

**Travel Activity By Vehicle Type**

**YEAR 2013**

| Rural and Urban DVMT (1,000s) |        |        |        |        |        |         |
|-------------------------------|--------|--------|--------|--------|--------|---------|
| 1                             | 2 & 3  | 4      | 5      | 6      | 7      | Total   |
| 3,038                         | 3,331  | 1,799  | 2,236  | 684    | 1,365  | 12,453  |
| 1                             | 2      | 3      | 4      | 5 & 6  | 7      | Total   |
| 38,693                        | 35,004 | 44,939 | 30,742 | 14,460 | 27,900 | 191,738 |

| Vehicle Percentages by F.C. |       |        |        |       |       |       |       |       |       |       |        |        |        |         |
|-----------------------------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|---------|
| F.C.                        | MC    | 2P     | 2S     | BUS   | 2D    | 3A    | 4A    | 2-S2  | 3-S2  | 3-S3  | 2-S1-2 | 3-S1-2 | 3-S2-2 | Total   |
| 1                           | 0.05% | 74.25% | 14.16% | 0.33% | 1.69% | 0.61% | 0.30% | 0.53% | 7.57% | 0.06% | 0.31%  | 0.15%  | 0.00%  | 100.00% |
| 2 & 3                       | 0.31% | 71.75% | 20.43% | 0.33% | 4.13% | 0.69% | 0.20% | 0.30% | 1.80% | 0.04% | 0.01%  | 0.00%  | 0.00%  | 100.00% |
| 4                           | 0.15% | 73.57% | 22.42% | 0.11% | 1.93% | 0.74% | 0.22% | 0.10% | 0.71% | 0.03% | 0.00%  | 0.00%  | 0.00%  | 100.00% |
| 5                           | 0.16% | 71.87% | 23.71% | 0.13% | 1.86% | 0.49% | 0.22% | 0.14% | 1.41% | 0.02% | 0.00%  | 0.00%  | 0.00%  | 100.00% |
| 6                           | 0.59% | 61.14% | 26.53% | 1.04% | 8.50% | 0.59% | 0.30% | 0.63% | 0.51% | 0.04% | 0.04%  | 0.04%  | 0.04%  | 100.00% |
| 7                           | 0.86% | 60.06% | 27.31% | 2.82% | 5.92% | 1.92% | 0.07% | 0.59% | 0.22% | 0.06% | 0.06%  | 0.06%  | 0.06%  | 100.00% |
| 1                           | 0.05% | 76.03% | 15.62% | 0.40% | 1.61% | 0.64% | 0.20% | 0.40% | 4.79% | 0.06% | 0.14%  | 0.06%  | 0.00%  | 100.00% |
| 2                           | 0.10% | 75.06% | 19.92% | 0.09% | 2.17% | 0.57% | 0.16% | 0.24% | 1.64% | 0.03% | 0.01%  | 0.00%  | 0.00%  | 100.00% |
| 3                           | 0.10% | 75.35% | 19.35% | 0.14% | 2.07% | 0.77% | 0.15% | 0.25% | 1.78% | 0.03% | 0.02%  | 0.00%  | 0.00%  | 100.00% |
| 4                           | 0.11% | 75.78% | 19.64% | 0.07% | 1.93% | 0.60% | 0.12% | 0.21% | 1.51% | 0.01% | 0.01%  | 0.01%  | 0.00%  | 100.00% |
| 5 & 6                       | 0.13% | 66.24% | 25.25% | 0.49% | 6.32% | 0.54% | 0.42% | 0.38% | 0.21% | 0.01% | 0.00%  | 0.00%  | 0.00%  | 100.00% |
| 7                           | 2.09% | 75.15% | 13.52% | 0.84% | 2.85% | 2.43% | 0.70% | 0.52% | 0.71% | 0.31% | 0.29%  | 0.29%  | 0.29%  | 100.00% |

| DVMT (1,000s) by F.C. |            |                |               |            |              |              |            |            |              |            |            |            |           |                |
|-----------------------|------------|----------------|---------------|------------|--------------|--------------|------------|------------|--------------|------------|------------|------------|-----------|----------------|
| F.C.                  | MC         | 2P             | 2S            | BUS        | 2D           | 3A           | 4A         | 2-S2       | 3-S2         | 3-S3       | 2-S1-2     | 3-S1-2     | 3-S2-2    | Total          |
| 1                     | 2          | 2,256          | 430           | 10         | 51           | 19           | 9          | 16         | 230          | 2          | 9          | 5          | 0         | 3,038          |
| 2 & 3                 | 10         | 2,390          | 681           | 11         | 138          | 23           | 7          | 10         | 60           | 1          | 0          | 0          | 0         | 3,331          |
| 4                     | 3          | 1,323          | 403           | 2          | 35           | 13           | 4          | 2          | 13           | 1          | 0          | 0          | 0         | 1,799          |
| 5                     | 4          | 1,607          | 530           | 3          | 42           | 11           | 5          | 3          | 32           | 0          | 0          | 0          | 0         | 2,236          |
| 6                     | 4          | 418            | 182           | 7          | 58           | 4            | 2          | 4          | 3            | 0          | 0          | 0          | 0         | 684            |
| 7                     | 12         | 820            | 373           | 38         | 81           | 26           | 1          | 8          | 3            | 1          | 1          | 1          | 1         | 1,365          |
| <b>Total Rural</b>    | <b>34</b>  | <b>8,814</b>   | <b>2,598</b>  | <b>72</b>  | <b>404</b>   | <b>96</b>    | <b>28</b>  | <b>43</b>  | <b>341</b>   | <b>5</b>   | <b>11</b>  | <b>6</b>   | <b>1</b>  | <b>12,453</b>  |
| 1                     | 19         | 29,418         | 6,044         | 155        | 623          | 248          | 77         | 155        | 1,853        | 23         | 54         | 23         | 0         | 38,693         |
| 2                     | 35         | 26,276         | 6,974         | 32         | 760          | 200          | 56         | 84         | 574          | 11         | 4          | 0          | 0         | 35,004         |
| 3                     | 45         | 33,859         | 8,694         | 63         | 930          | 346          | 67         | 112        | 800          | 13         | 9          | 0          | 0         | 44,939         |
| 4                     | 34         | 23,296         | 6,038         | 22         | 593          | 184          | 37         | 65         | 464          | 3          | 3          | 3          | 0         | 30,742         |
| 5 & 6                 | 19         | 9,579          | 3,652         | 71         | 914          | 78           | 61         | 55         | 30           | 1          | 0          | 0          | 0         | 14,461         |
| 7                     | 583        | 20,967         | 3,772         | 234        | 796          | 679          | 196        | 145        | 198          | 86         | 81         | 81         | 81        | 27,900         |
| <b>Total Urban</b>    | <b>735</b> | <b>143,395</b> | <b>35,174</b> | <b>577</b> | <b>4,616</b> | <b>1,735</b> | <b>495</b> | <b>616</b> | <b>3,920</b> | <b>138</b> | <b>151</b> | <b>107</b> | <b>81</b> | <b>191,738</b> |

| Travel Summary (1,000s) |        |          |          |        |         |        |        |        |         |       |        |        |        |          |
|-------------------------|--------|----------|----------|--------|---------|--------|--------|--------|---------|-------|--------|--------|--------|----------|
| Travel                  | MC     | 2P       | 2S       | BUS    | 2D      | 3A     | 4A     | 2-S2   | 3-S2    | 3-S3  | 2-S1-2 | 3-S1-2 | 3-S2-2 | Total    |
| DVMT                    | 769    | 152,210  | 37,772   | 648    | 5,020   | 1,831  | 522    | 659    | 4,261   | 143   | 161    | 113    | 82     | 204,191  |
| Annual VMT              | 280682 | 55556491 | 13786777 | 236534 | 1832365 | 668155 | 190611 | 240574 | 1555182 | 52357 | 58943  | 41190  | 29931  | 74529792 |

**Vehicle Class Codes**

- MC = Motorcycle
- 2P = Passenger Car
- BUS = School & Commercial Bus
- 2S = 2-Axle, 4 Tire Single Unit Truck
- 2D = 2-Axle, 6 Tire Single Unit Truck
- 3A = 3-Axle Single Unit Truck
- 4A = 4-Axle Single Unit Truck
- 2-S2 = 4 or Less Axle Single Trailer Truck
- 3-S2 = 5 Axle Single Trailer Truck
- 3-S3 = 6 or More Axle Single Trailer Truck
- 2-S1-2 = 5 Axle Multi-Trailer Truck
- 3-S1-2 = 6 Axle Multi-Trailer Truck
- 3-S2-2 = 7 or More Axle Multi-Trailer Truck

**Functional Classification Codes**

Note: New FC Codes

|   |   |
|---|---|
| RURAL/URBAN INTERSTATE                                | 1 |
| RURAL/URBAN PRINCIPAL ARTERIAL - FREEWAY & EXPRESSWAY | 2 |
| RURAL/URBAN PRINCIPAL ARTERIAL - OTHER                | 3 |
| RURAL/URBAN MINOR ARTERIAL                            | 4 |
| RURAL/URBAN MAJOR COLLECTOR                           | 5 |
| RURAL/URBAN MINOR COLLECTOR                           | 6 |
| RURAL/URBAN LOCAL                                     | 7 |