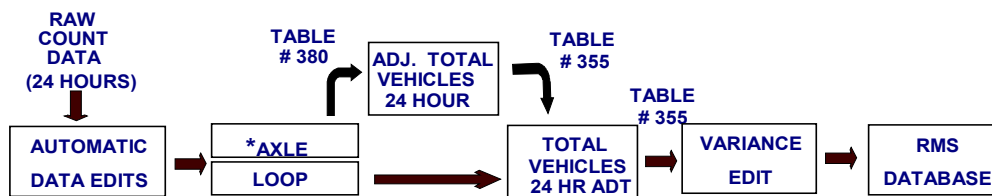


II. AUTOMATIC VEHICLE CLASSIFICATION COUNT



Note: DHV is computed from the raw count data.

III. AXLE AND LOOP VOLUME COUNTS



* Total Vehicles are computed by counting axles (2 axles equals 1 Vehicle)

Acronyms

| | |
|--------|--|
| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway & Transportation Officials |
| ADT | Average Daily Traffic |
| ADTT | Average Daily Truck Traffic |
| ATR | Automatic Traffic Recorder |
| AVC | Automatic Vehicle Classification |
| BPR | Bureau of Planning and Research |
| CAVC | Continuous Automatic Vehicle Classification |
| DHV | Design Hour Volume |
| DOW | Day of Week |
| DRJTBC | Delaware River Joint Toll Bridge Commission |
| DVMT | Daily Vehicle Miles of Travel |
| ESAL | Equivalent Single Axle Load |
| FCC | Functional Classification Code |
| FCG | Functional Classification Group |
| FHWA | Federal Highway Administration |
| GIS | Geographic Information System |
| HPMS | Highway Performance Monitoring System |
| LTPP | Long Term Pavement Performance |
| MEPDG | Mechanistic Empirical Design Guide |
| MFC | Maintenance Functional Classification |
| MPO | Metropolitan Planning Organization |
| RPO | Rural Planning Organization |
| RMS | Roadway Management System |
| SHRP | Strategic Highway Research Program |
| SR | State Route |
| STIP | Short-Term In-Pavement |
| TDS | Traffic Data System |
| TMAS | Traffic Monitoring Analysis System |
| TMG | Traffic Monitoring Guide |
| TPG | Traffic Pattern Group |
| WIM | Weigh-in-Motion |
| VWIM | Virtual Weigh-in-Motion |

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