

DATA DICTIONARY FOR ARIZONA STATE HIGHWAY SYSTEM YEAR 2029 TRAFFIC PROJECTIONS

Definitions or meanings of the column headings used in the Traffic Forecast 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 Current Year AADT volumes.

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) specifies the numerical west-to-east or south-to-north 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 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 recommendations set forth by the American Association of State Highway and Transportation Officials (AASHTO).

AADT 2029 is the Annual Average Daily Traffic volume forecasted for the year 2029. Figures shown in this column are also stated as bi-directional volumes and have been rounded in accordance with ASHTO recommendations.

AAGR is the Average Annual Growth Rate used to develop the 2029 traffic forecast. It can be used to produce a general traffic projection for other years using the following formula:

$$\text{Future AADT} = \text{Current AADT} \times ((1 + \text{AAGR}) ^ n)$$

Where n = number of years beyond current year

Base YR is the calendar year used to establish the linear trend line for the 20 year traffic forecast.

DRV Code 29 - is populated with a numeric value that describes the basis for deriving the value of the 2029 average annual daily traffic volume projection estimate. Each code used is listed and defined below.

1. The projection is based on trend analyses of historical automatic traffic recorder (ATR) volumes that are believed to have influence over the highway segment.
2. The projection is based on analyses of historical AADT trends, which may include population growth and changes in land use over time.
3. The projection is based on analyses of forecasted AADT volumes produced on adjacent highway route segments.
4. The projection is based on a linear analysis of historical vehicle-miles of travel data produced in rural areas by federal highway functional classification.

5. The projection is based on a linear analysis of historical vehicle-miles of travel data generated in small urban places by federal road or street functional classification.
6. The projection is based on a linear analysis of historical vehicle-miles of travel data generated in urbanized areas of the state by road or street functional classification.
7. The projection was furnished by ADOT Travel Demand Modeling staff after deciding that the original forecast value produced using any of the methods described above is either too high or too low.
8. The projection was developed and supplied to ADOT by a COG, MPO or member government agency using internal travel forecasting techniques and procedures. Note: the use of this code is pending, and may not appear with the year 2029 traffic projections.