

US 64 - NC 49 Corridor Study
(Raleigh to Statesville and Raleigh to Charlotte)

**VIDEO ORIGIN-DESTINATION SURVEY
TECHNICAL REPORT**

Prepared for



**North Carolina Department of Transportation
Transportation Planning Branch**

Prepared by



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(Raleigh to Statesville and Raleigh to Charlotte)

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1 Preface

The North Carolina Department of Transportation (NCDOT) is conducting a comprehensive study of the US 64 and NC 49 corridors from Raleigh to Statesville and Raleigh to Charlotte. Through the NCDOT's Strategic Highway Corridors planning initiative, herein referred to as the Strategic Highway Corridors Concept, US 64 and NC 49 have been identified as corridors of statewide significance, vital to the State's interest in preserving mobility and connectivity to travel destinations within and just outside of North Carolina. The purpose of the corridor study is to develop an improvement master plan that will enhance the long-term mobility of passengers and freight in the central portion of the State, foster economic growth and development, relieve congestion on I-40 and I-85, promote environmental stewardship, and optimize transportation funding. The master plan will examine the interrelationship between land use and transportation, provide guidance for multi-modal and inter-modal solutions, address financial feasibility, and be conducted with consideration of the National Environmental Policy Act (NEPA) and North Carolina's NEPA/Section 404 merger process.

A key element of the corridor study is the development of a network-based traffic forecasting model capable of estimating daily directional auto and truck volumes at the regional and corridor level. The approach does not employ trip generation and distribution models typical of most urban travel demand models, but instead uses a statistical estimation process to develop origin-destination demand matrices. The matrices are disaggregated into key travel markets and assigned to a GIS-based highway network. Development of the traffic forecasting model incorporates traffic and travel pattern information obtained through review of historic traffic counts, a video origin-destination survey conducted on I-40 and I-85, a postcard survey distributed to vehicles observed at one of the video survey sites, and roadside interviews conducted on US 64 and NC 49.

The purpose of this report is to document the study methodology for the video origin-destination survey, as well as the survey results.

2 Video Survey Design

2.1 Video Survey Objectives

The primary objectives of the video survey were to:

- Determine the magnitude of local and long distance travel on I-40 and I-85 through video license plate matching techniques.
- Compliment the roadside surveys conducted on US 64 and NC 49.
- Serve as the means for obtaining traveler mailing addresses of vehicles at Video Survey Station #2 for use in a postcard survey.

2.2 Methodology

A video license plate survey of vehicles traveling at selected locations on I-40 and I-85 was conducted by Transformation Systems, Inc. (Transfo) in cooperation with PBS&J on behalf of the North Carolina Department of Transportation.

The point-to-point movements of vehicles between video stations were obtained by matching the license plates of vehicles passing the survey stations. The plate records of vehicles passing in a given direction at each station were matched against the plate records of vehicles passing all other stations in order to determine the volume of movement from one station to another. In addition, a record was kept of in-state and out-of-state license plates at each survey station. The survey was conducted for a twelve-hour period.

2.3 Survey Locations

Five locations were selected for video surveillance as shown in Figure 2-1.

2.4 Time of Operation

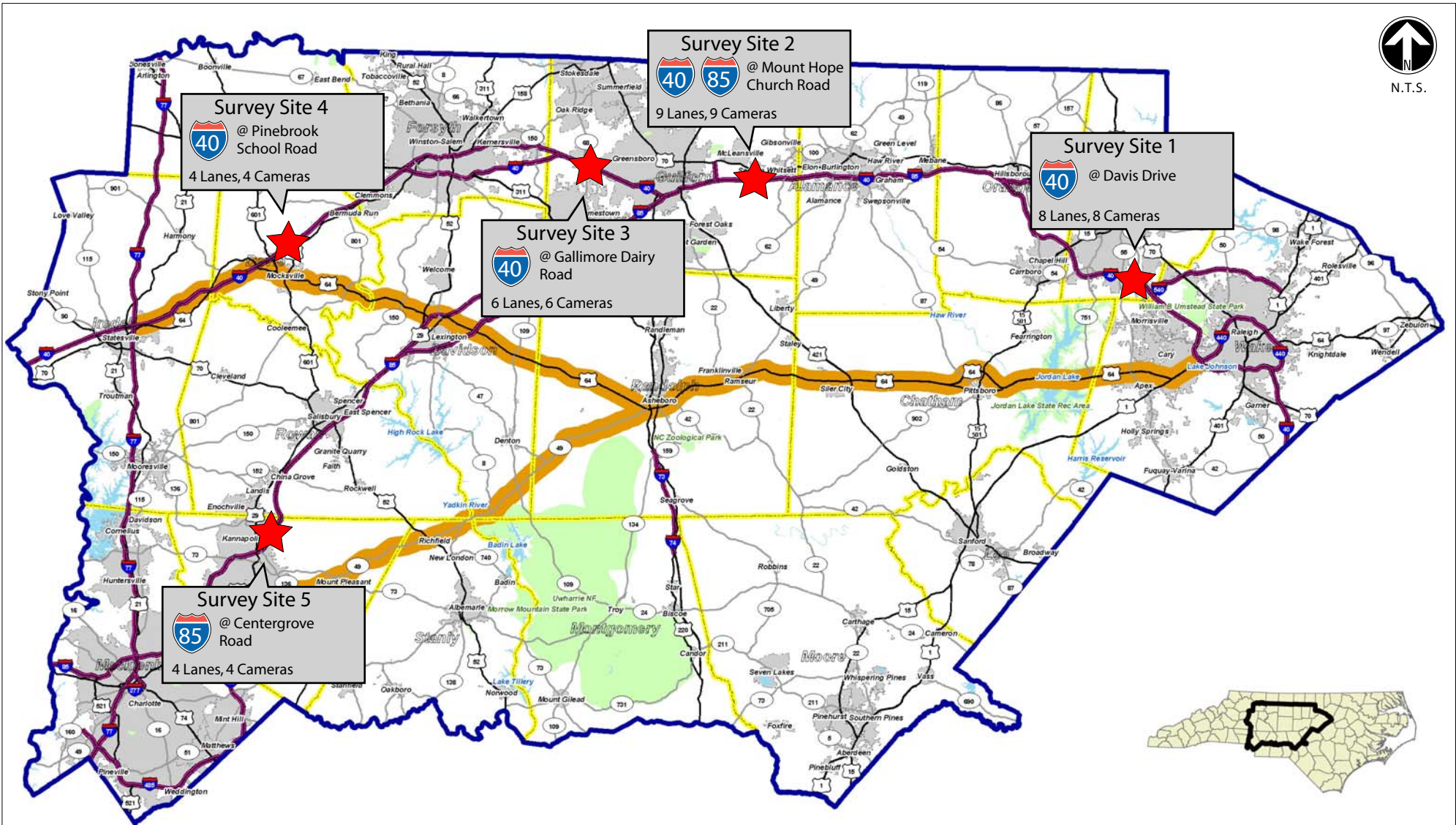
The video surveys were conducted on Wednesday, October 15, 2003 from 7:00 a.m. to 7:00 p.m.

2.5 Survey Operation




High-specification video camcorders mounted on tripods were positioned on an overpass at each of the video stations to record the rear license plates of vehicles passing within the camcorder's field of view. Each traffic lane was monitored by a separate video camcorder. In all, a total of 372 lane-hours of traffic were recorded simultaneously at the five video survey stations. Photographs illustrating typical overpass camcorder set-ups are shown in Figure 2-2.



N.T.S.



LEGEND

-  Regional Study Area Boundary
-  Study Corridor
-  Video Survey Location



US 64 - NC 49
Corridor Study

Video Survey Locations

Figure
2-1

Figure 2-2. Video Survey Operation Photos



2.6 Video Image Processing

The license plate images recorded on the videotapes were transcribed into computer files using Transfo's image analysis system. Separate files were created for passenger vehicles, single-unit trucks, and combination vehicles. Passenger vehicles were identified as any non-commercial vehicle with less than six tires or a car or pickup with a trailer, which corresponds to Federal Highway Administration (FHWA) vehicle classifications 1, 2, 3, and 4 (see Table 2-1). Single unit trucks were identified as a commercial vehicle without a trailer that has 6 or more tires or busses, which corresponds to FHWA vehicle classifications 5, 6, and 7 (see Table 2-1). Combination vehicles were identified as multi-unit commercial vehicles, which corresponds to FHWA vehicle classifications 8, 9, 10, 11, 12, and 13 (see Table 2-1). In those instances where the license plate image could not be read – due primarily to a license plate being obscured by an object such as a trailer hitch or bicycle rack, or because the vehicle changed lanes at the point of observation – the presence of the vehicle was recorded so that an accurate count of the number of vehicles passing the camcorder location could be obtained. Figure 2-3 shows a photo of the image analysis system and an example of a license plate image capture.

Figure 2-3. Image Analysis System Photos

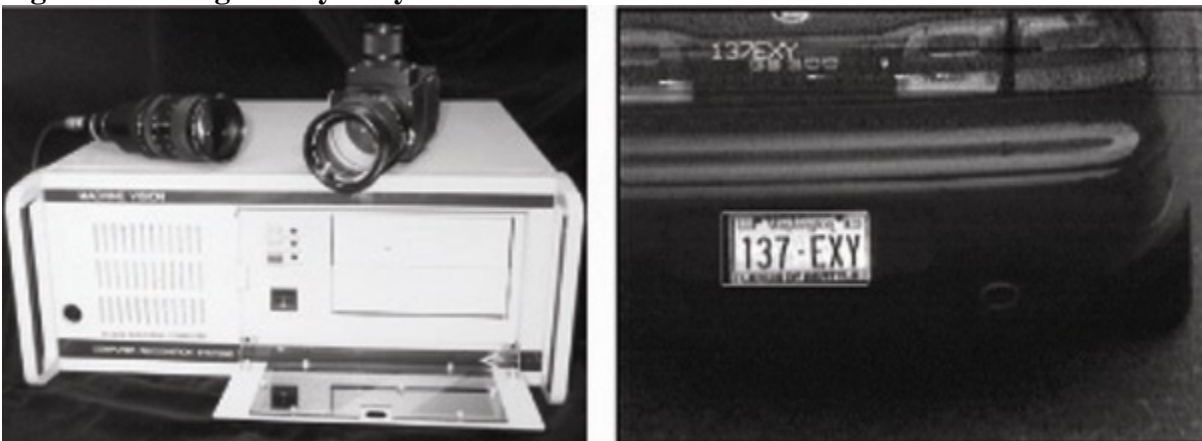


Table 2-1. FHWA Vehicle Classifications

Class	Vehicle Type	Description
1	Motorcycles	This class includes all two- or three-wheeled motorized vehicles. These vehicles typically have a saddle-type of seat and are steered by handlebars rather than a steering wheel. This includes motorcycles, motor scooters, mopeds, motor-powered bicycles and three-wheel motorcycles.
2	Passenger Cars	This class includes all sedans, coupes and station wagons manufactured primarily for the purpose of carrying passengers, including those pulling recreational or other light trailers.
3	Pickups, Vans and other 2-axle, 4-tire Single Unit Vehicles	This class includes all two-axle, four tire vehicles other than passenger cars, which includes pickups, vans, campers, small motor homes, ambulances, minibuses and carryalls. These types of vehicles which are pulling recreational or other light trailers are included.
4	Buses	This class includes all vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This includes only traditional buses, including school and transit buses, functioning as passenger-carrying vehicles. All two-axle, four tire minibuses should be classified as Class 3. Modified buses should be considered to be trucks and classified appropriately.
5	Two-Axle, Six-Tire Single Unit Trucks	This class includes all vehicles on a single frame, which have two axles and dual rear tires. This includes trucks, camping and recreation vehicles, motor homes, etc.
6	Three-Axle Single Unit Trucks	This class includes all vehicles on a single frame, which have three axles. This includes trucks, camping and recreation vehicles, motor homes, etc.
7	Four or More Axle Single Unit Trucks	This class includes all vehicles on a single frame with four or more axles.
8	Four or Less Axle Single Trailer	This class includes all vehicles with four or less axles consisting of two units, in which the pulling unit is a tractor or single unit truck. .
9	Five-Axle Single Trailer Trucks.	This class includes all five-axle vehicles consisting of tow units in which the pulling unit is a tractor or single unit truck.
10	Six or More Axle Single Trailer Trucks	This class includes all vehicles with six or more axles consisting of two units in which the pulling unit is a tractor or single unit truck.
11	Five or Less Axle Multi-Trailer Trucks	This class includes all vehicles with five or less axles consisting of three or more units in which the pulling unit is a tractor or single unit truck.
12	Six-Axle Multi-Trailer Trucks	This class includes all six-axle vehicles consisting of three or more units in which the pulling unit is a tractor or single unit truck.
13	Seven or More Axle Multi-Trailer Trucks	This class includes all vehicles with seven or more axles consisting of three or more units in which the pulling is a tractor or single unit truck.

3 Video Origin-Destination Results

3.1 Vehicle Capture Statistics

A total of 246,587 license plate records were collected representing 86.5 percent of the 285,179 vehicle movements passing these locations.

Tables 3-1 through 3-5 provide video capture statistics for each video survey station including total vehicles, total license plates read, and license plates read by vehicle classification (passenger cars, single unit trucks, and combination vehicles).

3.2 Raw O-D Pairings

The license plate records for each origin survey station were matched against the records of all destination survey stations to determine the pattern of movement into and through the study area. The “raw” origin-destination (O-D) pairings for passenger vehicles, single unit trucks, and combination vehicles were grouped by hourly increments, and are provided in Appendix A. It should be noted that the raw O-D pairings use the actual field data collected, and therefore they do not reflect 100% of the vehicles passing a given location. The raw values were adjusted to reflect an estimated 100% license plate read rate, as described in the next section.

3.3 Read Rate Adjustment

As noted previously, less than 100% of the license plates were accurately read at each survey station. Reasons for a less than 100% read rate include missing plates, damaged plates, dirty plates, obstructed plates, and plates out of the camera’s field of vision due to vehicle lane changing at point of observation. To provide an estimate of O-D movement volumes for a 100% read rate, the raw O-D movement volumes must be adjusted using industry accepted methods.

As shown in Tables 3-1 through 3-5, the read rates for passenger cars by hourly increment for each station are in all cases greater than 70%. Total station read rates for passenger cars are approximately 90%. These rates are extremely good for Interstate conditions. It can be assumed that there are only random errors in the read rates and no bias has been introduced. For passenger cars, the following formula was used to adjust the raw, hourly O-D movement counts:

$$\text{AdjustedMovement} = \frac{\text{RawMovement}}{RR_o \times RR_d} \quad \text{where,}$$

RR_O = Origin Station Read Rate (during hour of observation)
 RR_D = Destination Station Read Rate (during hour of observation)

Derivation of the above formula is as follows. Consider you have a known value of 100 vehicles passing origin station A and destination station B. The license plate read rate at station A during the period of observation is 85% and the read rate is 94% at Station B. This means 85 vehicles are read at the origin and 94 vehicles at the destination; however, 100 vehicles actually passed both points. Only 94% of those vehicles passing point A (85 vehicles) can be matched at station B, or 80 vehicles. Dividing the raw O-D movement count of 80 vehicles by the product of the read rates station A and B provides the actual O-D movement count of 100 vehicles.

For single unit trucks and combination vehicles, the read rates are considerably lower than passenger cars, suggesting error that is not exclusively random and introduction of bias (i.e. missing plates, damaged or dirty plates, obstructed plates, etc.). For single unit trucks and combination vehicles, the following adjustment formula was used.

$$AdjustedMovement = RawMovement \times \frac{2}{(RR_O \times RR_D)} \text{ where,}$$

RR_O = Origin Station Read Rate (during hour of observation)
 RR_D = Destination Station Read Rate (during hour of observation)

This is a simple average of the origin and destination station read rates.

Table 3-1 Vehicle Capture Statistics, Site 1

Site No.	Site Location	Direction of Travel	Date of Survey	No. of Lanes	Time of Taping	Total Vehicles	Total Plates Read	Total Read Rate %	Total Passenger Cars	Passenger Car Plates Read	Passenger Car Read Rate %	Total Single Unit Trucks	SU Truck Plates Read	SU Truck Read Rate %	Total Comb. Vehicles	Comb. Veh. Plates Read	Comb. Veh. Read Rate %
1-EB	Davis Drive (East of Durham Freeway)	Eastbound	10/15/2003	4	7:00-8:00	3,962	3,102	78%	3,700	2,953	80%	85	49	58%	177	100	56%
					8:00-9:00	4,099	3,762	92%	3,811	3,569	94%	83	57	69%	205	136	66%
					9:00-10:00	3,850	3,372	88%	3,385	3,066	91%	174	131	75%	291	175	60%
					10:00-11:00	3,083	2,631	85%	2,670	2,363	89%	175	114	65%	238	154	65%
					11:00-12:00	1,958	1,718	88%	1,744	1,588	91%	108	70	65%	106	60	57%
					12:00-1:00	2,320	2,100	91%	2,156	2,009	93%	79	60	76%	85	31	36%
					1:00-2:00	4,746	4,299	91%	4,248	3,965	93%	120	77	64%	378	257	68%
					2:00-3:00	5,138	4,547	88%	4,583	4,138	90%	191	150	79%	364	259	71%
					3:00-4:00	4,639	4,348	94%	4,225	4,028	95%	186	161	87%	228	159	70%
					4:00-5:00	5,003	4,718	94%	4,621	4,435	96%	205	190	93%	177	93	53%
					5:00-6:00	4,892	4,589	94%	4,572	4,357	95%	129	115	89%	192	117	61%
					6:00-7:00	3,752	3,166	84%	3,502	3,001	86%	88	74	84%	161	91	57%
TOTAL FOR SITE 1 - EASTBOUND					12 Hours	47,442	42,352	89%	43,217	39,472	91%	1,623	1,248	77%	2,602	1,632	63%
1-WB	Davis Drive (East of Durham Freeway)	Westbound	10/15/2003	4	7:00-8:00	3,744	2,825	75%	3,532	2,731	77%	86	39	45%	126	55	44%
					8:00-9:00	4,528	4,098	91%	4,229	3,942	93%	75	60	80%	224	96	43%
					9:00-10:00	3,925	3,553	91%	3,466	3,229	93%	255	195	76%	204	129	63%
					10:00-11:00	3,351	2,925	87%	2,917	2,679	92%	211	119	56%	223	127	57%
					11:00-12:00	3,331	2,704	81%	2,928	2,551	87%	162	83	51%	241	70	29%
					12:00-1:00	3,686	2,824	77%	3,255	2,689	83%	189	79	42%	242	56	23%
					1:00-2:00	3,560	3,009	85%	3,221	2,860	89%	149	71	48%	190	78	41%
					2:00-3:00	3,229	2,780	86%	2,959	2,649	90%	106	54	51%	164	77	47%
					3:00-4:00	3,832	3,307	86%	3,427	3,101	90%	93	67	72%	312	139	45%
					4:00-5:00	4,560	4,057	89%	4,228	3,882	92%	58	35	60%	274	140	51%
					5:00-6:00	4,899	4,439	91%	4,738	4,361	92%	54	32	59%	107	46	43%
					6:00-7:00	3,452	2,929	85%	3,275	2,847	87%	69	34	49%	108	48	44%
TOTAL FOR SITE 1 - WESTBOUND					12 Hours	46,097	39,450	86%	42,175	37,521	89%	1,507	868	58%	2,415	1,061	44%

Table 3-2 Vehicle Capture Statistics, Site 2

Site No.	Site Location	Direction of Travel	Date of Survey	No. of Lanes	Time of Taping	Total Vehicles	Total Plates Read	Total Read Rate %	Total Passenger Cars	Passenger Car Plates Read	Passenger Car Read Rate %	Total Single Unit Trucks	SU Truck Plates Read	SU Truck Read Rate %	Total Comb. Vehicles	Comb. Veh. Plates Read	Comb. Veh. Read Rate %
2-EB	Mount Hope Church Rd (East of I-85 By-Pass)	Eastbound	10/15/2003	5	7:00-8:00	2,082	1,509	72%	1,620	1,249	77%	57	39	68%	405	221	55%
					8:00-9:00	2,261	2,004	89%	1,609	1,509	94%	169	120	71%	483	375	78%
					9:00-10:00	2,195	1,881	86%	1,596	1,499	94%	138	95	69%	461	287	62%
					10:00-11:00	2,276	1,989	87%	1,667	1,572	94%	125	93	74%	484	324	67%
					11:00-12:00	2,465	2,096	85%	1,856	1,716	92%	290	176	61%	319	204	64%
					12:00-1:00	2,223	1,916	86%	1,750	1,604	92%	266	180	68%	207	132	64%
					1:00-2:00	2,278	1,957	86%	1,812	1,652	91%	112	69	62%	354	236	67%
					2:00-3:00	2,702	2,332	86%	2,220	2,027	91%	111	60	54%	371	245	66%
					3:00-4:00	2,677	2,321	87%	2,211	2,043	92%	206	135	66%	260	143	55%
					4:00-5:00	3,011	2,686	89%	2,514	2,346	93%	251	171	68%	242	169	70%
					5:00-6:00	2,975	2,666	90%	2,473	2,288	93%	187	117	63%	315	261	83%
					6:00-7:00	2,557	2,229	87%	2,180	1,981	91%	162	104	64%	215	144	67%
TOTAL FOR SITE 2 - EASTBOUND					12 Hours	29,702	25,586	86%	23,508	21,486	91%	2,074	1,359	66%	4,116	2,741	67%
2-WB	Mount Hope Church Rd (East of I-85 By-Pass)	Westbound	10/15/2003	5	7:00-8:00	2,351	1,887	80%	1,945	1,645	85%	138	80	58%	268	162	60%
					8:00-9:00	2,787	2,339	84%	2,338	2,071	89%	158	95	60%	291	173	59%
					9:00-10:00	2,491	2,144	86%	1,980	1,831	92%	107	76	71%	404	237	59%
					10:00-11:00	2,455	2,028	83%	1,834	1,667	91%	132	87	66%	489	274	56%
					11:00-12:00	2,523	2,088	83%	1,876	1,702	91%	159	98	62%	488	288	59%
					12:00-1:00	2,361	1,961	83%	1,777	1,619	91%	140	85	61%	444	257	58%
					1:00-2:00	2,465	2,157	88%	1,895	1,792	95%	160	117	73%	410	248	60%
					2:00-3:00	2,656	2,327	88%	2,080	1,956	94%	149	110	74%	427	261	61%
					3:00-4:00	2,945	2,512	85%	2,361	2,172	92%	139	86	62%	445	254	57%
					4:00-5:00	3,185	2,767	87%	2,647	2,450	93%	124	86	69%	414	231	56%
					5:00-6:00	3,318	2,847	86%	3,028	2,653	88%	38	28	74%	252	166	66%
					6:00-7:00	1,328	1,004	76%	1,078	850	79%	36	20	56%	214	134	63%
TOTAL FOR SITE 2 - WESTBOUND					12 Hours	30,865	26,061	84%	24,839	22,408	90%	1,480	968	65%	4,546	2,685	59%

Table 3-3 Vehicle Capture Statistics, Site 3

Site No.	Site Location	Direction of Travel	Date of Survey	No. of Lanes	Time of Taping	Total Vehicles	Total Plates Read	Total Read Rate %	Total Passenger Cars	Passenger Car Plates Read	Passenger Car Read Rate %	Total Single Unit Trucks	SU Truck Plates Read	SU Truck Read Rate %	Total Comb. Vehicles	Comb. Veh. Plates Read	Comb. Veh. Read Rate %
3-EB	Gallimore Dairy Rd (East of I-40 Business)	Eastbound	10/15/2003	3	7:00-8:00	3,076	2,586	84%	2,762	2,413	87%	119	71	60%	195	102	52%
					8:00-9:00	2,890	2,636	91%	2,421	2,283	94%	213	154	72%	256	199	78%
					9:00-10:00	2,258	2,096	93%	1,911	1,823	95%	46	41	89%	301	232	77%
					10:00-11:00	2,300	2,073	90%	1,979	1,850	93%	39	25	64%	282	198	70%
					11:00-12:00	2,339	2,060	88%	1,993	1,836	92%	64	43	67%	282	181	64%
					12:00-1:00	2,396	2,145	90%	2,008	1,873	93%	63	39	62%	325	233	72%
					1:00-2:00	2,352	2,088	89%	1,980	1,824	92%	121	85	70%	251	179	71%
					2:00-3:00	2,627	2,290	87%	2,182	2,002	92%	128	80	63%	317	208	66%
					3:00-4:00	2,794	2,595	93%	2,482	2,361	95%	64	50	78%	248	184	74%
					4:00-5:00	2,736	2,539	93%	2,443	2,349	96%	55	38	69%	238	152	64%
					5:00-6:00	3,390	3,000	88%	3,067	2,817	92%	67	46	69%	256	137	54%
					6:00-7:00	2,581	2,185	85%	2,322	2,039	88%	53	33	62%	206	113	55%
TOTAL FOR SITE 3 - EASTBOUND					12 Hours	31,739	28,293	89%	27,550	25,470	92%	1,032	705	68%	3,157	2,118	67%
3-WB	Gallimore Dairy Rd (East of I-40 Business)	Westbound	10/15/2003	3	7:00-8:00	2,898	2,634	91%	2,709	2,523	93%	31	15	48%	158	96	61%
					8:00-9:00	2,491	2,293	92%	2,258	2,137	95%	30	25	83%	203	131	65%
					9:00-10:00	1,877	1,550	83%	1,492	1,303	87%	105	57	54%	280	190	68%
					10:00-11:00	2,202	1,836	83%	1,711	1,558	91%	165	98	59%	326	180	55%
					11:00-12:00	2,131	1,819	85%	1,750	1,601	91%	76	52	68%	305	165	54%
					12:00-1:00	1,779	1,420	80%	1,436	1,228	86%	117	69	59%	226	123	54%
					1:00-2:00	2,064	1,431	69%	1,726	1,268	73%	73	50	68%	265	113	43%
					2:00-3:00	2,443	2,003	82%	2,122	1,853	87%	35	11	31%	286	139	49%
					3:00-4:00	2,530	2,187	86%	2,172	2,000	92%	46	15	33%	312	171	55%
					4:00-5:00	3,354	2,963	88%	2,938	2,746	93%	82	39	48%	334	178	53%
					5:00-6:00	3,192	2,899	91%	2,956	2,766	94%	63	37	59%	173	95	55%
					6:00-7:00	2,316	1,971	85%	2,129	1,869	88%	50	31	62%	137	74	54%
TOTAL FOR SITE 3 - WESTBOUND					12 Hours	29,277	25,006	85%	25,399	22,852	90%	873	499	57%	3,005	1,655	55%

Table 3-4 Vehicle Capture Statistics, Site 4

Site No.	Site Location	Direction of Travel	Date of Survey	No. of Lanes	Time of Taping	Total Vehicles	Total Plates Read	Total Read Rate %	Total Passenger Cars	Passenger Car Plates Read	Passenger Car Read Rate %	Total Single Unit Trucks	SU Truck Plates Read	SU Truck Read Rate %	Total Comb. Vehicles	Comb. Veh. Plates Read	Comb. Veh. Read Rate %
4-EB	Pinebrook School Rd (East of US 601)	Eastbound	10/15/2003	2	7:00-8:00	1,236	957	77%	1,107	883	80%	39	22	56%	90	52	58%
					8:00-9:00	1,173	919	78%	1,011	839	83%	59	29	49%	103	51	50%
					9:00-10:00	1,005	779	78%	866	724	84%	16	11	69%	123	44	36%
					10:00-11:00	1,013	829	82%	886	774	87%	11	6	55%	116	49	42%
					11:00-12:00	925	764	83%	732	664	91%	48	21	44%	145	79	54%
					12:00-1:00	884	700	79%	681	608	89%	36	15	42%	167	77	46%
					1:00-2:00	1,056	886	84%	882	797	90%	142	72	51%	32	17	53%
					2:00-3:00	1,172	964	82%	958	855	89%	176	86	49%	38	23	61%
					3:00-4:00	1,224	1,046	85%	1,010	918	91%	66	40	61%	148	88	59%
					4:00-5:00	1,234	1,061	86%	1,083	983	91%	34	24	71%	117	54	46%
					5:00-6:00	1,309	1,194	91%	1,186	1,114	94%	44	33	75%	79	47	59%
					6:00-7:00	1,059	964	91%	941	890	95%	43	25	58%	75	49	65%
TOTAL FOR SITE 4 - EASTBOUND					12 Hours	13,290	11,063	83%	11,343	10,049	89%	714	384	54%	1,233	630	51%
4-WB	Pinebrook School Rd (East of US 601)	Westbound	10/15/2003	2	7:00-8:00	939	776	83%	801	685	86%	61	39	64%	77	52	68%
					8:00-9:00	1,013	897	89%	799	755	94%	92	64	70%	122	78	64%
					9:00-10:00	974	845	87%	737	698	95%	82	48	59%	155	99	64%
					10:00-11:00	1,002	870	87%	764	725	95%	83	44	53%	155	101	65%
					11:00-12:00	1,035	920	89%	793	755	95%	107	72	67%	135	93	69%
					12:00-1:00	931	833	89%	716	698	97%	97	60	62%	118	75	64%
					1:00-2:00	1,155	997	86%	891	836	94%	80	52	65%	184	109	59%
					2:00-3:00	1,166	1,017	87%	921	858	93%	69	46	67%	176	113	64%
					3:00-4:00	1,456	1,295	89%	1,190	1,158	97%	28	1	4%	238	136	57%
					4:00-5:00	1,497	1,334	89%	1,265	1,202	95%	6	0	0%	226	132	58%
					5:00-6:00	1,521	1,381	91%	1,334	1,265	95%	21	15	71%	166	101	61%
					6:00-7:00	662	591	89%	564	528	94%	28	22	79%	70	41	59%
TOTAL FOR SITE 4 - WESTBOUND					12 Hours	13,351	11,756	88%	10,775	10,163	94%	754	463	61%	1,822	1,130	62%

Table 3-5 Vehicle Capture Statistics, Site 5

Site No.	Site Location	Direction of Travel	Date of Survey	No. of Lanes	Time of Taping	Total Vehicles	Total Plates Read	Total Read Rate %	Total Passenger Cars	Passenger Car Plates Read	Passenger Car Read Rate %	Total Single Unit Trucks	SU Truck Plates Read	SU Truck Read Rate %	Total Comb. Vehicles	Comb. Veh. Plates Read	Comb. Veh. Read Rate %
5-NB	Centergrove Rd (North of US 29/US 601)	Northbound	10/15/2003	2	7:00-8:00	451	300	67%	314	236	75%	24	15	63%	113	49	43%
					8:00-9:00	1,122	960	86%	773	739	96%	8	4	50%	341	217	64%
					9:00-10:00	1,623	1,320	81%	1,191	1,102	93%	78	50	64%	354	168	47%
					10:00-11:00	1,824	1,542	85%	1,322	1,242	94%	87	62	71%	415	238	57%
					11:00-12:00	1,950	1,694	87%	1,583	1,503	95%	42	15	36%	325	176	54%
					12:00-1:00	1,725	1,470	85%	1,508	1,378	91%	17	4	24%	200	88	44%
					1:00-2:00	1,768	1,571	89%	1,494	1,402	94%	53	33	62%	221	136	62%
					2:00-3:00	1,964	1,822	93%	1,612	1,560	97%	81	56	69%	271	206	76%
					3:00-4:00	2,394	2,174	91%	2,001	1,904	95%	119	80	67%	274	190	69%
					4:00-5:00	2,593	2,365	91%	2,252	2,143	95%	129	92	71%	212	130	61%
					5:00-6:00	1,225	938	77%	1,055	871	83%	20	12	60%	150	55	37%
					6:00-7:00	960	791	82%	762	684	90%	18	13	72%	180	94	52%
TOTAL FOR SITE 5 - NORTHBOUND					12 Hours	19,599	16,947	86%	15,867	14,764	93%	676	436	64%	3,056	1,747	57%
5-SB	Centergrove Rd (North of US 29/US 601)	Southbound	10/15/2003	2	7:00-8:00	1,588	1,253	79%	1,433	1,186	83%	33	25	76%	122	42	34%
					8:00-9:00	1,932	1,696	88%	1,615	1,504	93%	70	44	63%	247	148	60%
					9:00-10:00	1,839	1,594	87%	1,399	1,317	94%	102	67	66%	338	210	62%
					10:00-11:00	1,802	1,477	82%	1,354	1,222	90%	144	83	58%	304	172	57%
					11:00-12:00	1,747	1,395	80%	1,385	1,201	87%	30	16	53%	332	178	54%
					12:00-1:00	1,878	1,528	81%	1,507	1,339	89%	17	8	47%	354	181	51%
					1:00-2:00	1,955	1,658	85%	1,453	1,354	93%	61	38	62%	441	266	60%
					2:00-3:00	2,179	1,892	87%	1,732	1,625	94%	70	42	60%	377	225	60%
					3:00-4:00	2,336	2,002	86%	1,730	1,605	93%	208	160	77%	398	237	60%
					4:00-5:00	2,231	1,944	87%	1,829	1,698	93%	169	105	62%	233	141	61%
					5:00-6:00	2,519	2,216	88%	2,123	2,000	94%	16	8	50%	380	208	55%
					6:00-7:00	1,811	1,418	78%	1,499	1,268	85%	23	19	83%	289	131	45%
TOTAL FOR SITE 5 - SOUTHBOUND					12 Hours	23,817	20,073	84%	19,059	17,319	91%	943	615	65%	3,815	2,139	56%

3.4 O-D Summary Results

Since typical travel times were approximately 60 minutes between most video survey station pairs, reductions in the origin station traffic flow were made by not counting the last 60 minutes of the entire survey period (i.e. – 6:00 to 7:00 p.m.) in the summary tables. Similarly, reductions in the destination station traffic flow were made by not counting the first 60 minutes of the entire survey period (i.e. – 7:00 to 8:00 a.m.) in the summary tables. The final O-D movements represent these adjusted 11-hour O-D trip movements. Adjusted 11-hour summary distributions for total vehicles, passenger vehicles, single unit trucks, and combination vehicles are shown in Tables 3-6 to 3-9, respectively. The number in each cell represents the total number of vehicles that were observed passing the origin station and the corresponding destination station during the 11-hour survey period. Tables 3-10 to 3-13 show the percentage of vehicles that were observed passing each destination station after being observed at an origin station.

3.5 In-State and Out-of-State License Plate Observations

A summary of the distribution of license plate observations by in-state and out-of-state classification and vehicle class for each survey station is presented in Table 3-14.

Table 3-6. Adjusted 11-Hour O-D Trip Counts - Total Vehicles.

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - All Vehicles									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Destination Traffic			43,480	42,353	27,616	28,514	28,663	26,379	12,054	12,412	19,148	22,229
Origin Stations - All Vehicles	1-EB	43,690		10,537	98	1,351	54	510	10	102	26	311
	1-WB	42,645	11,506		920	6,031	428	2,656	60	866	100	1,259
	2-EB	27,141	5,975	1,473		5,354	146	1,361	9	250	198	637
	2-WB	29,537	892	100	5,384		1,524	6,370	175	2,066	317	4,136
	3-EB	29,158	2,667	556	7,168	1,509		6,364	51	416	28	351
	3-WB	26,961	359	63	1,400	193	5,850		367	2,837	36	215
	4-EB	12,231	868	145	2,018	232	3,056	390		2,598	8	153
	4-WB	12,689	53	9	185	25	363	66	2,246		97	36
	5-NB	18,639	948	145	3,067	334	173	205	17	165		2,881
	5-SB	22,006	115	13	366	12	47	14	86	8	3,782	

NOTE 1: The Origin Traffic Flows are determined from 7:00 AM through 6:00 PM to allow adequate travel time to reach most stations.

NOTE 2: The Destination Traffic Flows are determined from 8:00 AM through 7:00 PM to allow adequate travel time from most stations.

Table 3-7. Adjusted 11-Hour O-D Trip Counts - Passenger Cars

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - Passenger Cars									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Destination Traffic			39,516	38,643	21,888	22,894	24,788	22,690	10,236	9,974	15,553	17,626
Origin Stations - Passenger Cars	1-EB	39,714		9,666	65	1,065	31	390	6	72	24	225
	1-WB	38,900	10,267		761	5,016	337	2,146	46	680	83	1,025
	2-EB	21,328	4,702	1,184		4,191	101	1,022	7	160	161	468
	2-WB	23,761	719	80	4,648		1,297	5,130	134	1,509	250	3,077
	3-EB	25,228	2,101	444	5,587	1,161		5,763	29	313	23	247
	3-WB	23,270	269	47	1,170	143	5,177		287	2,124	23	143
	4-EB	10,402	679	106	1,560	164	2,430	322		2,345	4	103
	4-WB	10,211	46	9	140	17	274	30	1,937		56	28
	5-NB	15,105	759	121	2,278	258	112	144	13	117		2,340
	5-SB	17,560	91	6	292	6	34	14	65	6	3,350	

NOTE 1: The Origin Traffic Flows are determined from 7:00 AM through 6:00 PM to allow adequate travel time to reach most stations.

NOTE 2: The Destination Traffic Flows are determined from 8:00 AM through 7:00 PM to allow adequate travel time from most stations.

Table 3-8. Adjusted 11-Hour O-D Trip Counts - Single Unit Trucks

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - Single Unit Trucks									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Destination Traffic			1,539	1,421	2,017	1,342	913	842	675	693	652	910
Origin Stations - Single Unit Trucks	1-EB	1,535		534	19	100	14	47	2	9	0	27
	1-WB	1,438	870		96	302	58	150	10	54	5	52
	2-EB	1,912	453	100		410	11	110	0	25	21	46
	2-WB	1,444	91	14	380		83	300	19	105	20	185
	3-EB	979	151	43	420	124		272	10	33	2	16
	3-WB	823	47	8	84	12	266		39	153	2	11
	4-EB	671	80	17	150	14	193	26		128	0	20
	4-WB	726	4	0	12	1	40	8	212		18	0
	5-NB	658	38	2	153	19	8	8	1	12		191
	5-SB	920	4	0	17	2	7	0	10	0	145	

NOTE 1: The Origin Traffic Flows are determined from 7:00 AM through 6:00 PM to allow adequate travel time to reach most stations.

NOTE 2: The Destination Traffic Flows are determined from 8:00 AM through 7:00 PM to allow adequate travel time from most stations.

Table 3-9. Adjusted 11-Hour O-D Trip Counts - Combination Vehicles

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - Combination Vehicles									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Destination Traffic			2,425	2,289	3,711	4,278	2,962	2,847	1,143	1,745	2,943	3,693
Origin Stations - Combination Vehicles	1-EB	2,441		337	14	186	9	73	2	21	2	59
	1-WB	2,307	369		63	713	33	360	4	132	12	182
	2-EB	3,901	820	189		753	34	229	2	65	16	123
	2-WB	4,332	82	6	356		144	940	22	452	47	874
	3-EB	2,951	415	69	1,161	224		329	12	70	3	88
	3-WB	2,868	43	8	146	38	407		41	560	11	61
	4-EB	1,158	109	22	308	54	433	42		125	4	30
	4-WB	1,752	3	0	33	7	49	28	97		23	8
	5-NB	2,876	151	22	636	57	53	53	3	36		350
	5-SB	3,526	20	7	57	4	6	0	11	2	287	

NOTE 1: The Origin Traffic Flows are determined from 7:00 AM through 6:00 PM to allow adequate travel time to reach most stations.

NOTE 2: The Destination Traffic Flows are determined from 8:00 AM through 7:00 PM to allow adequate travel time from most stations.

Table 3-10. Adjusted 11-Hour O-D Trip Percentages - Total Vehicles

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - All Vehicles									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Origin Stations - All Vehicles	1-EB	43,690		24.1%	0.2%	3.1%	0.1%	1.2%	0.0%	0.2%	0.1%	0.7%
	1-WB	42,645	27.0%		2.2%	14.1%	1.0%	6.2%	0.1%	2.0%	0.2%	3.0%
	2-EB	27,141	22.0%	5.4%		19.7%	0.5%	5.0%	0.0%	0.9%	0.7%	2.3%
	2-WB	29,537	3.0%	0.3%	18.2%		5.2%	21.6%	0.6%	7.0%	1.1%	14.0%
	3-EB	29,158	9.1%	1.9%	24.6%	5.2%		21.8%	0.2%	1.4%	0.1%	1.2%
	3-WB	26,961	1.3%	0.2%	5.2%	0.7%	21.7%		1.4%	10.5%	0.1%	0.8%
	4-EB	12,231	7.1%	1.2%	16.5%	1.9%	25.0%	3.2%		21.2%	0.1%	1.3%
	4-WB	12,689	0.4%	0.1%	1.5%	0.2%	2.9%	0.5%	17.7%		0.8%	0.3%
	5-NB	18,639	5.1%	0.8%	16.5%	1.8%	0.9%	1.1%	0.1%	0.9%		15.5%
	5-SB	22,006	0.5%	0.1%	1.7%	0.1%	0.2%	0.1%	0.4%	0.0%	17.2%	

Table 3-11. Adjusted 11-Hour O-D Trip Percentages - Passenger Cars

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - Passenger Cars									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Origin Stations - Passenger Cars	1-EB	39,714		24.3%	0.2%	2.7%	0.1%	1.0%	0.0%	0.2%	0.1%	0.6%
	1-WB	38,900	26.4%		2.0%	12.9%	0.9%	5.5%	0.1%	1.7%	0.2%	2.6%
	2-EB	21,328	22.0%	5.6%		19.7%	0.5%	4.8%	0.0%	0.8%	0.8%	2.2%
	2-WB	23,761	3.0%	0.3%	19.6%		5.5%	21.6%	0.6%	6.4%	1.1%	12.9%
	3-EB	25,228	8.3%	1.8%	22.1%	4.6%		22.8%	0.1%	1.2%	0.1%	1.0%
	3-WB	23,270	1.2%	0.2%	5.0%	0.6%	22.2%		1.2%	9.1%	0.1%	0.6%
	4-EB	10,402	6.5%	1.0%	15.0%	1.6%	23.4%	3.1%		22.5%	0.0%	1.0%
	4-WB	10,211	0.5%	0.1%	1.4%	0.2%	2.7%	0.3%	19.0%		0.5%	0.3%
	5-NB	15,105	5.0%	0.8%	15.1%	1.7%	0.7%	1.0%	0.1%	0.8%		15.5%
	5-SB	17,560	0.5%	0.0%	1.7%	0.0%	0.2%	0.1%	0.4%	0.0%	19.1%	

Table 3-12. Adjusted 11-Hour O-D Trip Percentages - Single Unit Trucks

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - Single Unit Trucks									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Origin Stations - Single Unit Trucks	1-EB	1,535		34.8%	1.2%	6.5%	0.9%	3.1%	0.1%	0.6%	0.0%	1.8%
	1-WB	1,438	60.5%		6.7%	21.0%	4.0%	10.4%	0.7%	3.8%	0.3%	3.6%
	2-EB	1,912	23.7%	5.2%		21.4%	0.6%	5.8%	0.0%	1.3%	1.1%	2.4%
	2-WB	1,444	6.3%	1.0%	26.3%		5.7%	20.8%	1.3%	7.3%	1.4%	12.8%
	3-EB	979	15.4%	4.4%	42.9%	12.7%		27.8%	1.0%	3.4%	0.2%	1.6%
	3-WB	823	5.7%	1.0%	10.2%	1.5%	32.3%		4.7%	18.6%	0.2%	1.3%
	4-EB	671	11.9%	2.5%	22.4%	2.1%	28.8%	3.9%		19.1%	0.0%	3.0%
	4-WB	726	0.6%	0.0%	1.7%	0.1%	5.5%	1.1%	29.2%		2.5%	0.0%
	5-NB	658	5.8%	0.3%	23.3%	2.9%	1.2%	1.2%	0.2%	1.8%		29.0%
	5-SB	920	0.4%	0.0%	1.8%	0.2%	0.8%	0.0%	1.1%	0.0%	15.8%	

Table 3-13. Adjusted 11-Hour O-D Trip Percentages - Combination Vehicles

US 64 - NC 49 Corridor Study		Origin Traffic	Destination Stations - Combination Vehicles									
			1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
Origin Stations - Combination Vehicles	1-EB	2,441		13.8%	0.6%	7.6%	0.4%	3.0%	0.1%	0.9%	0.1%	2.4%
	1-WB	2,307	16.0%		2.7%	30.9%	1.4%	15.6%	0.2%	5.7%	0.5%	7.9%
	2-EB	3,901	21.0%	4.8%		19.3%	0.9%	5.9%	0.1%	1.7%	0.4%	3.2%
	2-WB	4,332	1.9%	0.1%	8.2%		3.3%	21.7%	0.5%	10.4%	1.1%	20.2%
	3-EB	2,951	14.1%	2.3%	39.3%	7.6%		11.1%	0.4%	2.4%	0.1%	3.0%
	3-WB	2,868	1.5%	0.3%	5.1%	1.3%	14.2%		1.4%	19.5%	0.4%	2.1%
	4-EB	1,158	9.4%	1.9%	26.6%	4.7%	37.4%	3.6%		10.8%	0.3%	2.6%
	4-WB	1,752	0.2%	0.0%	1.9%	0.4%	2.8%	1.6%	5.5%		1.3%	0.5%
	5-NB	2,876	5.3%	0.8%	22.1%	2.0%	1.8%	1.8%	0.1%	1.3%		12.2%
	5-SB	3,526	0.6%	0.2%	1.6%	0.1%	0.2%	0.0%	0.3%	0.1%	8.1%	

Table 3-14. Classification of North Carolina and Out-of-State Vehicles

Site No.	Direction of Travel	Total Vehicle Counts	Total Vehicle Counts		Passenger Car Counts		Single Unit Truck Counts		Combination Vehicle Counts	
			NC	Other	NC	Other	NC	Other	NC	Other
1-EB	Eastbound	47,442	42,926	4,516	40,196	3,020	1,431	193	1,299	1,303
			90.5%	9.5%	93.0%	7.0%	88.1%	11.9%	49.9%	50.1%
1-WB	Westbound	46,097	40,869	5,228	38,433	3,742	1,204	303	1,232	1,183
			88.7%	11.3%	91.1%	8.9%	79.9%	20.1%	51.0%	49.0%
2-EB	Eastbound	29,698	20,837	8,861	18,299	5,209	845	1,229	1,693	2,423
			70.2%	29.8%	77.8%	22.2%	40.7%	59.3%	41.1%	58.9%
2-WB	Westbound	30,865	21,043	9,822	18,767	6,072	748	732	1,528	3,018
			68.2%	31.8%	75.6%	24.4%	50.5%	49.5%	33.6%	66.4%
3-EB	Eastbound	31,739	28,006	3,733	25,426	2,124	733	299	1,847	1,310
			88.2%	11.8%	92.3%	7.7%	71.0%	29.0%	58.5%	41.5%
3-WB	Westbound	29,277	25,348	3,929	23,131	2,268	651	222	1,566	1,439
			86.6%	13.4%	91.1%	8.9%	74.6%	25.4%	52.1%	47.9%
4-EB	Eastbound	13,290	10,944	2,346	9,948	1,395	352	362	644	589
			82.3%	17.7%	87.7%	12.3%	49.3%	50.7%	52.2%	47.8%
4-WB	Westbound	13,351	11,414	1,937	9,852	923	467	287	1,095	727
			85.5%	14.5%	91.4%	8.6%	61.9%	38.1%	60.1%	39.9%
5-NB	Northbound	19,599	16,076	3,523	13,712	2,155	507	169	1,857	1,199
			82.0%	18.0%	86.4%	13.6%	75.0%	25.0%	60.8%	39.2%
5-SB	Southbound	23,817	18,312	5,505	15,979	3,080	547	396	1,786	2,029
			76.9%	23.1%	83.8%	16.2%	58.0%	42.0%	46.8%	53.2%
TOTAL		285,175	235,775	49,400	213,743	29,988	7,485	4,192	14,547	15,220
			82.7%	17.3%	87.7%	12.3%	64.1%	35.9%	48.9%	51.1%

Appendix A

Raw Origin-Destination Data

A1: Raw O-D Matches from Video Survey Sites for Passenger Cars (page 1 of 5 for A1).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-EB	7:00-8:00	3,700		1,342	8	67	3	20	1	4	2	10
	8:00-9:00	3,811		1,666	6	137	0	50	0	15	2	32
	9:00-10:00	3,385		1,251	10	218	5	71	0	15	0	49
	10:00-11:00	2,670		741	7	137	7	36	3	10	0	38
	11:00-12:00	1,744		435	6	61	2	24	0	4	6	12
	12:00-1:00	2,156		439	2	49	2	23	0	3	9	10
	1:00-2:00	4,248		692	3	104	4	45	0	7	0	21
	2:00-3:00	4,583		506	4	63	2	32	0	3	0	12
	3:00-4:00	4,225		305	3	26	2	16	1	1	1	2
	4:00-5:00	4,621		266	0	12	0	7	0	0	0	1
	5:00-6:00	4,571		124	2	2	0	0	0	0	0	1
	6:00-7:00	3,502		30	2	0	0	0	0	0	0	0
	Total	43,216			7,797	53	876	27	324	5	62	20
1-WB	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	3,532	1,186		86	185	43	76	9	20	15	43
	8:00-9:00	4,229	1,824		149	337	66	156	8	52	21	69
	9:00-10:00	3,466	1,354		122	440	52	202	10	80	15	101
	10:00-11:00	2,917	953		80	427	36	194	3	73	9	83
	11:00-12:00	2,928	784		74	427	29	119	3	65	6	89
	12:00-1:00	3,255	736		37	360	15	110	0	72	2	63
	1:00-2:00	3,221	574		26	377	17	152	2	72	3	88
	2:00-3:00	2,959	363		20	381	9	176	1	50	0	102
	3:00-4:00	3,427	311		17	509	4	233	1	63	0	111
	4:00-5:00	4,228	173		12	437	6	200	0	30	1	79
	5:00-6:00	4,738	95		0	190	1	103	0	8	0	3
6:00-7:00	3,275	21		0	7	0	0	0	0	0	0	
Total	42,175	8,374			623	4,077	278	1,721	37	585	72	831

A1: Raw O-D Matches from Video Survey Sites for Passenger Cars (page 2 of 5 for A1).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
2-EB	7:00-8:00	1,620	207	126		591	11	124	1	17	2	45
	8:00-9:00	1,609	347	178		612	18	159	2	21	1	93
	9:00-10:00	1,596	366	154		512	18	111	1	25	2	87
	10:00-11:00	1,667	359	134		456	9	116	1	23	0	65
	11:00-12:00	1,856	419	115		380	9	109	0	27	118	45
	12:00-1:00	1,750	350	87		275	6	65	1	10	12	34
	1:00-2:00	1,812	365	55		199	3	59	0	7	0	10
	2:00-3:00	2,220	390	57		172	5	49	1	8	0	6
	3:00-4:00	2,211	417	36		101	6	21	0	0	0	3
	4:00-5:00	2,514	406	15		76	0	14	0	0	0	3
	5:00-6:00	2,473	304	3		33	0	3	0	0	0	1
	6:00-7:00	2,180	32	0		5	0	0	0	0	0	0
	Total	23,508	3,962	960		3,412	85	830	7	138	135	392
2-WB	7:00-8:00	1,945	56	1	693		173	226	15	47	37	66
	8:00-9:00	2,338	109	14	863		230	327	31	101	55	195
	9:00-10:00	1,980	152	6	633		184	404	18	117	47	203
	10:00-11:00	1,834	95	13	412		147	417	16	134	27	211
	11:00-12:00	1,876	73	10	367		123	417	19	148	16	217
	12:00-1:00	1,777	51	10	264		73	226	3	154	10	247
	1:00-2:00	1,895	33	6	212		50	215	4	136	11	291
	2:00-3:00	2,080	20	4	153		45	407	1	163	7	315
	3:00-4:00	2,361	7	2	124		30	419	3	135	0	330
	4:00-5:00	2,647	6	0	89		17	526	1	121	1	323
	5:00-6:00	3,028	0	0	35		12	495	0	54	0	185
	6:00-7:00	1,078	0	0	3		0	97	0	5	0	0
	Total	24,839	602	66	3,848		1,084	4,176	111	1,315	211	2,583

A1: Raw O-D Matches from Video Survey Sites for Passenger Cars (page 3 of 5 for A1).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
3-EB	7:00-8:00	2,762	121	58	285	177		1,148	4	42	3	11
	8:00-9:00	2,421	159	66	345	208		954	8	47	6	38
	9:00-10:00	1,911	131	47	372	138		573	3	58	2	21
	10:00-11:00	1,979	165	53	386	137		418	0	45	3	20
	11:00-12:00	1,993	179	45	401	109		384	4	26	0	25
	12:00-1:00	2,008	187	34	434	69		314	3	20	5	23
	1:00-2:00	1,980	178	19	480	56		283	1	17	1	17
	2:00-3:00	2,182	212	24	469	42		278	1	11	0	21
	3:00-4:00	2,482	212	16	487	20		192	1	6	0	19
	4:00-5:00	2,443	149	5	402	12		133	0	2	0	10
	5:00-6:00	3,067	105	0	464	3		68	0	0	0	5
	6:00-7:00	2,322	1	0	219	1		12	0	0	0	0
	Total	27,550	1,799	367	4,744	972		4,757	25	274	20	210
3-WB	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	2,709	28	3	198	15	1,179		48	113	6	16
	8:00-9:00	2,258	37	7	187	12	866		55	134	1	12
	9:00-10:00	1,492	50	9	171	15	504		37	152	3	13
	10:00-11:00	1,711	39	8	136	18	471		31	205	3	13
	11:00-12:00	1,750	30	4	105	7	376		31	199	5	14
	12:00-1:00	1,436	24	1	67	5	211		12	141	2	6
	1:00-2:00	1,726	5	1	19	3	117		2	105	0	7
	2:00-3:00	2,122	6	3	40	3	216		9	179	0	9
	3:00-4:00	2,172	3	2	26	38	168		4	203	0	10
	4:00-5:00	2,938	2	0	19	1	154		2	240	0	6
	5:00-6:00	2,956	0	0	6	0	74		0	106	0	9
6:00-7:00	2,129	0	0	0	0	19		0	26	0	0	
Total	25,399	224	38	974	117	4,355		231	1,803	20	115	

A1: Raw O-D Matches from Video Survey Sites for Passenger Cars (page 4 of 5 for A1).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
4-EB	7:00-8:00	1,107	29	10	39	14	84	33		428	0	8
	8:00-9:00	1,011	33	12	80	26	136	61		366	1	13
	9:00-10:00	866	38	13	98	25	148	43		244	0	15
	10:00-11:00	886	56	22	126	26	181	36		192	0	12
	11:00-12:00	732	48	9	105	21	188	24		178	1	13
	12:00-1:00	681	50	3	102	7	159	13		127	0	5
	1:00-2:00	882	87	7	168	7	229	18		128	1	5
	2:00-3:00	958	91	3	169	1	219	8		102	1	4
	3:00-4:00	1,010	63	2	135	1	203	8		71	0	6
	4:00-5:00	1,083	46	0	112	1	194	2		40	0	2
	5:00-6:00	1,186	14	0	106	0	193	0		21	0	0
	6:00-7:00	941	0	0	37	0	71	0		3	0	0
	Total	11,343	555	81	1,277	129	2,005	246		1,900	4	83
4-WB	7:00-8:00	801	7	1	15	1	37	3	347		7	1
	8:00-9:00	799	12	4	29	5	54	8	334		17	3
	9:00-10:00	737	6	0	28	5	44	5	213		8	3
	10:00-11:00	764	3	1	12	0	24	3	150		3	1
	11:00-12:00	793	8	1	18	2	29	3	165		7	3
	12:00-1:00	716	1	0	7	0	18	0	106		12	3
	1:00-2:00	891	2	1	7	1	13	1	100		2	4
	2:00-3:00	921	0	0	2	1	8	1	85		2	1
	3:00-4:00	1,190	1	0	3	0	8	0	68		0	2
	4:00-5:00	1,265	0	0	0	0	1	0	45		0	4
	5:00-6:00	1,334	0	0	0	0	1	1	21		0	0
	6:00-7:00	564	0	0	0	0	0	0	5		0	0
	Total	10,775	40	8	121	15	237	25	1,639		58	25

A1: Raw O-D Matches from Video Survey Sites for Passenger Cars (page 5 of 5 for A1).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
5-NB	7:00-8:00	314	7	3	35	11	1	1	0	3		75
	8:00-9:00	773	43	15	113	30	7	12	1	11		255
	9:00-10:00	1,191	67	25	186	61	16	18	1	24		340
	10:00-11:00	1,322	65	13	194	40	18	18	0	8		263
	11:00-12:00	1,583	76	10	272	22	9	11	3	22		264
	12:00-1:00	1,508	62	18	87	33	12	8	1	14		236
	1:00-2:00	1,494	71	7	225	8	13	13	1	13		191
	2:00-3:00	1,612	83	4	262	3	11	13	1	7		146
	3:00-4:00	2,001	97	7	273	5	3	8	0	1		125
	4:00-5:00	2,252	86	2	239	2	7	14	1	1		91
	5:00-6:00	1,055	2	0	84	0	1	5	0	0		10
	6:00-7:00	762	0	0	0	0	0	0	0	0		4
	Total	15,867	659	104	1,970	215	98	121	9	104		2,000
5-SB	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	1,433	7	0	14	0	4	1	2	0	361	
	8:00-9:00	1,615	13	1	45	0	7	1	8	2	495	
	9:00-10:00	1,399	19	1	62	2	9	4	19	1	468	
	10:00-11:00	1,354	15	1	47	2	4	3	10	1	397	
	11:00-12:00	1,385	12	1	33	1	4	1	5	0	255	
	12:00-1:00	1,507	6	1	18	0	0	1	5	2	238	
	1:00-2:00	1,453	3	0	15	0	0	0	1	0	204	
	2:00-3:00	1,732	2	1	6	0	0	2	5	0	174	
	3:00-4:00	1,730	0	0	4	0	1	0	0	0	109	
	4:00-5:00	1,829	0	0	0	0	0	0	0	0	70	
	5:00-6:00	2,123	0	0	0	0	0	0	0	0	39	
6:00-7:00	1,499	0	0	0	0	0	0	0	0	14		
Total	19,059	77	6	244	5	29	13	55	6	2,824		

A2: Raw O-D Matches from Video Survey Sites for Single Unit Trucks (page 1 of 5 for A2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-EB	7:00-8:00	85		32	3	10	4	3	0	0	0	0
	8:00-9:00	83		42	0	8	0	2	0	0	0	1
	9:00-10:00	174		66	3	15	1	6	1	0	0	4
	10:00-11:00	175		46	3	12	3	9	0	2	0	4
	11:00-12:00	108		34	0	7	0	3	0	3	0	1
	12:00-1:00	79		28	0	7	0	2	0	0	0	3
	1:00-2:00	120		23	2	3	1	0	0	0	0	2
	2:00-3:00	191		16	0	6	0	1	0	0	0	1
	3:00-4:00	186		19	1	1	1	2	0	0	0	1
	4:00-5:00	205		23	0	0	0	0	0	0	0	0
	5:00-6:00	129		12	0	0	0	0	0	0	0	0
	6:00-7:00	89		1	1	0	0	0	0	0	0	0
	Total	1,624			342	13	69	10	28	1	5	0
1-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	86	48		3	7	2	2	0	1	0	1
	8:00-9:00	75	76		9	16	4	6	2	1	2	1
	9:00-10:00	255	147		15	34	12	27	2	8	1	3
	10:00-11:00	211	89		14	33	5	11	0	3	0	3
	11:00-12:00	162	49		7	21	2	10	0	8	0	7
	12:00-1:00	189	37		2	21	2	3	1	5	0	2
	1:00-2:00	149	66		9	32	8	9	0	2	0	8
	2:00-3:00	106	33		0	18	0	3	0	0	0	2
	3:00-4:00	93	27		0	14	1	7	0	1	0	2
	4:00-5:00	58	25		1	6	1	2	1	0	0	0
	5:00-6:00	54	9		0	9	0	1	0	0	0	1
6:00-7:00	69	5		0	0	0	0	0	0	0	0	
Total	1,507	611			60	211	37	81	6	29	3	30

A2: Raw O-D Matches from Video Survey Sites for Single Unit Trucks (page 2 of 5 for A2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
2-EB	7:00-8:00	57	11	6		25	1	2	0	2	0	3
	8:00-9:00	169	35	17		57	3	21	0	7	0	3
	9:00-10:00	138	33	7		45	0	12	0	2	0	7
	10:00-11:00	125	23	7		44	0	8	0	4	0	2
	11:00-12:00	290	52	13		35	0	9	0	1	8	9
	12:00-1:00	266	49	3		37	2	7	0	3	1	7
	1:00-2:00	112	19	1		12	0	0	0	0	0	0
	2:00-3:00	111	23	3		6	0	1	0	0	0	0
	3:00-4:00	206	27	3		13	0	5	0	0	0	0
	4:00-5:00	251	30	2		3	1	1	0	0	0	1
	5:00-6:00	187	18	0		0	0	0	0	0	0	0
	6:00-7:00	162	2	0		1	0	0	0	0	0	0
	Total	2,074	322	62		278	7	66	0	19	9	32
2-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	138	4	1	42		7	16	1	5	1	1
	8:00-9:00	158	9	1	45		14	22	5	8	4	14
	9:00-10:00	107	7	1	39		9	17	2	6	3	6
	10:00-11:00	132	9	2	23		5	21	1	9	1	13
	11:00-12:00	159	5	0	25		2	23	0	10	1	9
	12:00-1:00	140	5	0	14		10	19	0	5	1	13
	1:00-2:00	160	13	0	23		6	14	3	10	1	13
	2:00-3:00	149	12	3	15		2	18	0	7	0	33
	3:00-4:00	139	1	0	12		0	10	0	6	0	9
	4:00-5:00	124	0	0	2		0	12	0	2	0	8
	5:00-6:00	38	3	0	2		0	10	0	2	0	1
6:00-7:00	36	0	0	0		0	1	0	0	0	0	
Total	1,480	68	8	242		55	183	12	70	12	120	

A2: Raw O-D Matches from Video Survey Sites for Single Unit Trucks (page 3 of 5 for A2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
3-EB	7:00-8:00	119	8	5	30	15		31	1	3	0	1
	8:00-9:00	213	21	12	36	26		58	0	7	0	2
	9:00-10:00	46	7	2	30	12		26	2	3	0	0
	10:00-11:00	39	7	2	22	7		11	1	1	1	3
	11:00-12:00	64	8	3	15	7		8	0	3	0	0
	12:00-1:00	63	3	1	16	6		10	0	2	0	3
	1:00-2:00	121	12	2	24	5		8	0	3	0	0
	2:00-3:00	128	22	0	26	5		9	0	0	0	1
	3:00-4:00	64	10	0	27	2		1	0	1	0	0
	4:00-5:00	55	7	0	33	0		1	0	0	0	0
	5:00-6:00	67	4	0	19	0		4	0	0	0	0
	6:00-7:00	53	0	0	6	0		0	1	0	0	0
	Total	1,032	109	27	284	85		167	5	23	1	10
3-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	31	4	0	6	0	19		3	5	1	0
	8:00-9:00	30	4	0	13	3	25		5	10	0	0
	9:00-10:00	105	3	1	6	1	23		6	9	0	0
	10:00-11:00	165	4	2	10	0	27		4	15	0	3
	11:00-12:00	76	1	0	1	0	15		1	14	0	1
	12:00-1:00	117	2	0	5	0	18		0	7	0	0
	1:00-2:00	73	3	0	3	0	11		1	11	0	0
	2:00-3:00	35	8	1	6	0	1		1	4	0	2
	3:00-4:00	46	0	0	0	3	0		0	2	0	0
	4:00-5:00	82	0	0	0	0	0		0	4	0	0
	5:00-6:00	63	1	0	0	0	2		1	5	0	0
6:00-7:00	50	0	0	0	0	0		0	7	0	0	
Total	873	30	4	50	7	141		22	93	1	6	

A2: Raw O-D Matches from Video Survey Sites for Single Unit Trucks (page 4 of 5 for A2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
4-EB	7:00-8:00	39	6	2	6	1	9	1		11	0	2
	8:00-9:00	59	6	2	10	2	9	4		18	0	1
	9:00-10:00	16	2	2	4	1	5	0		5	0	5
	10:00-11:00	11	2	1	7	2	3	3		9	0	2
	11:00-12:00	48	4	0	5	0	5	0		5	0	1
	12:00-1:00	36	1	0	4	0	6	2		3	0	0
	1:00-2:00	142	14	2	13	2	29	1		10	0	0
	2:00-3:00	176	10	0	16	1	27	2		11	0	2
	3:00-4:00	66	6	0	10	0	14	0		2	0	0
	4:00-5:00	34	3	0	7	0	5	0		0	0	0
	5:00-6:00	44	0	0	4	0	6	0		1	0	0
	6:00-7:00	43	0	0	1	0	1	0		0	0	0
	Total	714	54	9	87	9	119	13		75	0	13
4-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	61	1	0	0	0	3	0	21		2	0
	8:00-9:00	92	2	0	1	1	9	1	30		3	0
	9:00-10:00	82	0	0	1	0	4	1	18		3	0
	10:00-11:00	83	0	0	1	0	5	1	17		0	0
	11:00-12:00	107	0	0	3	0	3	0	15		0	0
	12:00-1:00	97	0	0	0	0	3	1	8		1	0
	1:00-2:00	80	0	0	1	0	0	0	6		0	0
	2:00-3:00	69	0	0	0	0	0	0	7		0	0
	3:00-4:00	28	0	0	0	0	0	0	2		0	0
	4:00-5:00	6	0	0	0	0	0	0	0		0	0
	5:00-6:00	21	0	0	0	0	0	0	0		0	0
6:00-7:00	28	0	0	0	0	0	0	0		0	0	
Total	754	3	0	7	1	27	4	124		9	0	

A2: Raw O-D Matches from Video Survey Sites for Single Unit Trucks (page 5 of 5 for A2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
5-NB	7:00-8:00	24	0	0	2	1	0	0	0	0		8
	8:00-9:00	8	2	0	5	2	0	0	0	0		6
	9:00-10:00	78	1	0	7	4	0	2	1	0		28
	10:00-11:00	87	1	0	13	2	1	3	0	6		15
	11:00-12:00	42	6	0	11	2	1	0	0	1		10
	12:00-1:00	17	0	0	7	2	1	0	0	0		13
	1:00-2:00	53	4	0	15	0	0	0	0	0		11
	2:00-3:00	81	2	1	8	1	1	0	0	0		13
	3:00-4:00	119	4	0	14	0	1	0	0	0		7
	4:00-5:00	129	7	0	9	0	0	0	0	1		7
	5:00-6:00	20	0	0	1	0	0	0	0	0		0
	6:00-7:00	18	0	0	0	0	0	0	0	0		0
	Total	676	27	1	92	14	5	5	1	8		118
5-SB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	33	0	0	0	0	0	0	0	0	10	
	8:00-9:00	70	1	0	1	0	0	0	1	0	15	
	9:00-10:00	102	2	1	2	0	1	0	0	0	15	
	10:00-11:00	144	0	0	2	1	3	0	1	0	17	
	11:00-12:00	30	0	0	1	0	0	0	1	0	6	
	12:00-1:00	17	0	0	0	0	0	0	0	0	5	
	1:00-2:00	61	0	0	1	0	0	0	0	0	8	
	2:00-3:00	70	0	0	1	0	0	0	1	0	6	
	3:00-4:00	208	0	0	0	0	0	0	0	0	8	
	4:00-5:00	169	0	0	1	0	0	0	1	0	1	
	5:00-6:00	16	0	0	0	0	0	0	0	0	0	
6:00-7:00	23	0	0	0	0	0	0	0	0	0		
Total	943	3	1	9	1	4	0	5	0	91		

A3: Raw O-D Matches from Video Survey Sites for Combination Vehicles (page 1 of 5 for A3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-EB	7:00-8:00	177		18	3	24	1	4	0	2	0	7
	8:00-9:00	205		30	1	14	0	4	1	0	0	6
	9:00-10:00	291		29	1	26	2	12	0	4	0	6
	10:00-11:00	238		25	1	15	1	6	0	4	0	5
	11:00-12:00	106		11	0	5	0	3	0	2	0	0
	12:00-1:00	85		9	1	6	0	1	0	1	0	2
	1:00-2:00	378		23	0	8	1	4	0	0	1	6
	2:00-3:00	364		19	1	7	0	6	0	0	0	3
	3:00-4:00	228		11	0	4	0	1	0	0	0	0
	4:00-5:00	177		4	0	2	0	0	0	0	0	0
	5:00-6:00	192		0	0	0	0	0	0	0	0	0
	6:00-7:00	161		0	0	0	0	0	0	0	0	0
	Total	2,602			179	8	111	5	41	1	13	1
1-WB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	126	32		5	17	2	6	0	2	2	7
	8:00-9:00	224	34		6	38	4	14	0	7	0	6
	9:00-10:00	204	26		13	43	6	20	1	9	1	13
	10:00-11:00	223	23		7	56	3	24	1	10	1	20
	11:00-12:00	241	15		2	35	1	10	0	10	1	9
	12:00-1:00	242	14		0	13	0	7	0	4	0	4
	1:00-2:00	190	21		1	40	0	20	0	9	1	9
	2:00-3:00	164	6		1	28	2	17	0	6	0	9
	3:00-4:00	312	8		2	40	1	31	0	8	0	6
	4:00-5:00	274	1		0	45	0	25	0	2	0	11
	5:00-6:00	107	4		0	18	0	5	0	2	0	0
6:00-7:00	108	0		0	1	0	0	0	0	0	0	
Total	2,415	184			37	374	19	179	2	69	6	94

A3: Raw O-D Matches from Video Survey Sites for Combination Vehicles (page 2 of 5 for A3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
2-EB	7:00-8:00	405	48	19		85	7	21	0	4	0	12
	8:00-9:00	483	86	34		135	5	39	0	8	1	21
	9:00-10:00	461	61	20		64	3	26	0	12	0	8
	10:00-11:00	484	75	4		63	4	13	1	7	2	8
	11:00-12:00	319	44	9		45	3	12	0	4	5	8
	12:00-1:00	207	25	3		22	0	8	0	0	0	2
	1:00-2:00	354	64	4		25	0	7	0	2	0	2
	2:00-3:00	371	52	9		14	0	8	0	2	0	1
	3:00-4:00	260	18	0		12	0	3	0	1	0	1
	4:00-5:00	242	30	0		2	0	0	0	0	0	0
	5:00-6:00	315	24	1		2	1	0	0	0	0	0
	6:00-7:00	215	1	0		1	0	0	0	0	0	0
		Total	4,116	528	103		470	23	137	1	40	8
2-WB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	268	14	1	56		13	33	4	13	6	25
	8:00-9:00	291	9	2	32		16	35	1	12	4	50
	9:00-10:00	404	7	0	29		17	57	0	34	6	49
	10:00-11:00	489	7	0	30		14	62	3	32	6	49
	11:00-12:00	488	7	0	21		14	45	2	31	2	65
	12:00-1:00	444	0	0	15		2	20	0	32	0	62
	1:00-2:00	410	4	0	13		7	46	0	32	2	43
	2:00-3:00	427	2	0	15		4	58	1	28	1	60
	3:00-4:00	445	0	0	5		2	60	0	29	0	31
	4:00-5:00	414	0	0	5		1	59	0	21	0	48
	5:00-6:00	252	0	0	3		0	50	1	8	0	22
6:00-7:00	214	0	0	0		0	9	0	1	0	0	
	Total	4,546	50	3	224		90	534	12	273	27	504

A3: Raw O-D Matches from Video Survey Sites for Combination Vehicles (page 3 of 5 for A3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
3-EB	7:00-8:00	195	23	6	66	17		25	1	6	0	5
	8:00-9:00	256	42	10	106	30		33	1	14	0	7
	9:00-10:00	301	28	4	93	26		33	0	8	1	10
	10:00-11:00	282	40	5	96	23		26	1	6	0	12
	11:00-12:00	282	23	3	76	29		23	0	4	1	3
	12:00-1:00	325	28	5	76	7		22	0	4	0	8
	1:00-2:00	251	22	1	56	5		11	0	2	0	2
	2:00-3:00	317	25	3	54	5		10	0	2	0	2
	3:00-4:00	248	15	0	42	1		6	0	1	0	7
	4:00-5:00	238	13	1	47	0		4	0	0	0	1
	5:00-6:00	256	9	0	46	0		1	0	0	0	0
	6:00-7:00	206	0	0	24	0		2	4	0	0	0
	Total	3,157	268	38	782	143		196	7	47	2	57
3-WB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	158	6	0	18	3	37		3	22	1	5
	8:00-9:00	203	7	2	27	3	61		9	34	0	7
	9:00-10:00	280	4	1	7	1	44		6	25	2	2
	10:00-11:00	326	2	0	14	1	36		3	46	2	5
	11:00-12:00	305	3	0	11	2	21		1	37	1	6
	12:00-1:00	226	1	0	3	1	9		0	27	0	0
	1:00-2:00	265	0	0	1	0	7		1	14	0	2
	2:00-3:00	286	1	0	3	0	13		1	38	0	4
	3:00-4:00	312	0	0	3	9	8		0	38	0	0
	4:00-5:00	334	0	1	4	1	9		0	34	0	3
	5:00-6:00	173	0	0	1	0	3		0	12	0	0
6:00-7:00	137	0	0	0	0	1		0	2	0	0	
Total	3,005	24	4	92	21	249		24	329	6	34	

A3: Raw O-D Matches from Video Survey Sites for Combination Vehicles (page 4 of 5 for A3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
4-EB	7:00-8:00	90	7	2	20	3	23	4		8	0	2
	8:00-9:00	103	10	1	19	5	29	2		16	0	2
	9:00-10:00	123	9	4	19	7	25	5		11	2	3
	10:00-11:00	116	5	0	18	5	20	3		12	0	4
	11:00-12:00	145	12	2	24	5	39	5		5	0	1
	12:00-1:00	167	5	1	17	2	32	1		8	0	2
	1:00-2:00	32	1	0	5	0	6	0		2	0	0
	2:00-3:00	38	1	0	3	1	8	0		2	0	1
	3:00-4:00	148	5	0	23	0	34	1		4	0	0
	4:00-5:00	117	4	0	15	0	18	0		0	0	0
	5:00-6:00	79	0	0	13	0	14	0		0	0	0
	6:00-7:00	75	0	0	5	0	9	0		0	0	0
	Total	1,233	59	10	181	28	257	21		68	2	15
4-WB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	77	2	0	5	0	6	0	9		5	1
	8:00-9:00	122	0	0	6	2	6	1	7		3	0
	9:00-10:00	155	0	0	3	1	5	2	11		2	0
	10:00-11:00	155	0	0	3	1	6	1	3		3	0
	11:00-12:00	135	0	0	2	0	5	0	4		1	1
	12:00-1:00	118	0	0	0	0	0	0	2		0	0
	1:00-2:00	184	0	0	1	0	0	1	3		0	0
	2:00-3:00	176	0	0	0	0	1	0	4		0	1
	3:00-4:00	238	0	0	1	0	2	0	4		0	0
	4:00-5:00	226	0	0	1	0	0	0	7		0	1
	5:00-6:00	166	0	0	0	0	0	0	2		0	0
6:00-7:00	70	0	0	0	0	0	0	0		0	0	
Total	1,822	2	0	22	4	31	5	56		14	4	

A3: Raw O-D Matches from Video Survey Sites for Combination Vehicles (page 5 of 5 for A3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
5-NB	7:00-8:00	113	2	0	12	2	0	1	0	1		6
	8:00-9:00	341	8	3	39	9	5	4	0	5		45
	9:00-10:00	354	14	1	31	6	5	6	0	3		28
	10:00-11:00	415	14	6	43	7	8	6	2	5		37
	11:00-12:00	325	11	1	54	5	5	4	0	4		31
	12:00-1:00	200	16	0	29	2	2	2	0	1		21
	1:00-2:00	221	7	0	32	1	2	1	0	0		12
	2:00-3:00	271	7	0	40	0	2	2	0	2		9
	3:00-4:00	274	8	0	56	0	3	1	0	0		5
	4:00-5:00	212	3	0	48	0	0	2	0	0		2
	5:00-6:00	150	0	0	14	0	0	0	0	0		0
	6:00-7:00	180	0	0	0	0	0	0	0	0		1
	Total	3,056	90	11	398	32	32	29	2	21		197
5-SB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	122	1	0	2	1	0	0	0	0	6	
	8:00-9:00	247	3	0	6	0	0	0	1	0	26	
	9:00-10:00	338	3	1	8	0	1	0	3	1	29	
	10:00-11:00	304	1	0	4	0	0	0	0	0	20	
	11:00-12:00	332	1	0	3	0	0	0	1	0	24	
	12:00-1:00	354	0	0	5	0	0	0	1	0	26	
	1:00-2:00	441	1	0	2	1	0	0	0	0	15	
	2:00-3:00	377	0	0	2	0	0	0	0	0	13	
	3:00-4:00	398	1	0	2	0	0	0	0	0	2	
	4:00-5:00	233	0	0	1	0	1	0	0	0	1	
	5:00-6:00	380	0	1	0	0	1	0	0	0	1	
6:00-7:00	289	0	0	0	0	0	0	0	0	0		
Total	3,815	11	2	35	2	3	0	6	1	163		

Appendix B

Adjusted Origin-Destination Data

B1: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Passenger Cars (page 1 of 5 for Table A2).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-EB	7:00-8:00	3,700		1,863	11	93	4	28	1	5	3	14
	8:00-9:00	3,811		1,968	7	160	0	58	0	17	2	37
	9:00-10:00	3,385		1,536	12	263	6	86	0	17	0	59
	10:00-11:00	2,670		938	9	168	8	45	4	12	0	46
	11:00-12:00	1,744		544	7	73	2	29	0	5	7	14
	12:00-1:00	2,156		526	2	57	2	27	0	3	11	12
	1:00-2:00	4,248		824	4	124	5	52	0	8	0	24
	2:00-3:00	4,583		621	5	78	2	39	0	4	0	15
	3:00-4:00	4,225		353	3	31	2	18	1	1	1	2
	4:00-5:00	4,621		306	0	15	0	8	0	0	0	1
	5:00-6:00	4,571		147	2	3	0	0	0	0	0	1
	6:00-7:00	3,502		40	3	0	0	0	0	0	0	0
	Total	43,216			9,666	65	1,065	31	390	6	72	24
1-WB	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	3,532	1,661		117	270	60	106	13	27	21	60
	8:00-9:00	4,229	2,118		174	397	76	190	9	59	24	82
	9:00-10:00	3,466	1,585		143	518	60	239	12	90	17	122
	10:00-11:00	2,917	1,124		95	510	42	235	4	83	10	100
	11:00-12:00	2,928	976		93	537	36	163	4	79	7	110
	12:00-1:00	3,255	957		48	463	19	168	0	92	0	87
	1:00-2:00	3,221	695		32	452	20	194	2	84	3	106
	2:00-3:00	2,959	431		24	459	11	212	1	58	0	122
	3:00-4:00	3,427	370		21	613	5	278	1	74	0	133
	4:00-5:00	4,228	206		14	536	7	234	0	34	1	99
	5:00-6:00	4,738	116		0	251	1	127	0	0	0	4
6:00-7:00	3,275	28		0	10	0	0	0	0	0	0	
Total	42,175	10,267			761	5,016	337	2,146	46	680	83	1,025

B1: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Passenger Cars (page 2 of 5 for A2).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
2-EB	7:00-8:00	1,620	295	180		853	15	179	1	23	3	64
	8:00-9:00	1,609	404	212		718	21	187	2	24	1	108
	9:00-10:00	1,596	433	185		595	21	133	1	28	2	100
	10:00-11:00	1,667	419	160		531	10	138	1	26	141	75
	11:00-12:00	1,856	496	140		451	10	132	0	31	14	53
	12:00-1:00	1,750	411	105		327	7	78	1	11	0	40
	1:00-2:00	1,812	440	67		239	4	71	0	8	0	12
	2:00-3:00	2,220	454	69		209	6	58	1	9	0	7
	3:00-4:00	2,211	474	44		124	7	25	0	0	0	4
	4:00-5:00	2,514	461	18		94	0	17	0	0	0	4
	5:00-6:00	2,473	374	4		43	0	4	0	0	0	1
	6:00-7:00	2,180	41	0		7	0	0	0	0	0	0
	Total	23,508	4,702	1,184		4,191	101	1,022	7	160	161	468
2-WB	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	1,945	72	1	884		220	287	19	59	46	84
	8:00-9:00	2,338	133	18	1,051		279	396	38	120	66	235
	9:00-10:00	1,980	178	7	748		216	497	21	134	54	246
	10:00-11:00	1,834	113	16	492		174	506	19	155	31	264
	11:00-12:00	1,876	86	12	439		145	513	23	169	19	264
	12:00-1:00	1,777	61	12	316		86	302	4	176	12	291
	1:00-2:00	1,895	37	7	243		56	289	5	153	13	327
	2:00-3:00	2,080	23	5	177		51	489	1	180	8	361
	3:00-4:00	2,361	8	2	146		35	493	3	154	0	386
	4:00-5:00	2,647	8	0	104		20	607	1	137	1	372
	5:00-6:00	3,028	0	0	44		15	611	0	65	0	247
6:00-7:00	1,078	0	0	4		0	140	0	7	0	0	
Total	24,839	719	80	4,648		1,297	5,130	134	1,509	250	3,077	

B1: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Passenger Cars (page 3 of 5 for A2).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
3-EB	7:00-8:00	2,762	152	74	395	225		1,447	5	51	4	14
	8:00-9:00	2,421	186	79	391	243		1,127	9	53	7	45
	9:00-10:00	1,911	154	55	417	159		675	3	64	2	24
	10:00-11:00	1,979	193	64	446	160		507	0	51	3	24
	11:00-12:00	1,993	211	55	474	129		476	5	30	0	29
	12:00-1:00	2,008	217	40	509	82		389	4	23	6	27
	1:00-2:00	1,980	212	23	573	67		344	1	19	1	20
	2:00-3:00	2,182	242	29	558	51		330	1	13	0	25
	3:00-4:00	2,482	234	19	555	25		219	1	7	0	22
	4:00-5:00	2,443	166	6	450	15		151	0	2	0	11
	5:00-6:00	3,067	133	0	546	4		82	0	0	0	6
	6:00-7:00	2,322	1	0	273	1		16	0	0	0	0
	Total	27,550	2,101	444	5,587	1,161		5,763	29	313	23	247
3-WB	7:00-8:00	2,709	33	4	231	18	1,370		57	133	7	19
	8:00-9:00	2,258	43	8	213	14	986		63	149	1	14
	9:00-10:00	1,492	62	12	214	19	625		57	184	3	17
	10:00-11:00	1,711	46	10	163	21	558		37	237	4	17
	11:00-12:00	1,750	35	5	126	9	445		37	228	6	17
	12:00-1:00	1,436	30	1	85	7	264		15	172	2	8
	1:00-2:00	1,726	7	1	28	5	173		3	154	0	10
	2:00-3:00	2,122	7	4	50	4	266		11	215	0	11
	3:00-4:00	2,172	3	2	31	45	196		5	230	0	12
	4:00-5:00	2,938	3	0	22	1	181		2	272	0	7
	5:00-6:00	2,956	0	0	7	0	88		0	119	0	11
	6:00-7:00	2,129	0	0	0	0	25		0	31	0	0
	Total	25,399	269	47	1,170	143	5,177		287	2,124	23	143

B1: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Passenger Cars (page 4 of 5 for A2).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
4-EB	7:00-8:00	1,107	40	14	52	20	113	46		563	0	11
	8:00-9:00	1,011	45	16	103	34	174	83		464	1	17
	9:00-10:00	866	49	17	125	32	188	57		306	0	19
	10:00-11:00	886	70	28	157	33	225	47		232	0	15
	11:00-12:00	732	57	11	126	25	223	29		206	1	15
	12:00-1:00	681	61	4	126	8	193	16		150	0	6
	1:00-2:00	882	103	9	205	9	276	22		149	1	6
	2:00-3:00	958	107	4	207	1	262	10		120	1	5
	3:00-4:00	1,010	73	3	160	1	234	10		82	0	7
	4:00-5:00	1,083	57	0	133	1	229	2		46	0	2
	5:00-6:00	1,186	17	0	123	0	228	0		24	0	0
	6:00-7:00	941	0	0	43	0	85	0		3	0	0
	Total	11,343	679	106	1,560	164	2,430	322		2,345	4	103
4-WB	7:00-8:00	801	9	1	19	1	47	4	444		9	1
	8:00-9:00	799	14	5	33	6	62	10	390		19	4
	9:00-10:00	737	7	0	32	6	50	6	247		9	4
	10:00-11:00	764	3	1	14	0	27	4	174		3	1
	11:00-12:00	793	9	1	21	2	33	3	191		8	3
	12:00-1:00	716	1	0	8	0	20	0	120		4	3
	1:00-2:00	891	2	1	8	1	15	1	116		2	5
	2:00-3:00	921	0	0	2	1	9	1	99		2	1
	3:00-4:00	1,190	1	0	3	0	9	0	76		0	2
	4:00-5:00	1,265	0	0	0	0	1	0	51		0	4
	5:00-6:00	1,334	0	0	0	0	1	1	23		0	0
	6:00-7:00	564	0	0	0	0	0	0	6		0	0
	Total	10,775	46	9	140	17	274	30	1,937		56	28

B1: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Passenger Cars (page 5 of 5 for A2).

	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
5-NB	7:00-8:00	314	10	4	50	16	1	1	0	4		109
	8:00-9:00	773	50	18	125	34	8	14	1	12		290
	9:00-10:00	1,191	78	30	214	72	19	22	1	27		400
	10:00-11:00	1,322	75	15	224	47	21	22	0	10		306
	11:00-12:00	1,583	87	12	314	26	10	14	4	24		303
	12:00-1:00	1,508	74	22	105	40	14	10	4	16		280
	1:00-2:00	1,494	80	8	262	10	15	15	1	14		220
	2:00-3:00	1,612	90	5	293	4	12	14	1	8		163
	3:00-4:00	2,001	108	5	309	6	3	9	0	1		144
	4:00-5:00	2,252	104	2	271	3	8	16	1	1		106
	5:00-6:00	1,055	3	0	111	0	1	7	0	0		14
	6:00-7:00	762	0	0	0	0	0	0	0	0		5
	Total	15,867	759	121	2,278	258	112	144	13	117		2,340
5-SB	Time of Day		Video OD Matching - Passenger									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	1,433	9	0	18	0	5	1	3	0	475	
	8:00-9:00	1,615	15	1	53	0	8	1	9	2	573	
	9:00-10:00	1,399	21	1	72	2	10	5	22	1	530	
	10:00-11:00	1,354	18	1	57	3	5	3	12	1	469	
	11:00-12:00	1,385	15	1	41	1	5	1	6	0	312	
	12:00-1:00	1,507	7	1	22	0	0	1	6	2	285	
	1:00-2:00	1,453	4	0	17	0	0	0	1	0	233	
	2:00-3:00	1,732	2	1	7	0	0	2	6	0	198	
	3:00-4:00	1,730	0	0	5	0	1	0	0	0	127	
	4:00-5:00	1,829	0	0	0	0	0	0	0	0	84	
	5:00-6:00	2,123	0	0	0	0	0	0	0	0	46	
6:00-7:00	1,499	0	0	0	0	0	0	0	0	18		
Total	19,059	91	6	292	6	34	14	65	6	3,350		

B2: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Single Unit Trucks (page 1 of 5 for B2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-EB	7:00-8:00	85		53	5	16	6	5	0	0	0	0
	8:00-9:00	83		65	0	12	0	4	0	0	0	2
	9:00-10:00	174		100	4	20	1	10	2	0	0	6
	10:00-11:00	175		79	5	18	4	16	0	3	0	7
	11:00-12:00	108		58	0	11	0	5	0	6	0	2
	12:00-1:00	79		44	0	10	0	3	0	0	0	4
	1:00-2:00	120		38	3	4	2	0	0	0	0	3
	2:00-3:00	191		23	0	8	0	1	0	0	0	2
	3:00-4:00	186		25	1	1	1	3	0	0	0	1
	4:00-5:00	205		30	0	0	0	0	0	0	0	0
	5:00-6:00	129		17	0	0	0	0	0	0	0	0
	6:00-7:00	89		2	1	0	0	0	0	0	0	0
	Total	1,624			534	19	100	14	47	2	9	0
1-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	86	75		5	13	4	4	0	2	0	2
	8:00-9:00	75	95			12	22	5	9	3	1	1
	9:00-10:00	255	194			21	48	17	41	3	12	5
	10:00-11:00	211	135			23	55	8	26	0	5	6
	11:00-12:00	162	75			12	37	3	18	0	16	13
	12:00-1:00	189	60			4	53	4	8	2	9	4
	1:00-2:00	149	100			17	31	14	21	0	8	13
	2:00-3:00	106	48			0	20	1	7	0	0	4
	3:00-4:00	93	34			0	9	2	11	0	1	3
	4:00-5:00	58	34			2	14	0	3	2	0	0
	5:00-6:00	54	12			0	0	0	2	0	0	1
6:00-7:00	69	8			0	0	0	0	0	0	0	
Total	1,507	870			96	302	58	150	10	54	5	52

B2: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Single Unit Trucks (page 2 of 5 for B2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
2-EB	7:00-8:00	57	16	10		37	2	3	0	0	0	4
	8:00-9:00	169	48	27		83	4	33	0	7	0	5
	9:00-10:00	138	48	10		66	0	21	0	4	0	11
	10:00-11:00	125	33	11		63	0	12	0	4	0	3
	11:00-12:00	290	78	23		54	0	17	0	4	19	13
	12:00-1:00	266	71	5		53	3	12	0	2	2	10
	1:00-2:00	112	27	1		18	0	0	0	4	0	0
	2:00-3:00	111	33	5		10	0	2	0	0	0	0
	3:00-4:00	206	34	5		20	0	8	0	0	0	0
	4:00-5:00	251	38	3		4	2	2	0	0	0	0
	5:00-6:00	187	24	0		0	0	0	0	0	0	0
	6:00-7:00	162	3	0		2	0	0	0	0	0	0
	Total	2,074	453	100		410	11	110	0	25	21	46
2-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	138	6	2	72		11	26	2	8	2	2
	8:00-9:00	158	13	2	72		22	33	8	13	7	23
	9:00-10:00	107	9	2	58		14	27	3	10	5	9
	10:00-11:00	132	12	3	35		7	33	2	14	2	22
	11:00-12:00	159	7	0	40		3	36	0	16	2	16
	12:00-1:00	140	7	0	23		15	33	0	8	2	21
	1:00-2:00	160	16	0	33		8	22	4	14	0	19
	2:00-3:00	149	16	5	22		3	33	0	13	0	44
	3:00-4:00	139	1	0	19		0	20	0	9	0	15
	4:00-5:00	124	0	0	3		0	20	0	0	0	13
	5:00-6:00	38	4	0	3		0	15	0	0	0	1
6:00-7:00	36	0	0	0		0	2	0	0	0	0	
Total	1,480	91	14	380		83	300	19	105	20	185	

B2: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Single Unit Trucks (page 3 of 5 for B2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
3-EB	7:00-8:00	119	12	8	47	24		53	4	6	0	2
	8:00-9:00	213	29	18	51	38		93	2	10	0	3
	9:00-10:00	46	9	3	36	15		36	2	4	0	0
	10:00-11:00	39	10	4	34	11		19	0	2	2	5
	11:00-12:00	64	11	5	23	10		13	0	4	0	0
	12:00-1:00	63	5	2	25	9		17	0	3	0	5
	1:00-2:00	121	16	3	37	7		14	0	3	0	0
	2:00-3:00	128	33	0	42	7		17	0	0	0	1
	3:00-4:00	64	12	0	37	3		2	0	1	0	0
	4:00-5:00	55	9	0	49	0		2	0	0	0	0
	5:00-6:00	67	5	0	29	0		6	0	0	0	0
	6:00-7:00	53	0	0	10	0		0	2	0	0	
	Total	1,032	151	43	420	124		272	10	33	2	16
	3-WB	7:00-8:00	31	6	0	11	0	36		6	9	2
8:00-9:00		30	5	0	18	4	33		7	14	0	0
9:00-10:00		105	4	2	10	2	60		11	17	0	0
10:00-11:00		165	6	4	16	0	60		7	24	0	5
11:00-12:00		76	1	0	2	0	22		2	21	0	2
12:00-1:00		117	3	0	10	0	28		0	11	0	0
1:00-2:00		73	4	0	5	0	22		2	16	0	0
2:00-3:00		35	15	2	12	0	2		2	12	0	4
3:00-4:00		46	0	0	0	6	0		0	4	0	0
4:00-5:00		82	0	0	0	0	0		0	7	0	0
5:00-6:00		63	3	0	0	0	3		2	8	0	0
6:00-7:00		50	0	0	0	0	0		0	10	0	0
Total		873	47	8	84	12	266		39	153	2	11

B2: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Single Unit Trucks (page 4 of 5 for B2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
4-EB	7:00-8:00	39	9	4	10	2	14	2		18	0	3
	8:00-9:00	59	10	4	17	3	14	8		32	0	2
	9:00-10:00	16	3	3	6	1	7	0		7	0	7
	10:00-11:00	11	3	2	12	3	5	5		15	0	3
	11:00-12:00	48	7	0	9	0	9	0		9	0	2
	12:00-1:00	36	2	0	8	0	11	5		6	0	0
	1:00-2:00	142	20	4	25	3	50	2		17	0	0
	2:00-3:00	176	14	0	29	2	45	4		20	0	3
	3:00-4:00	66	8	0	16	0	20	0		3	0	0
	4:00-5:00	34	4	0	10	0	7	0		0	0	0
	5:00-6:00	44	0	0	6	0	9	0		1	0	0
	6:00-7:00	43	0	0	2	0	2	0		0	0	0
	Total	714	80	17	150	14	193	26		128	0	20
4-WB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	61	1	0	0	0	4	0	35		3	0
	8:00-9:00	92	3	0	1	1	13	2	47		6	0
	9:00-10:00	82	0	0	2	0	6	2	32		7	0
	10:00-11:00	83	0	0	2	0	8	2	33		0	0
	11:00-12:00	107	0	0	5	0	4	0	25		0	0
	12:00-1:00	97	0	0	0	0	5	2	14		2	0
	1:00-2:00	80	0	0	2	0	0	0	10		0	0
	2:00-3:00	69	0	0	0	0	0	0	11		0	0
	3:00-4:00	28	0	0	0	0	0	0	5		0	0
	4:00-5:00	6	0	0	0	0	0	0	0		0	0
	5:00-6:00	21	0	0	0	0	0	0	0		0	0
6:00-7:00	28	0	0	0	0	0	0	0		0	0	
Total	754	4	0	12	1	40	8	212		18	0	

B2: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Single Unit Trucks (page 5 of 5 for B2).

	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
5-NB	7:00-8:00	24	0	0	3	2	0	0	0	0		12
	8:00-9:00	8	3	0	8	3	0	0	0	0		10
	9:00-10:00	78	2	0	11	6	0	3	1	0		44
	10:00-11:00	87	1	0	19	3	1	5	0	9		23
	11:00-12:00	42	10	0	22	4	2	0	0	2		19
	12:00-1:00	17	0	0	17	0	2	0	0	0		27
	1:00-2:00	53	5	0	25	1	0	0	0	0		16
	2:00-3:00	81	3	2	12	0	1	0	0	0		19
	3:00-4:00	119	5	0	21	0	2	0	0	0		11
	4:00-5:00	129	9	0	13	0	0	0	0	1		10
	5:00-6:00	20	0	0	2	0	0	0	0	0		0
	6:00-7:00	18	0	0	0	0	0	0	0	0		0
	Total	676	38	2	153	19	8	8	1	12		191
5-SB	Time of Day		Video OD Matching - Single Unit Trucks									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	33	0	0	1	0	0	0	0	0	14	
	8:00-9:00	70	1	0	2	0	0	0	2	0	24	
	9:00-10:00	102	3	0	3	0	2	0	0	0	24	
	10:00-11:00	144	0	0	3	2	5	0	2	0	29	
	11:00-12:00	30	0	0	2	0	0	0	2	0	11	
	12:00-1:00	17	0	0	0	0	0	0	0	0	9	
	1:00-2:00	61	0	0	2	0	0	0	0	0	12	
	2:00-3:00	70	0	0	2	0	0	0	2	0	9	
	3:00-4:00	208	0	0	0	0	0	0	0	0	11	
	4:00-5:00	169	0	0	2	0	0	0	2	0	2	
	5:00-6:00	16	0	0	0	0	0	0	0	0	0	
6:00-7:00	23	0	0	0	0	0	0	0	0	0		
Total	943	4	0	17	2	7	0	10	0	145		

B3: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Combination Vehicles (page 1 of 5 for B3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-EB	7:00-8:00	177		36	5	41	2	9	0	3	0	13
	8:00-9:00	205		54	2	22	0	7	2	0	0	10
	9:00-10:00	291		60	2	44	3	21	0	7	0	10
	10:00-11:00	238		48	2	24	2	10	0	6	0	8
	11:00-12:00	106		19	0	9	0	5	0	3	0	0
	12:00-1:00	85		23	2	13	0	2	0	2	0	4
	1:00-2:00	378		40	0	13	2	7	0	0	2	9
	2:00-3:00	364		32	1	11	0	10	0	0	0	5
	3:00-4:00	228		19	0	6	0	2	0	0	0	0
	4:00-5:00	177		6	0	3	0	0	0	0	0	0
	5:00-6:00	192		0	0	0	0	0	0	0	0	0
	6:00-7:00	161		0	0	0	0	0	0	0	0	0
	Total	2,602			337	14	186	9	73	2	21	2
	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
1-WB	7:00-8:00	126	60		9	33	4	11	0	4	4	13
	8:00-9:00	224	67		11	75	7	27	0	13	0	12
	9:00-10:00	204	46		20	72	9	34	2	14	2	22
	10:00-11:00	223	42		11	97	5	44	2	17	2	35
	11:00-12:00	241	43		4	80	2	26	0	22	2	21
	12:00-1:00	242	31		0	32	0	20	0	10	0	10
	1:00-2:00	190	42		2	79	0	45	0	18	2	18
	2:00-3:00	164	11		2	54	4	33	0	11	0	17
	3:00-4:00	312	15		4	77	2	63	0	15	0	12
	4:00-5:00	274	2		0	78	0	47	0	4	0	22
	5:00-6:00	107	10		0	34	0	10	0	4	0	0
	6:00-7:00	108	0		0	2	0	0	0	0	0	0
	Total	2,415	369			63	713	33	360	4	132	12

B3: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Combination Vehicles (page 2 of 5 for B3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
2-EB	7:00-8:00	405	81	38		152	11	39	0	7	0	21
	8:00-9:00	483	124	57		197	7	59	0	12	2	31
	9:00-10:00	461	98	39		106	5	45	0	20	0	25
	10:00-11:00	484	117	7		100	6	22	2	11	3	23
	11:00-12:00	319	73	17		73	4	20	0	7	11	13
	12:00-1:00	207	39	6		36	0	14	0	0	0	3
	1:00-2:00	354	94	7		39	0	12	0	3	0	3
	2:00-3:00	371	78	16		22	0	13	0	3	0	2
	3:00-4:00	260	33	0		20	0	5	0	2	0	2
	4:00-5:00	242	47	0		3	0	0	0	0	0	0
	5:00-6:00	315	34	2		3	1	0	0	0	0	0
	6:00-7:00	215	2	0		2	0	0	0	0	0	0
	Total	4,116	820	189		753	34	229	2	65	16	123
2-WB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	268	22	2	90		20	54	7	21	11	42
	8:00-9:00	291	15	4	52		25	57	2	19	8	84
	9:00-10:00	404	12	0	45		27	94	0	55	10	85
	10:00-11:00	489	11	0	49		23	113	5	52	10	89
	11:00-12:00	488	12	0	33		22	80	4	51	3	114
	12:00-1:00	444	0	0	24		3	37	0	54	0	106
	1:00-2:00	410	7	0	20		11	87	0	52	3	73
	2:00-3:00	427	3	0	23		7	104	2	47	2	100
	3:00-4:00	445	0	0	8		4	108	0	50	0	53
	4:00-5:00	414	0	0	8		2	108	0	36	0	89
	5:00-6:00	252	0	0	4		0	83	2	13	0	39
6:00-7:00	214	0	0	0		0	15	0	2	0	0	
Total	4,546	82	6	356		144	940	22	452	47	874	

B3: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Combination Vehicles (page 3 of 5 for B3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
3-EB	7:00-8:00	195	43	12	118	33		49	2	10	0	9
	8:00-9:00	256	60	17	140	44		51	1	20	0	10
	9:00-10:00	301	40	7	132	38		51	0	12	1	15
	10:00-11:00	282	61	9	141	35		43	2	9	0	19
	11:00-12:00	282	41	6	118	20		40	0	6	2	5
	12:00-1:00	325	40	9	111	26		36	0	6	0	12
	1:00-2:00	251	32	2	81	11		18	0	3	0	2
	2:00-3:00	317	38	5	82	8		17	0	3	0	3
	3:00-4:00	248	23	0	62	7		9	0	1	0	11
	4:00-5:00	238	21	2	68	2		7	0	0	0	2
	5:00-6:00	256	16	0	69	0		4	0	0	0	0
	6:00-7:00	206	0	0	39	0		4	7	0	0	0
	Total	3,157	415	69	1,161	224		329	12	70	3	88
3-WB	7:00-8:00	158	9	0	28	5	63		5	35	2	9
	8:00-9:00	203	11	4	42	5	98		15	53	0	12
	9:00-10:00	280	11	2	10	2	65		10	38	3	3
	10:00-11:00	326	3	0	23	2	59		5	76	4	9
	11:00-12:00	305	5	0	18	4	34		2	62	2	11
	12:00-1:00	226	2	0	5	2	15		0	47	0	0
	1:00-2:00	265	0	0	2	0	13		2	27	0	4
	2:00-3:00	286	2	0	5	0	23		2	70	0	7
	3:00-4:00	312	0	0	5	16	14		0	67	0	0
	4:00-5:00	334	0	2	6	2	16		0	60	0	6
	5:00-6:00	173	0	0	2	0	5		0	21	0	0
	6:00-7:00	137	0	0	0	0	2		0	4	0	0
	Total	3,005	43	8	146	38	407		41	560	11	61

B3: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Combination Vehicles (page 4 of 5 for B3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
4-EB	7:00-8:00	90	13	4	30	5	35	7		13	0	4
	8:00-9:00	103	17	2	33	9	46	4		29	0	4
	9:00-10:00	123	19	10	37	15	46	12		22	4	6
	10:00-11:00	116	10	4	34	10	37	6		23	0	8
	11:00-12:00	145	21	2	44	9	63	9		9	0	2
	12:00-1:00	167	9	0	30	4	55	2		15	0	4
	1:00-2:00	32	2	0	9	0	10	0		4	0	0
	2:00-3:00	38	2	0	5	2	12	0		3	0	2
	3:00-4:00	148	8	0	35	0	55	2		7	0	0
	4:00-5:00	117	8	0	23	0	34	0		0	0	0
	5:00-6:00	79	0	0	20	0	25	0		0	0	0
	6:00-7:00	75	0	0	8	0	15	0		0	0	0
	Total	1,233	109	22	308	54	433	42		125	4	30
4-WB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	77	3	0	7	0	9	0	15		8	2
	8:00-9:00	122	0	0	9	3	9	2	12		5	0
	9:00-10:00	155	0	0	5	2	8	3	19		3	0
	10:00-11:00	155	0	0	4	2	9	2	5		5	0
	11:00-12:00	135	0	0	3	0	8	0	6		2	2
	12:00-1:00	118	0	0	0	0	0	0	3		0	0
	1:00-2:00	184	0	0	1	0	0	2	5		0	0
	2:00-3:00	176	0	0	0	0	2	0	7		0	2
	3:00-4:00	238	0	0	2	0	4	0	7		0	0
	4:00-5:00	226	0	0	2	0	0	0	12		0	2
	5:00-6:00	166	0	0	0	0	0	0	6		0	0
6:00-7:00	70	0	0	0	0	0	19	0		0	0	
Total	1,822	3	0	33	7	49	28	97		23	8	

B3: Adjusted O-D Trip Length Distribution Counts from Video Survey Sites for Combination Vehicles (page 5 of 5 for B3).

	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
5-NB	7:00-8:00	113	4	0	21	4	0	2	0	2		12
	8:00-9:00	341	12	6	61	15	8	7	0	8		75
	9:00-10:00	354	28	2	55	11	9	12	0	6		55
	10:00-11:00	415	23	12	71	12	13	11	3	8		65
	11:00-12:00	325	18	2	90	9	8	7	0	7		55
	12:00-1:00	200	28	0	53	4	4	4	0	2		41
	1:00-2:00	221	11	0	51	2	3	2	0	0		20
	2:00-3:00	271	10	0	59	0	3	3	0	3		14
	3:00-4:00	274	12	0	79	0	5	2	0	0		8
	4:00-5:00	212	5	0	69	0	0	3	0	0		3
	5:00-6:00	150	0	0	27	0	0	0	0	0		0
	6:00-7:00	180	0	0	0	0	0	0	0	0		2
		Total	3,056	151	22	636	57	53	53	3	36	
5-SB	Time of Day		Video OD Matching - Combination Vehicles									
	Beginning	Origin	1-EB	1-WB	2-EB	2-WB	3-EB	3-WB	4-EB	4-WB	5-NB	5-SB
	7:00-8:00	122	2	0	4	2	0	0	0	0	13	
	8:00-9:00	247	5	0	10	0	0	0	2	0	44	
	9:00-10:00	338	5	5	12	0	2	0	5	2	49	
	10:00-11:00	304	2	0	6	0	0	0	0	0	34	
	11:00-12:00	332	2	0	5	0	0	0	2	0	42	
	12:00-1:00	354	0	0	9	0	0	0	2	0	45	
	1:00-2:00	441	2	0	3	2	0	0	0	0	30	
	2:00-3:00	377	0	0	3	0	0	0	0	0	21	
	3:00-4:00	398	2	0	3	0	0	0	0	0	5	
	4:00-5:00	233	0	0	2	0	2	0	0	0	2	
	5:00-6:00	380	0	2	0	0	2	0	0	0	2	
6:00-7:00	289	0	0	0	0	0	0	0	0	0		
	Total	3,815	20	7	57	4	6	0	11	2		287