Interim Report

-- OPTIMIZING TRAFFIC COUNT PROGRAM --

A Methodology for Estimating AADT Volumes From Short-Duration Counts

by

Nicholas J. Garber
Faculty Research Engineer

(The opinions, findings, and conclusions expressed in this report are those of the author and not necessarily those of the sponsoring agencies.)

Virginia Highway & Transportation Research Council
(A Cooperative Organization Sponsored Jointly by the Virginia Department of Highways & Transportation and the University of Virginia)

Charlottesville, Virginia

November 1984
VHTRC 85-R14
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ABSTRACT

Estimates of annual average daily traffic (AADT) volumes are important in the planning and operations of state highway departments. These estimates are used in the planning of new construction and improvements of existing facilities, and, in some cases, in the allocation of maintenance funds. It is, therefore, important that any method used in obtaining the estimates provide data of sufficient accuracy for the intended use. This importance of having reliable and current data on traffic volumes at hand is generally recognized, and over the years data collection programs have tended to expand. This expansion has led to huge amounts of money being spent annually for the collection and analysis of traffic data. Renewed efforts are, however, now being made to reduce the annual expenditure on traffic counts while at the same time maintaining the desired level of accuracy.

A study is, therefore, being carried out by the Council to develop an optimal counting program for the state. This interim report presents the results of that portion of the study in which the feasibility of estimating AADT volumes from short counts was established. The procedure was first to use 1980 data for 16 continuous count stations to determine periods that are stable throughout the year for different short counts. It was found that stable periods for short counts occurred mainly on Mondays, Tuesdays, and Wednesdays, and expansion factors were then developed for short counts of different durations and different starting times for these days. The expansion factors were then used to estimate 1981 AADT's from short counts extracted from data obtained in 1981 continuous counts. The results indicate that relative errors of less than 10% were obtained for AADT's estimated from counts of 6-, 8-, 10-, and 12-hour durations on Mondays, Tuesdays, and Wednesdays. The results for Tuesdays and Wednesdays tended to be more accurate than those for Mondays, and counts taken between February and November tended to give more accurate results than those taken in January and December.
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INTRODUCTION

Data obtained from traffic counts are used in formulating decisions that affect federal, state, and local highway projects. In particular, existing and projected traffic volumes and vehicle miles traveled are used in decisions on the allocation of funds for the repair, resurfacing, and reconstruction of highways. Traffic count data are also important to highway safety personnel, as they are frequently used in conjunction with accident statistics to produce traffic accident rates. These rates are important indications of accident probabilities and are frequently used to identify hazardous locations. It is, therefore, imperative that the counts be accurate indications of the traffic volumes and vehicle miles of travel that they are taken to represent.

The present count system for interstate, arterial, and primary roads of the state of Virginia consists of the following:

1. Manual counts conducted by observers using hand counters to record hourly volume, vehicle classification, and directional traffic data during 12-hour periods. Under this program, counts are made at 1,345 stations; 211 of them on interstate roads and 1,134 on primary roads. Nine counts a year are carried out at 80 stations (key counts), four counts a year at 1,023 stations (seasonal counts), and two counts a year at 242 stations (coverage counts).

   The Department of Highways and Transportation is, however, initiating a program that eventually will change the manual system of collection to a mechanical system at all sites.

2. Continuous traffic volumes taken with automatic recording equipment. Traffic volumes in 15-minute intervals at 16 stations are printed on paper tapes that are retrieved weekly. There are plans, however, for increasing the number of permanent count stations to 59.
Studies carried out by the Virginia Highway and Transportation Research Council have revealed several deficiencies in the above program, including the high cost, which have resulted in a lack of confidence in the efficiency of the program and the accuracy of the published data. (1,2)

The Council, therefore, is developing an optimal counting program for the state that will produce results within the required levels of accuracy, and that can be implemented at an acceptable cost. The first task in this effort has been to examine the feasibility of using short counts for estimating average annual daily traffic (AADT) volumes, as such a capability will provide benefits in cost and convenience. In this case, short counts are counts taken continuously for less than 24 hours at a given station. This interim report documents the results of this first part of the study in terms of the accuracy obtained with short counts when they are used to estimate AADT's and the variation of this accuracy with count parameters such as time of day and day of week.

PURPOSE AND OBJECTIVES

The primary purpose of this portion of the study was to determine the feasibility of using short counts for estimating AADT's within ±10% of the true volumes.

The objectives were to determine —

1. suitable times in the year to make short counts,
2. suitable day or days in the week for making them,
3. suitable periods of the day,
4. the optimum duration for short counts, and
5. suitable expansion factors for use with them.

ACCURACY OF AADT's ESTIMATED FROM SHORT COUNTS

The techniques of estimation generally require the use of sample data to obtain an estimator, which in turn is used to estimate an unknown parameter of the population. The overall accuracy of the estimated parameter is, therefore, dependent upon the accuracy of the estimator. Thus, the accuracy of annual flows estimated from short counts is dependent upon the accuracy of the short counts; and it
follows that in the procedure under discussion estimates of AADT's should be made from only those short counts that are accurate enough to provide the required level of accuracy. In this study the accuracy of the estimator (short count) for any given day and time of count was determined in terms of its coefficient of variation (C) given by

\[
C = \sqrt{\frac{\sum_{i=1}^{n_d} (V_{idj} - \bar{V}_d)^2}{n_d - 1}} / \bar{V}_d
\]  \hspace{1cm} (1)

where

\[V_{idj} = \text{ith volume for count of duration } d \text{ taken at a specific site on a specific day } j \text{ and started at a specific time},\]

\[V_d = \text{mean of } V's_{idj}, \text{ and}\]

\[n_d = \text{number of counts for count duration, } d, \text{ taken at a specific site on a specific day and started at a specific time}.\]

If the average annual daily traffic is estimated directly from the short count without applying correction factors, the error associated with this estimate is given as

\[
\text{Error (\%)} = \frac{(V_{idj})(24)/d - AADT}{AADT} (100), \hspace{1cm} (2)
\]

where

\[AADT = \text{true AADT at the site the short counts are taken, and}\]

\[d = \text{duration of count } j.\]

Values of \(p\) are usually very high, but they can be used to determine appropriate expansion factors that can be applied to short counts to improve the accuracy of the estimates.
ESTIMATING ANNUAL FLOWS FROM SHORT COUNTS

One of two basic methods is generally used in estimating AADT's from short counts. One method, usually referred to as the indirect method, consists of two parts: the 24-hour flow is first estimated from the short count and then the AADT is projected from the estimated 24-hour flow. In the second method, usually referred to as the direct method, the AADT is obtained directly from the short count volume. These methods are discussed below.

Indirect Method

The first step in the indirect method is to develop suitable expansion factors that can be used to multiply the short count volume to obtain an estimated 24-hour count. These factors are dependent on the type of road, the day of the count, the duration of the count, and the time the count is taken. A basic model for such a factor is

\[ E_{s,j,d} = E' + \beta_{s,j,d}, \]  

where

\[ E_{s,j,d} = \frac{X_{s,j}}{P_{s,j,d}} \]  

short count to 24-hour flow expansion factor, for site s on day j for duration d,

\[ E' = \text{mean expansion factor to 24-hour flow over all sites and all days,} \]

\[ X_{s,j} = \text{24-hour daily flow at site s on day j,} \]

\[ P_{s,j,d} = \text{flow for duration d at site s on day j (vph)} \]

\[ \frac{V_{ijd}}{d} \]

where

\[ d = \text{duration (hr.), and} \]

\[ \beta_{s,j,d} = \text{a normally distributed random variable with zero mean and constant variance.} \]

It has been shown by Phillips that the error term \( \beta_{s,j,d} \) is a randomly distributed random variable with zero mean and has no correlation with the daily flow.\( (3,4) \)
The second step is to determine the daily expansion factor that can be applied to the estimated 24-hour volume count to obtain an estimate of the AADT. This factor is given as

\[ D_{sj} = D + \sigma_{sj}, \]  

where

- \( D_{sj} \) = actual daily expansion factor at site \( s \) on day \( j \),
- \( D \) = mean daily correction factor for all sites and all days, and
- \( \sigma_{sj} \) = a normally distributed random variable with zero mean.

The daily factors are also dependent upon the type of road and the day and month on which the count is taken.

A single multiplication factor for the indirect method is given as

\[ F_{sjd} = \left( E_{sjd} \right) \left( D_{sj} \right) \]
\[ = \left( E' + \beta_{sjd} \right) \left( D + \alpha_{sjd} \right) \]
\[ = \left( E'D + D \beta_{sjd} \right) \left( E' \alpha_{sjd} + \beta_{sjd} \alpha_{sjd} \right) \]  

It has been determined that the variables \( \beta_{sjd} \) and \( \alpha_{sjd} \) are not correlated, which means that any characteristics that may be determined for the expansion factor for a short count at a particular site and day cannot be used to make any inference on the characteristics of the mean correction factor.

**Direct Method**

In this method a single multiplicative factor is determined as

\[ A_{sjd} = A' + \alpha_{sjd}' \]  

where

\[ A_{sjd} = \frac{AADT}{X_{sjd}} \]
If direct expansion factors can be determined, their use will have a significant impact on the cost of data collection for estimating AADT's. Problems associated with this determination were related to the noncorrelation of $\alpha_{sjd}$ and $\beta_{sjd}$ and the variation of traffic at a given site from day to day and month to month. If, however, it is possible to identify periods of the day during which counts of specific durations are stable during the whole year, it will be possible to develop expansion factors that can be used to estimate AADT's from short counts taken during these periods. The probability of establishing such stable periods will, however, be dependent upon the accuracy and confidence level demanded for the counts.

**STUDY METHODOLOGY**

Data obtained in 1980 at 16 continuous count stations were used to determine the coefficients of variation of short duration counts for use in examining the stability of different duration counts taken at different times of the day and different days of the week. The station locations and their AADT's for 1981 are shown in Table 1. The AADT's were estimated from short counts using equation (7), which estimates the AADT at a site directly from a short count without the application of correction factors. The relative error of the estimated AADT's was then determined by comparing it with the true AADT at the site using equation (8).

\[
\text{EAADT}_{sd} = \frac{V_{ijd}}{d},
\]

where

- $\text{EAADT}_{sd}$ = estimated AADT from the $i$th short count of duration $d$ at site $s$ (no correction factor applied),
- $V_{ijd}$ = volume of $i$th short count of duration $d$ taken on day $j$, and
- $d$ = duration of count.
(EAADT_{sd} - \text{AADT}_s) (100) \\
p = \frac{\text{AADT}_s}{\text{true AADT from continuous counts at site s}}.

The average relative error ($\bar{p}_t$) was then determined for all EAADT's estimated for a given site from short counts having the same duration and taken on the same day and started at the same time of day. The values of ($\bar{p}_t$) were then used to determine expansion factors for different durations and starting times, and these factors were then used to estimate 1981 AADT's from short counts extracted from the 1981 data. The accuracies of the estimated AADT's thus obtained were then determined in terms of their relative errors.

**Estimation of AADT**

The first step in the estimation of the AADT from short counts is to identify suitable periods for taking short counts in terms of suitable days of the week and suitable times of the day for different durations of short counts. A stable period for a given short count in this study is defined as a period during which short counts have coefficients of variation (COV) of 5% or less. This ensures that there is a 95% chance that any short count started during a stable period will be between ±10% of the true mean value of the count. Each counting period is identified by the time the count starts.

Tables 2 through 4 give a representative sample of the COV's obtained. The stable periods are located within the heavy rules in the tables. For some stations the distributions of stable periods tended to be similar during the day although minor variations of the actual COV values were observed. It is believed that if a suitable method for classifying highways is developed, the links of stations exhibiting similar distributions of stable periods will fall under the same class. Work is now in progress to develop such a classification system. The COV's obtained were, therefore, examined to determine suitable stable periods for different short counts.
<table>
<thead>
<tr>
<th>STATION NO.</th>
<th>DIRECTION</th>
<th>ROUTE</th>
<th>CLASS OF ROAD</th>
<th>LOCATION DESCRIPTION</th>
<th>AADT (1981)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Both</td>
<td>60</td>
<td>VA I</td>
<td>1.7 Miles East of E.C.L. Richmond</td>
<td>12089</td>
</tr>
<tr>
<td>2</td>
<td>Both</td>
<td>45</td>
<td>VA II</td>
<td>2.2 Miles South of Route 60</td>
<td>1745</td>
</tr>
<tr>
<td>3</td>
<td>North</td>
<td>29</td>
<td>Arterial</td>
<td>3.6 Miles South of S.C.L. Lynchburg</td>
<td>9199</td>
</tr>
<tr>
<td>4</td>
<td>East</td>
<td>460</td>
<td>Arterial</td>
<td>0.1 Mile East of Route 652</td>
<td>6714</td>
</tr>
<tr>
<td>5</td>
<td>North</td>
<td>220</td>
<td>Arterial</td>
<td>0.6 Mile South of S.C.L. Fincastle</td>
<td>3063</td>
</tr>
<tr>
<td>6</td>
<td>Both</td>
<td>256</td>
<td>VA II</td>
<td>1.3 Miles East of Route 276</td>
<td>2607</td>
</tr>
<tr>
<td>7</td>
<td>Both</td>
<td>33</td>
<td>Arterial</td>
<td>6.3 Miles East of Swift Run Gap</td>
<td>2704</td>
</tr>
<tr>
<td>8</td>
<td>Both</td>
<td>20</td>
<td>VA I</td>
<td>3.4 Miles West of Route 3</td>
<td>3435</td>
</tr>
<tr>
<td>9</td>
<td>East</td>
<td>60</td>
<td>VA I</td>
<td>1.2 Miles East of Rout 147</td>
<td>13206</td>
</tr>
<tr>
<td>10</td>
<td>North</td>
<td>301</td>
<td>Arterial</td>
<td>0.2 Mile South of Route 17</td>
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</tr>
<tr>
<td>11</td>
<td>North</td>
<td>17</td>
<td>Arterial</td>
<td>0.9 Mile North of N.C.L. Tappahannock</td>
<td>2863</td>
</tr>
<tr>
<td>12</td>
<td>Both</td>
<td>208</td>
<td>VA II</td>
<td>0.3 Mile South of Route 608</td>
<td>2417</td>
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<tr>
<td>13</td>
<td>Both</td>
<td>156</td>
<td>VA II</td>
<td>3.6 Miles South of Route 60</td>
<td>470</td>
</tr>
<tr>
<td>14</td>
<td>East</td>
<td>6</td>
<td>VA I</td>
<td>0.8 Mile West of W.C.L. Richmond</td>
<td>9179</td>
</tr>
<tr>
<td>15</td>
<td>North</td>
<td>81</td>
<td>Interstate</td>
<td>2.4 Miles South of Route 659</td>
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<tr>
<td>16</td>
<td>West</td>
<td>64</td>
<td>Interstate</td>
<td>1.2 Miles East of Route 15</td>
<td>5648</td>
</tr>
</tbody>
</table>

Table 1: Locations and 1981 AADTS of Continuous Count Stations.
Table 2: Coefficients of Variations of Short Counts for Station 2 on Mondays.

<table>
<thead>
<tr>
<th>Starting Hour Of Count</th>
<th>4 Hr.</th>
<th>6 Hr.</th>
<th>8 Hr.</th>
<th>10 Hr.</th>
<th>12 Hr.</th>
<th>14 Hr.</th>
<th>16 Hr.</th>
</tr>
</thead>
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<tr>
<td>0</td>
<td>11.91</td>
<td>31.74</td>
<td>20.67</td>
<td>26.32</td>
<td>16.58</td>
<td>10.96</td>
<td>4.90</td>
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<tr>
<td>1</td>
<td>23.37</td>
<td>14.44</td>
<td>35.49</td>
<td>20.39</td>
<td>12.74</td>
<td>7.25</td>
<td>3.96</td>
</tr>
<tr>
<td>2</td>
<td>48.23</td>
<td>22.20</td>
<td>27.47</td>
<td>16.90</td>
<td>11.05</td>
<td>4.92</td>
<td>4.17</td>
</tr>
<tr>
<td>3</td>
<td>18.99</td>
<td>35.93</td>
<td>20.32</td>
<td>12.58</td>
<td>7.05</td>
<td>3.77</td>
<td>5.25</td>
</tr>
<tr>
<td>4</td>
<td>21.70</td>
<td>27.35</td>
<td>16.69</td>
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<tr>
<td>5</td>
<td>36.40</td>
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<td>6.84</td>
<td>3.38</td>
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<td>25.49</td>
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<td>3.40</td>
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<td>20.47</td>
<td>11.41</td>
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<td>Starting Hour Of Count</td>
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Table 3: Coefficients of Variations of Short Counts for Station 3 on Tuesdays.
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Table 4: Coefficients of Variations of Short Counts for Station 3 on Thursdays.
Stable Days of the Week

An examination of the results showed clearly that for all stations Thursday had the lowest number of stable periods of all weekdays (Monday to Friday), and that the COV's for Thursday were generally much higher than those for any other weekday, with some stations having no stable periods at all on Thursdays (see Table 4). Friday had the next least number of stable periods on a weekday. These results indicate that short counts taken on a Thursday or a Friday will tend to be very unreliable and should not be used for estimating AADT's, except where the user of the counts is prepared to accept large errors in the estimates.

The results also show that, in general, there are much fewer stable periods during the weekend (Saturday and Sunday) than during Monday through Wednesday. Obviously, then, the best days for taking counts are Mondays, Tuesdays, and Wednesdays.

Stable Count Periods and Duration of Counts

In view of the above, only Mondays through Wednesdays were considered for use in identifying stable count periods. In this task, two general patterns of stable count periods were found. In the first pattern, all the stable count periods were enclosed in a single cluster as shown in Table 2; while in the second pattern, the periods were in two distinct clusters -- one in the morning and the other in the afternoon, as shown in Table 3.

The exact timing of the stable count periods was found to be dependent upon the type of highway and the day of the count. In general, however, the length of the stable periods increased as the duration of the count increased to 12 hours, and became rather erratic for some stations when the duration was longer than 12 hours.

The results, in general, do not indicate any specific count duration as being the best, as very low COV's were obtained for most count durations, if the short count was started during a stable period for that specific count duration on a given day. For some stations, however, counts taken for durations less than 6 hours and longer than 12 hours tended to have very short stable periods. The stable periods selected for the estimation of AADT's were, therefore, those for counts of 6-, 8-, 10- and 12-hour duration taken on Mondays, Tuesdays, and Wednesdays.
Direct Expansion Factors ($f_{jtd}$) and EAADT

Using the 1980 data for the stable periods identified, direct expansion factors were developed for short counts of 6-, 8-, 10-, and 12-hour durations for specific starting times on Mondays, Tuesdays, and Wednesdays. The expansion factors ($f_{jtd}$) for a given station were determined from equation (9) using the average relative error ($\bar{p}_{jt}$) for a given duration $d$ and a given weekday and starting time.

\[
24 \frac{f_{jtd}}{(1 + \bar{p}_{jtd})^d}
\]

where

$f_{jtd} =$ direct expansion factor for short count duration $d$

taken at a given site on a specific day (j) and

starting at a specific time (t).

The EAADT's for 1981 were then obtained by multiplying the expansion factors by the appropriate short-count volumes extracted from the 1981 continuous count data. Tables 5 through 7 show representative samples of the results.

Comparison of EAADTS and AADT

In order to determine the accuracy of the estimated AADT's (EAADTS), they were individually compared with the true AADT's of the respective links for 1981 by determining their relative errors. Samples of the results are also shown in Tables 5 through 7. An examination of the results indicates that relative errors greater than 10% tend to occur for short counts started between the hours of 5 p.m. and 5 a.m. It was also observed that EAADT's obtained from short counts taken on holidays tended to have relative errors higher than 10%. The percentage of EAADT's at each station having relative errors greater than 10% was also determined for each direction and each day. The results, given in Appendix A, indicate that there was a higher percentage of EAADT's with relative errors greater than 10% on Mondays, and that AADT's estimated from short counts taken between February and November tended to be more accurate than those estimated from counts taken in January and December.

A close examination of the expansion factors indicated that those for the same duration at a given site were approximately equal. A representative value was, therefore, determined for each duration at each site by using the average value of the expansion factors for all stable starting times. Starting times for short counts were then selected, based on convenience and accuracy. Appendix B shows the representative values of the expansion factors and recommended starting times.
| Day  | Date     | Count Duration | Start Time | Short Count Volume | Average Relative Error ($\hat{p}_{jt}$) | Expansion Factor ($f_{jtd}$) | Estimated AADT (EADDT) | Relative Error (%)
<table>
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<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
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<td>11 A.M.</td>
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<td>11760</td>
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Table 5: - Selected Sample of Expansion Factors and Estimated AADTS with their Relative Errors for Station 1.
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<th>Count Duration</th>
<th>Start Time</th>
<th>Short Count Volume</th>
<th>Average Relative Error ((\bar{\rho}_{jt}))</th>
<th>Expansion Factor ((f_{jtd}))</th>
<th>Estimated AADT (EADDT)</th>
<th>Relative Error (%)</th>
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Table 6: - Selected Sample of Expansion Factors and Estimated AADTS with their Relative Errors for Station 2.
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<th>Expansion Factor ($f_{jtd}$)</th>
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<th>Relative Error (%)</th>
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Table 7: Selected Sample of Expansion Factors and Estimated AADTS with their Relative Errors for Station 3.
DISCUSSION

The methodology provides a tool that can be used by highway and traffic engineers and transportation planners to estimate the AADT at a particular highway link by taking only a 6-, 8-, 10- or 12-hour count on one of the recommended days. To use this tool, however, one must know the appropriate expansion factor to be applied to the specific short count. Although the expansion factors given in this report were developed for specific continuous count stations, it has been shown that factors for a given station can be used at other stations which have similar traffic volume characteristics. The development of a proper classification system will facilitate the grouping of highway links with similar traffic volume characteristics into the same class. The factors developed for a given station in this study can, therefore, be used for all other highway links that are grouped in the same class. It will, therefore, be possible to estimate the AADT of any highway link in the state from a short count, as it is envisaged that all highway links will be grouped with one or another of the links at which the continuous counts are located. The development of such a classification procedure will facilitate a wider use of the factors recommended in this report. Such a classification system is now being developed as part of this study.

WORK IN PROGRESS

The major part of the work now in progress is the breaking down of highway segments into highway links such that the traffic characteristics along a given link remain reasonably constant. This aspect of the work has been completed for the Richmond, Bristol, Fredericksburg, and Staunton districts. Work continues in the remaining districts.

At the completion of this task, a classification model which has already been developed will be used to group highway links of similar traffic characteristics in the same class. A traffic count program for the state will then be developed which will facilitate the determination of the average AADT of all links within a given class and, therefore, the vehicle miles traveled on the links in a given class. A comparison of the estimated cost for the program with that of the current traffic count programs will then be carried out.

It is estimated that the draft final report for the study will be ready by the end of February 1985.
The results of the study show that this methodology can be used to estimate AADT's from short counts with reasonable accuracy. These short counts should, however, be taken during stable periods such as have been shown to exist at certain times on Mondays, Tuesdays, and Wednesdays, although AADT's estimated from short counts taken on Tuesdays and Wednesdays tend to be more accurate than those on Mondays.

Counts of 6-, 8-, 10-, and 12-hour durations are suitable for the estimation of AADT's. The appropriate expansion factors for a given highway should, however, be used. These expansion factors are dependent upon the characteristics of the traffic volume on the highway link.
REFERENCES


APPENDIX A

PERCENTAGES OF ESTIMATED AADT's HAVING RELATIVE ERRORS GREATER THAN 10%
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YEARLY PERCENTAGES BY DAY AND DUR.

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TOTAL PERCENT FOR STATION

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**Yearly Percentages by Day and Duration**

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**Total Percent for Station**

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Table A-2. Percentage of estimated AADT's having relative errors greater than 10% at station 2.

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**Yearly Percentages by Day and Duration**

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| Overall  | 8.455 | 10.450 | 12.247 |

**Total Percent for Station**

10.8539

Table A-3. Percentage of estimated AADT's having relative errors greater than 10% at station 3.
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Table A-4. Percentage of estimated AADT's having relative errors greater than 10% at station 4.
### Table A-5

Percentage of estimated AADT's having relative errors greater than 10% at station 5.

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| DURATION | TUESDAY | 6-HR | 0.000| 16.6667| 0.000| 22.2222| 22.2222| 13.3333| 0.000| 0.000| 0.000| 33.3333| 22.2222|
|          |         | 8-HR | 0.000| 12.5000| 0.000| 25.0000| 16.6667| 15.0000| 37.5000| 0.000| 0.000| 0.000| 8.3333|
|          |         | 10-HR| 0.000| 8.3333| 0.000| 14.8148| 11.1111| 6.6667| 22.2222| 5.5556| 0.000| 0.000| 3.7037|
|          |         | 12-HR| 2.2727| 11.3333| 0.000| 15.1515| 9.0909| 7.2727| 16.1818| 9.0909| 0.000| 0.000| 3.0303|
|          |         | 14-HR*| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000|
|          |         | 16-HR*| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000|
|          |         | OVERA | 9259| 11.1111| 0.000| 17.2840| 12.3457| 8.8889| 20.3704| 5.5556| 0.000| 3.7037| 9.2593| 6.1728|

| DURATION | WEDNESDAY | 6-HR | 0.000| 0.000| 50.0000| 0.000| 0.000| 33.3333| 33.3333| 66.6667| 25.0000| 50.0000| 0.000|
|          |           | 8-HR | 0.000| 0.000| 12.5000| 0.000| 0.000| 16.6667| 16.6667| 33.3333| 25.0000| 25.0000| 0.000|
|          |           | 10-HR| 0.000| 0.000| 21.4286| 14.2857| 7.1429| 33.3333| 9.5238| 47.6190| 32.1429| 25.0000| 3.5714|
|          |           | 12-HR| 0.000| 0.000| 30.0000| 15.0000| 15.0000| 36.6667| 13.3333| 43.3333| 32.5000| 20.0000| 5.0000|
|          |           | 14-HR*| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000|
|          |           | 16-HR*| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000| 0.000|
|          |           | OVERA | 9259| 11.1111| 0.000| 17.2840| 12.5000| 10.0000| 33.3333| 13.3333| 45.0000| 31.2500| 23.7500| 3.7500|

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Table A-6. Percentage of estimated AADT's having relative errors greater than 10% at station 6.

* No estimates made.
Table A-7. Percentage of estimated AADT, having relative errors greater than 10% at station 7.

* No estimates made. Note: Most stable periods between 12 midnight and 5 a.m.
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### TOTAL PERCENT FOR STATION

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Table A-8. Percentage of estimated AADT's having relative errors greater than 10% at station 8.

* No estimates made
### Table A-9. Percentage of estimated AADT's having relative errors greater than 10% at station 9.

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**Total Percent for Station**

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| DURATION | TUESDAY | 6-HR   | 100.000| 100.000| 50.0000| 33.3333| .0000  | 70.0000| 33.3333| 66.6667| 62.5000| 75.0000| 75.0000| 70.0000|
|          | 8-HR   | 66.6667| 66.6667| 53.3333| .0000  | 46.6667| 44.4444| 66.6667| 25.0000| 50.0000| 50.0000| 40.0000| 75.0000| 70.0000|
|          | 10-HR  | 66.6667| 66.6667| 40.0000| .0000  | 40.0000| 44.4444| 66.6667| 33.3333| 50.0000| 50.0000| 40.0000| 37.5000| 40.0000|
|          | 12-HR  | 50.0000| 50.0000| 30.0000| .0000  | 30.0000| 33.3333| 50.0000| 25.0000| 37.5000| 37.5000| 40.0000| 37.5000| 40.0000|
|          | 14-HR  | 42.8571| 42.8571| 11.4286| .0000  | 22.8571| 28.5714| 33.3333| 21.4286| 42.8571| 32.1429| 34.2857|
|          | 16-HR  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  |
|          | OVERHA | 58.8235| 58.8235| 30.5862| 3.9216 | .0000  | 36.4706| 35.2941| .509804| 29.4118| 48.5294| 44.1176| 41.1765| 41.1765|

| DURATION | WEDNESDAY | 6-HR   | 50.0000| 50.0000| 6.2500 | 15.6250| 6.2500 | 50.0000| 34.3750| 41.6667| 5.0000  | 25.0000 | 31.2500 | 31.2500|
|          | 8-HR    | 25.0000| 25.0000| 6.2500 | 6.2500 | .0000  | 25.0000| 18.7500| 25.0000| .0000  | 8.3333 | 12.5000 | 12.5000|
|          | 10-HR   | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  |
|          | 12-HR   | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  |
|          | 14-HR   | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  |
|          | 16-HR   | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  | .0000  |

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| TOTAL PERCENT FOR STATION | 29.4321 |

Table A-10. Percentage of estimated AADTs having relative errors greater than 10% at station 10.
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Table A-11. Percentage of estimated AADT's having relative errors greater than 10% at station 11.
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Table A-12. Percentage of estimated AADT's having relative errors greater than 10% at station 12.

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TOTAL PERCENT FOR STATION 29.6381

Table A-13. Percentage of estimated AADT's having relative errors greater than 10% at station 13.

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**YEARLY PERCENTAGES BY DAY AND DUR.**

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**TOTAL PERCENT FOR STATION**

8.8137

Table A-15. Percentage of estimated AADT's having relative errors greater than 10% at station 15.
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<td>75.00</td>
<td>45.00</td>
<td>15.75</td>
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<tr>
<td>14-HR*</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
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<td>.00</td>
<td>.00</td>
<td>.00</td>
</tr>
<tr>
<td>16-HR*</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
</tr>
<tr>
<td>OVERA</td>
<td>90.90</td>
<td>90.90</td>
<td>90.90</td>
<td>54.55</td>
<td>22.73</td>
<td>11.36</td>
<td>15.90</td>
<td>75.00</td>
<td>9.09</td>
<td>22.73</td>
<td>90.90</td>
<td>63.63</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YEARY PERCENTAGES BY DAY AND DUR.</th>
</tr>
</thead>
<tbody>
<tr>
<td>DURATION</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>6-HR</td>
</tr>
<tr>
<td>8-HR</td>
</tr>
<tr>
<td>10-HR</td>
</tr>
<tr>
<td>12-HR</td>
</tr>
<tr>
<td>14-HR</td>
</tr>
<tr>
<td>16-HR</td>
</tr>
<tr>
<td>OVERA</td>
</tr>
</tbody>
</table>

TOTAL PERCENT FOR STATION

13.4282

Table A-16. Percentage of estimated AADT's having relative errors greater than 10% at station 16.

* No estimates made: Note: Most stable periods between 12 midnight and 5 a.m.
APPENDIX B

EXPANSION FACTORS AND RECOMMENDED STARTING TIMES
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6</td>
<td>Mon.</td>
<td>2.39</td>
<td>9 a.m., 10 a.m., 11 a.m. 12 N. 1 p.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Mon.</td>
<td>1.91</td>
<td>7 a.m., 8 a.m., 9 a.m. 10 a.m., 12 N. 1 p.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Mon.</td>
<td>1.53</td>
<td>7 a.m., 8 a.m., 9 a.m. 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Mon.</td>
<td>1.36</td>
<td>6 a.m., 7 a.m., 8 a.m. 9 a.m., 10 a.m., 11 a.m. 12 N.</td>
</tr>
<tr>
<td>6</td>
<td>Tue.</td>
<td></td>
<td>2.47</td>
<td>8 a.m., 9 a.m., 10 a.m. 11 a.m., 12 N. 1 p.m.</td>
</tr>
<tr>
<td>8</td>
<td>Tue.</td>
<td></td>
<td>1.89</td>
<td>7 a.m., 8 a.m., 9 a.m. 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>10</td>
<td>Tue.</td>
<td></td>
<td>1.56</td>
<td>6 a.m., 7 a.m., 8 a.m. 9 a.m., 10 a.m.</td>
</tr>
<tr>
<td>6</td>
<td>Wed.</td>
<td></td>
<td>3.17</td>
<td>6 a.m., 7 a.m.</td>
</tr>
<tr>
<td>8</td>
<td>Wed.</td>
<td></td>
<td>-</td>
<td>- *</td>
</tr>
<tr>
<td>10</td>
<td>Wed.</td>
<td></td>
<td>-</td>
<td>- *</td>
</tr>
</tbody>
</table>

* Stable periods are between 5 p.m. and 5 a.m.

Table B-1: Expansion factors and recommended starting times for station 1.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>6</td>
<td>Mon.</td>
<td>2.83</td>
<td>1 p.m., 2 p.m., 3 p.m., 4 p.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Mon.</td>
<td>2.32</td>
<td>11 a.m., 12 N., 1 p.m., 2 p.m., 3 p.m., 4 p.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Mon.</td>
<td>1.57</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Mon.</td>
<td>1.43</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Tue.</td>
<td>2.50</td>
<td>9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Tue.</td>
<td>1.96</td>
<td>9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Tue.</td>
<td>1.80</td>
<td>10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Tue.</td>
<td>1.51</td>
<td>9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Wed.</td>
<td>2.42</td>
<td>12 N., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Wed.</td>
<td>1.96</td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Wed.</td>
<td>1.74</td>
<td>9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Wed.</td>
<td>1.51</td>
<td>9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
</tbody>
</table>

Table B-2: Expansion factors and recommended starting times for station 2.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>6</td>
<td>Mon.</td>
<td>2.76</td>
<td>7 a.m., 12 N., 1 p.m., 2 p</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Mon.</td>
<td>2.17</td>
<td>7 a.m., 12 N., 1 p.m.</td>
</tr>
<tr>
<td>10</td>
<td>Mon.</td>
<td></td>
<td>1.81</td>
<td>7 a.m., 8 a.m., 9 a.m., 11 a.m., 12 N., 1 p.m.</td>
</tr>
<tr>
<td>12</td>
<td>Mon.</td>
<td></td>
<td>1.57</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>6</td>
<td>Tue.</td>
<td></td>
<td>2.78</td>
<td>7 a.m., 1 p.m., 2 p.m.</td>
</tr>
<tr>
<td>8</td>
<td>Tue.</td>
<td></td>
<td>2.27</td>
<td>7 a.m., 12 N., 1 p.m., 2 p</td>
</tr>
<tr>
<td>10</td>
<td>Tue.</td>
<td></td>
<td>1.99</td>
<td>7 a.m., 12 N., 1 p.m., 2 p</td>
</tr>
<tr>
<td>12</td>
<td>Tue.</td>
<td></td>
<td>1.63</td>
<td>7 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>6</td>
<td>Wed.</td>
<td></td>
<td>2.81</td>
<td>7 a.m., 12 N., 1 p.m., 2 p</td>
</tr>
<tr>
<td>8</td>
<td>Wed.</td>
<td></td>
<td>2.19</td>
<td>7 a.m., 11 a.m., 12 N., 1 p</td>
</tr>
<tr>
<td>10</td>
<td>Wed.</td>
<td></td>
<td>1.83</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N., 1 p</td>
</tr>
<tr>
<td>12</td>
<td>Wed.</td>
<td></td>
<td>1.59</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
</tbody>
</table>

Table B-3: Expansion factors and recommended starting times for station 3.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>6</td>
<td>Mon.</td>
<td>3.05</td>
<td>7 a.m.</td>
</tr>
<tr>
<td>8</td>
<td>Mon.</td>
<td>2.31</td>
<td>6 a.m., 7 a.m.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Mon.</td>
<td>1.74</td>
<td>6 a.m., 7 a.m.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Mon.</td>
<td>1.37</td>
<td>6 a.m., 7 a.m.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Tue.</td>
<td>2.69</td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N. 1 p.m., 2 p.m., 3 p.m.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Tue.</td>
<td>2.06</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N. 1 p.m., 2 p.m.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Tue.</td>
<td>1.71</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N. 1 p.m., 2 p.m.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Tue.</td>
<td>1.46</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Wed.</td>
<td>2.65</td>
<td>8 a.m., 1 p.m., 2 p.m.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Wed.</td>
<td>2.11</td>
<td>7 a.m., 12 N. 1 p.m., 2 p.m.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Wed.</td>
<td>1.70</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N. 1 p.m., 2 p.m.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Wed.</td>
<td>1.45</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
<td></td>
</tr>
</tbody>
</table>

Table B-4: Expansion factors and recommended starting times for station 4.
<table>
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<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>6</td>
<td>Mon.</td>
<td>2.63</td>
<td>9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m., 3 p 4 p.m.</td>
</tr>
<tr>
<td>8</td>
<td>Mon.</td>
<td>2.09</td>
<td>9 a.m., 10 a.m., 11 p.m., 12 N., 1 p.m., 2 p.m., 3 p 4 p.m.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Mon.</td>
<td>1.67</td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Mon.</td>
<td>1.44</td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Wed.</td>
<td>2.76</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m., 3 p.m., 4 p.m.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Wed.</td>
<td>2.00</td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Wed.</td>
<td>1.63</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Wed.</td>
<td>1.44</td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
<td></td>
</tr>
</tbody>
</table>

Table B-5: Expansion factors and recommended starting times for station 5.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>6</td>
<td>Mon.</td>
<td>2.70</td>
<td>9 a.m., 10 a.m., 11 a.m.</td>
</tr>
<tr>
<td>8</td>
<td>Mon.</td>
<td>*</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>10</td>
<td>Mon.</td>
<td>*</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>12</td>
<td>Mon.</td>
<td>*</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>6</td>
<td>Tue.</td>
<td>2.57</td>
<td></td>
<td>7 a.m., 12 N., 1 p.m.</td>
</tr>
<tr>
<td>8</td>
<td>Tue.</td>
<td>1.94</td>
<td></td>
<td>10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>10</td>
<td>Tue.</td>
<td>1.65</td>
<td></td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>12</td>
<td>Tue.</td>
<td>1.48</td>
<td></td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>6</td>
<td>Wed.</td>
<td>2.44</td>
<td></td>
<td>12 N.</td>
</tr>
<tr>
<td>8</td>
<td>Wed.</td>
<td>1.42</td>
<td></td>
<td>11 a.m.</td>
</tr>
<tr>
<td>10</td>
<td>Wed.</td>
<td>1.67</td>
<td></td>
<td>7 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
<tr>
<td>12</td>
<td>Wed.</td>
<td>1.47</td>
<td></td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N.</td>
</tr>
</tbody>
</table>

* Stable periods are between 5 p.m. and 5 a.m.

Table B-6: Expansion factors and recommended starting times for station 6.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>6</td>
<td>Mon.</td>
<td>2.57</td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m.</td>
</tr>
<tr>
<td>8</td>
<td>Mon.</td>
<td>1.85</td>
<td></td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m.</td>
</tr>
<tr>
<td>10</td>
<td>Mon.</td>
<td>-*</td>
<td></td>
<td>-*</td>
</tr>
<tr>
<td>12</td>
<td>Mon.</td>
<td>-*</td>
<td></td>
<td>-*</td>
</tr>
<tr>
<td>6</td>
<td>Tue.</td>
<td>2.60</td>
<td></td>
<td>7 a.m., 10 a.m., 11 a.m.</td>
</tr>
<tr>
<td>8</td>
<td>Tue.</td>
<td>1.97</td>
<td></td>
<td>7 a.m., 8 a.m., 9 a.m.</td>
</tr>
<tr>
<td>10</td>
<td>Tue.</td>
<td>1.64</td>
<td></td>
<td>7 a.m.</td>
</tr>
<tr>
<td>6</td>
<td>Wed.</td>
<td>2.55</td>
<td></td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m., 2 p.m., 3 p.m.</td>
</tr>
<tr>
<td>8</td>
<td>Wed.</td>
<td>1.91</td>
<td></td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m., 12 N., 1 p.m.</td>
</tr>
<tr>
<td>10</td>
<td>Wed.</td>
<td>1.53</td>
<td></td>
<td>8 a.m., 9 a.m., 10 a.m., 11 a.m.</td>
</tr>
<tr>
<td>12</td>
<td>Wed.</td>
<td>1.37</td>
<td></td>
<td>7 a.m., 8 a.m., 9 a.m., 10 a.m., 11 a.m.</td>
</tr>
</tbody>
</table>

* Stable periods are between 5 p.m., and 5 a.m.

Table B-7: Expansion factors and recommended starting times for station 7.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>6</td>
<td>Mon.</td>
<td>3.14</td>
<td>3 p.m., 4 p.m.</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>Mon.</td>
<td>2.80</td>
<td>3 p.m., 4 p.m.</td>
</tr>
<tr>
<td>10</td>
<td>2</td>
<td>Mon.</td>
<td>2.20</td>
<td>2 p.m.</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>Tue.</td>
<td>2.97</td>
<td>6 a.m.</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>Tue.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>2</td>
<td>Tue.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>2</td>
<td>Tue.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>2</td>
<td>Wed.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>Wed.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>2</td>
<td>Wed.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>2</td>
<td>Wed.</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

* Stable periods are between 5 p.m. and 5 a.m.

Table B-8: Expansion factors and recommended starting times for station 8.
<table>
<thead>
<tr>
<th>Station</th>
<th>Count Duration (Hrs.)</th>
<th>Day of Week</th>
<th>Expansion Factor</th>
<th>Recommended Starting Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>6</td>
<td>Mon.</td>
<td>2.51</td>
<td>7 a.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Mon.</td>
<td>1.95</td>
<td>6 a.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Mon.</td>
<td>-*</td>
<td>-*</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Mon.</td>
<td>-*</td>
<td>-*</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Tue.</td>
<td>2.56</td>
<td>7 a.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Tue.</td>
<td>1.99</td>
<td>6 a.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Tue.</td>
<td>-*</td>
<td>-*</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Tue.</td>
<td>-*</td>
<td>-*</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Wed.</td>
<td>2.62</td>
<td>1 p.m.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Wed.</td>
<td>2.14</td>
<td>1 p.m.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Wed.</td>
<td>-*</td>
<td>-*</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Wed.</td>
<td>-*</td>
<td>-*</td>
</tr>
</tbody>
</table>

* Stable periods are between 5 p.m. and 6 a.m.

Table B-9. Expansion factors and recommended starting times for station 9.