



Multimodal Planning

Traffic Monitoring Section

Data Dictionary

Location ID is a four to six digit count section identifier used to reference locations where traffic data is collected. The Location ID can be utilized to access detailed traffic data in the [Transportation Data Management System \(TDMS\)](#)

- Four digit count section identifiers (i.e. 7701) are associated with ramps and crossovers on the state highway system (i.e. 7701)
- Five digit count section identifier (i.e. 53035) are associate with traffic count section located on roadway sections owned by local agencies
- Six digit count section identifiers (i.e. 100007) are associated with mainline roadway segments on the state highway system (i.e. 100007)

Definitions of Alpha-Numeric Route Designations

Route is the alpha numeric route designation of the highway. The number is the signed route number of the highway appearing on the shield.

Interstate (I) represents the networks of access controlled highways that form the National Highway System

- Interstates (I) are signed with an Interstate Highway shield 

US Routes (US) are a nationwide network of roads and highways that form the Federal Highways

- US Routes (US) are signed with a US Highway shield 

State Routes (SR) are roadways that are owned and maintained by the state of Arizona.

- State Routes (SR) are signed by the Arizona Route 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

Meta Data Descriptions

Beginning Milepost (BMP) is the roadway milepost where a traffic count section begins. BMP locations are stated to the nearest one hundredth of a mile

Ending Milepost (EMP) is the roadway milepost where a traffic count section begins. EMP locations are stated to the nearest one hundredth of a mile

Traffic Count Section Milepost (TCS MP) is the milepost of a traffic count section at which traffic counts are executed. TCS MP's are stated to the nearest one hundredth of a mile

Start is the description of the roadway where a traffic count section begins, usually the intersecting road, street and exit number

End is the description of the roadway where a traffic count section ends, usually an intersecting road, street or exit number

Average Annual Daily Traffic (AADT) are the estimated traffic volume for a traffic count section within a calendar year. AADT's are rounded by AASHTO recommendations

Calculation method:

- Road tube count: $AADT = VOLUME \times Seasonal\ Factor \times Axle\ Factor$
- Classification count: $AADT = VOLUME \times Seasonal\ Factor$
- Continuous count: $AADT = VOLUME \times Seasonal\ Factor$

POS Dir AADT is the estimated traffic volume for a traffic count section in the direction of increasing mileposts usually in the cardinal direction north or east

NEG Dir AADT is the estimated traffic volume for a traffic count section in the direction of decreasing milepost usually in the non-cardinal direction south or east

AADT Derivation Code is a populated superscript numeric value describing the basis for deriving values of average annual daily traffic estimates.

- 1 Derived from an actual raw count
- 2 Derived from an estimate
- 3 Grown from a previous year's count
- 7 Derived from a combination of directional counts traffic count
- 12 Derived from a single directional count

Future AADT is a forecasted average annual daily traffic for a specific year in the future

- $Future\ AADT = AADT_{(current\ year)} \times Growth\ Factor_{(defined\ year)}$
 - $AADT_{(2018)} \times GF_{(2040)}$

Future Year Growth Factor is the factor generated by the Arizona statewide modeling program used to develop the defined year future average annual daily traffic.

K Factor is the percentage of AADT occurring during the 30th highest hour of a year that ranges between 7 and 12 percent.

D Factor is the percentage of traffic moving in the peak travel direction during the 30th highest hourly volume of the year

Single Unit Truck AADT represents the average annual daily volume of trucks included in the FHWA Truck Class Scheme for categories 4 through 7

Combo Unit Truck AADT represents the average annual daily volume of trucks according to the FHWA Truck Class Scheme for categories 8 through 13

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).