

DATA DICTIONARY FOR ARIZONA STATE HIGHWAY SYSTEM TRAFFIC LOG - OCTOBER 2010

Definitions or meanings of the column headings used in the AADT pdf and spreadsheet files are as follows:

CNTLOCID is a 6-digit count section identifier used to reference locations where traffic data are collected. This number can be used to view and obtain more detailed information about traffic collected at the Traffic Count Stations displayed in a graphical interface application under development by the Department. It can also be used to join other traffic data tables available on this website - such as K, D and T factors and/or 20-year AADT projections.

ROUTE is the alpha-numeric route designation of the highway. Additional descriptive information about this field appears below.

Definitions of Alpha-Numeric Route Designations:

- I is an Interstate Route signed with an Interstate Highway shield
- US is a US Route signed with a US Highway shield
- SR is a State Route signed with a State Highway shield
- The Number is the signed route number of the highway appearing on the shield

The following are Signed Route Qualifiers where:

- A is an Alternate Route
- B is a Business Route
- L is Loop Route
- S is a Spur Route
- T is a Truck Route
- X is a Temporary Route
- Y is a Wye Leg Route
- (N) indicates the numerical sequence of a discontinuous route. They are usually associated with Interstate Business Loop (B) routes.

BMP stands for beginning milepost. It is the highway milepost location of where the Traffic Count Section begins. BMP locations are stated to the nearest one hundredth of a mile.

START is a literal description of where the Traffic Count Section begins. This beginning point is generally an intersecting road or street, and usually defines the west or south terminus of the section.

TCS MP is the milepost location where the traffic count data is collected on the highway segment. It is measured and stated to the nearest one hundredth of a mile.

EMP stands for ending milepost. It is the highway milepost location of where the Traffic Count Section ends; also expressed to the nearest one hundredth of a mile.

END is a literal description of where the Traffic Count Section ends. Like a Start point, the End point is also typically an intersecting road or street, and usually defines the east or north terminus of the section.

Length is the approximate length of the count section to the nearest one hundredth of a mile.

AADT 2007 is the Annual Average Daily Traffic volume estimate for the 2007 calendar year. Figures shown in this column are bi-directional volumes and have been rounded according to recommendations set forth by the American Association of State Highway and Transportation Officials (AASHTO).

AADT 2008 is the Annual Average Daily Traffic volume estimate for the 2008 calendar year. Figures shown in this column are bi-directional volumes and have been rounded according to AASHTO guidelines.

AADT 2009 is the Annual Average Daily Traffic volume estimate for the 2009 calendar year. Figures shown in this column are bi-directional volumes and have been rounded according to AASHTO guidelines.

POS Dir AADT 2009 is the 2009 Annual Average Daily Traffic volume estimate for the Positive direction of travel. A positive travel direction corresponds to increasing highway milepost numbers. This direction is typically – but not always – associated with an eastbound or northbound traffic movement. Figures shown have been rounded according to AASHTO guidelines.

NEG Dir AADT 2009 is the 2009 Annual Average Daily Traffic volume estimate for the Negative direction of travel. The negative travel direction corresponds to decreasing highway milepost numbers. This direction is typically – but not always – associated with a westbound or southbound traffic movement. Figures shown have been rounded according to AASHTO guidelines.

Please take note: 1) Directional traffic information is not possible to produce for every highway segment described herein. This is particularly true for undivided highways, or where ground counts were not used to derive the total AADT volume. 2) When combined, these directional figures may not always equal the total AADT volume shown due to numerical rounding. 3) Where available, this information is NOT the basis for D-Factor values (available and defined elsewhere on this website).

Last Year Counted indicates the last calendar year a traffic count was taken on the Section.

Meanings of negative numbers which may appear in the AADT Columns:

- 1 indicates no traffic count was taken on this route segment for the year indicated. No AADT estimate has been developed.
- 2 indicates an occurrence of either a newly created or re-instated Traffic Count Section. No data was collected on this route segment between the two points specified for the year indicated. No AADT estimate is possible or otherwise provided.
- 3 indicates this route segment was not open to traffic in this calendar year.
- 4 indicates this route segment is no longer on the State Highway System. For the year indicated, it is under jurisdiction of a County or City highway agency. As such, traffic data is no longer collected by ADOT for it.
- 5 indicates this Traffic Count Section was closed and impassable to all traffic for most of this calendar year account of extended construction activity. As such, no traffic data was collected.

DRV Code '09 - AADT Derivation Codes is populated with a numeric value to describe the basis for deriving values of 2009 average annual daily traffic volume estimates. Each code used is listed and defined below. Note: 2009 Derivation Codes are NOT always the same as those posted and used to describe derivations for 2008 AADT estimates.

1. AADT is generated from a continuously-operating traffic monitoring station; also known as an automatic traffic recorder (ATR). AADT estimates developed from ATR station traffic data provide the highest level of precision because the count shown is an average of up to 365 possible days of daily volume recordings. ATR stations provide extensive traffic information that is used to make inferences about travel activity elsewhere in accordance with FHWA guidelines.
2. AADT is based on one 48-hour short-term coverage count collected during the current year and then adjusted (factored) for seasonal and daily variation. If the short-term count was taken with a road tube, an axle correction factor is also applied to compensate for over-counting by vehicles with multiple axles. These counts are typically conducted during weekdays.
3. AADT is based on one current year 48-hour short-term coverage count taken in one direction of travel and doubled after being factored to represent the total estimated traffic for the highway section. This practice is generally used on heavily-traveled divided highways such as freeways and expressways, where traffic detection sensors are not available in one direction and road tubes are unsafe or impractical to use on them.
4. AADT is based on one current year coverage count of a week in duration. The raw count volumes for each day are individually factored and then averaged to produce the volume. These volumes tend to result in AADT figures that are

different than those taken for shorter time periods account of increases or decreases in weekend travel

5. AADT is based on the average of three 48-hour short-term coverage counts collected at different times during the current year after being factored for seasonal and daily variation. Axle factors are also applied when required.
6. AADT is based on the average of two 48-hour short-term coverage counts taken at different times of the current year after seasonal, daily and axle factors have been applied as required.
7. AADT is derived by applying an annual growth factor to the previous year AADT volume. Growth factors used here have been developed from station-specific ATR stations and used when no current year coverage count was taken or an acceptable ground count could not be obtained.
8. AADT is derived by applying an annual growth factor to the previous year AADT volume based on a 15 year history of average annual travel growth by class of road or ATR station trend. This basis was used to estimate the AADT volume when no current year count was used or collected and when the growth rate described above resulted in a figure deemed to be unreasonable for the area or location.
9. AADT has been manually calculated from a current year 48-hour coverage count outside of computer processing software. The same seasonal and daily adjustment procedures described above are used to develop this volume estimate.
10. AADT shown is an estimated figure, based on any or all of these considerations:
 - Engineering judgment, including travel on intersecting roads and streets
 - Traffic data / AADT volumes collected and used on adjacent highway sections
 - Local knowledge of derived travel demand and economic activity in the area
11. This is a new traffic count segment introduced in 2009 which did not receive a ground count that year. The AADT is derived from an adjacent count section from which this segment was created from. No volume estimate has been otherwise prepared to associate with this new count location.
12. AADT has been calculated from factored multiple count sessions taken during different seasons of the year; or were recorded over a period longer than 48 consecutive hours. The number of sets and/or the duration of a single count session are unknown or not readily available.
13. AADT is derived from continuous traffic data collected at DPS photo enforcement vehicle sensors. In most cases, these installations recorded only directional volumes. Figures shown herein are doubled to estimate the total average daily traffic moving over the highway section.
14. AADT has been imputed from a previous year volume using traffic data collected at a DPS photo enforcement traffic sensor location.

15. AADT shown is for a road segment located in an area of unusual or extreme seasonal traffic variability. This type of condition makes estimating annual average daily traffic volumes especially difficult. Currently, there is insufficient continuous traffic data collected in such regions of the state to produce a reasonable AADT estimate from short-term ground counts.
16. AADT shown has been furnished or derived from traffic volume data collected by another government agency. Information about how the count was taken and if it was adjusted (factored) for seasonal variation or over-counting by multi-axled vehicles is unknown.
17. AADT shown is a simple average of the AADT volumes for adjacent traffic count segments. This method is sometimes used to estimate the volume when deemed reasonable or when other imputing methods do not seem to provide an expected measurement.
18. AADT shown is based on one factored 24-hour ground count collected during the current year.

Other user notes:

A null or blank cell appearing in any field denotes that the information is currently unknown or unavailable for this location.