



Arizona Department of Transportation
AVERAGE ANNUAL DAILY TRAFFIC REPORT 2022

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-------------|--------|--------------------|-----------|--------------------|-------------|---------------------|-----------|-------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| [68_3351] | 3351 | 2 - Mainline Ramp | I008 | I-8 | 178.734 | I-8 Exit 178 A-Ramp | 179.480 | I-10 nonCard | 576 | Derivation Code = 1 MS2 TDMS; Reference = [68_3351] Previous AADT = 492 | 10 | 61 | - | - | - | 1,448 |
| [68_3000] | 3000 | 2 - Mainline Ramp | I008001A | I-8 Exit 1 A-Ramp | 0.000 | I008-5 | 0.291 | I-8 Front | 282 | Derivation Code = 3 MS2 TDMS; Reference = [68_3000] Previous AADT = 289 | 12 | 100 | 15 | 44 | 21% | 382 |
| | | 2 - Mainline Ramp | I008001A1 | I-8 Exit 1 A1-Ramp | 0.000 | I008-5 | 0.067 | I-8 Exit 1 R1-Ramp Front | 3,017 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3095 | - | - | - | - | - | 4,088 |
| [68_3002] | 3002 | 2 - Mainline Ramp | I008001C | I-8 Exit 1 C-Ramp | 0.000 | I-8 nonCard | 0.175 | I-8 Front nonCard | 1,680 | Derivation Code = 3 MS2 TDMS; Reference = [68_3002] Previous AADT = 1723 | 12 | 100 | 88 | 274 | 22% | 2,276 |
| | | 2 - Mainline Ramp | I008001C1 | I-8 Exit 1 C1-Ramp | 0.000 | I-8 nonCard | 0.101 | I-8 Exit 1 S1-Ramp | - | - | - | - | - | - | - | - |
| [68_3001] | 3001 | 2 - Mainline Ramp | I008001G | I-8 Exit 1 G-Ramp | 0.000 | I-8 Front | 0.535 | I008-5 | 3,067 | Derivation Code = 3 MS2 TDMS; Reference = [68_3001] Previous AADT = 3146 | 10 | 100 | 95 | 366 | 15% | 4,156 |
| | | 2 - Mainline Ramp | I008001G1 | I-8 Exit 1 G1-Ramp | 0.000 | I-8 Exit 1 R1-Ramp | 0.143 | I-8 Exit 1 G-Ramp | 3,017 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3095 | - | - | - | - | - | 4,088 |
| [68_3003] | 3003 | 2 - Mainline Ramp | I008001J | I-8 Exit 1 J-Ramp | 0.000 | I-8 Front nonCard | 0.134 | I-8 nonCard | 267 | Derivation Code = 3 MS2 TDMS; Reference = [68_3003] Previous AADT = 274 | 13 | - | 24 | 3 | 10% | 362 |
| | | 2 - Mainline Ramp | I008001J1 | I-8 Exit 1 J1-Ramp | 0.000 | I-8 Exit 1 S1-Ramp | 0.108 | I-8 nonCard | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | I008001L1 | I-8 Exit 1 L1-Ramp | 0.000 | E Giss Pkwy | 0.026 | I-8 Front | 3,492 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 3317 | - | - | - | - | - | 5,125 |
| [68_3002]/3 | 3002 | 2 - Mainline Ramp | I008001X | I-8 Exit 1 X-Ramp | 0.000 | I-8 Exit 1 C-Ramp | 0.027 | I-8 Front nonCard (0) | 560 | Derivation Code = 3 MS2 TDMS; Reference = [68_3002]/3 Previous AADT = 574 | 12 | - | - | - | - | 759 |
| [68_3010] | 3010 | 2 - Mainline Ramp | I008002A | I-8 Exit 2 A-Ramp | 0.000 | I008-5 | 0.243 | I-8 Exit 2 G-Ramp | 2,383 | Derivation Code = 3 MS2 TDMS; Reference = [68_3010] Previous AADT = 2444 | 12 | - | 95 | 897 | 42% | 3,229 |
| [68_3012] | 3012 | 2 - Mainline Ramp | I008002C | I-8 Exit 2 C-Ramp | 0.000 | I-8 nonCard | 0.213 | I-8 Exit 2 J-Ramp | 6,432 | Derivation Code = 3 MS2 TDMS; Reference = [68_3012] Previous AADT = 6597 | 10 | 100 | 341 | 1,053 | 22% | 8,715 |
| [68_3011] | 3011 | 2 - Mainline Ramp | I008002G | I-8 Exit 2 G-Ramp | 0.000 | I-8 Exit 2 A-Ramp | 0.220 | I-8 | 6,604 | Derivation Code = 3 MS2 TDMS; Reference = [68_3011] Previous AADT = 6773 | 11 | 100 | 350 | 1,083 | 22% | 8,948 |
| [68_3013] | 3013 | 2 - Mainline Ramp | I008002J | I-8 Exit 2 J-Ramp | 0.000 | I-8 Exit 2 C-Ramp | 0.245 | I-8 nonCard | 2,637 | Derivation Code = 3 MS2 TDMS; Reference = [68_3013] Previous AADT = 2705 | 9 | 100 | 81 | 314 | 15% | 3,573 |
| [68_3020] | 3020 | 2 - Mainline Ramp | I008003A | I-8 Exit 3 A-Ramp | 0.000 | I-8 | 0.242 | SR-280 | 3,232 | Derivation Code = 3 MS2 TDMS; Reference = [68_3020] Previous AADT = 3315 | 9 | 100 | 171 | 530 | 22% | 4,379 |
| [68_3022] | 3022 | 2 - Mainline Ramp | I008003C | I-8 Exit 3 C-Ramp | 0.000 | I-8 nonCard | 0.336 | SR-280 | 4,600 | Derivation Code = 3 MS2 TDMS; Reference = [68_3022] Previous AADT = 4718 | 12 | 100 | 243 | 753 | 22% | 6,233 |
| [68_3021] | 3021 | 2 - Mainline Ramp | I008003G | I-8 Exit 3 G-Ramp | 0.000 | SR-280 | 0.219 | I-8 | 5,909 | Derivation Code = 3 MS2 TDMS; Reference = [68_3021] Previous AADT = 6060 | 9 | 100 | 181 | 705 | 15% | 8,007 |
| [68_3023] | 3023 | 2 - Mainline Ramp | I008003J | I-8 Exit 3 J-Ramp | 0.000 | SR-280 | 0.282 | I-8 nonCard | 3,637 | Derivation Code = 3 MS2 TDMS; Reference = [68_3023] Previous AADT = 3730 | 9 | 100 | 172 | 672 | 23% | 4,928 |
| [68_3030] | 3030 | 2 - Mainline Ramp | I008007A | I-8 Exit 7 A-Ramp | 0.000 | I-8 | 0.302 | I-8 Front (1) | 4,718 | Derivation Code = 3 MS2 TDMS; Reference = [68_3030] Previous AADT = 4839 | 10 | 100 | 172 | 664 | 18% | 6,393 |
| [68_3032] | 3032 | 2 - Mainline Ramp | I008007C | I-8 Exit 7 C-Ramp | 0.000 | I-8 nonCard | 0.289 | I-8 Exit 7 J-Ramp | 2,577 | Derivation Code = 3 MS2 TDMS; Reference = [68_3032] Previous AADT = 2643 | 11 | 100 | 135 | 421 | 22% | 3,492 |
| [68_3033] | 3033 | 2 - Mainline Ramp | I008007C | I-8 Exit 7 C-Ramp | 0.289 | I-8 Exit 7 J-Ramp | 0.320 | 10 ft SE of I-8 Exit 7 J-Ramp | 2,965 | Derivation Code = 3 MS2 TDMS; Reference = [68_3033] Previous AADT = 3041 | 12 | - | 163 | 504 | 22% | 4,018 |
| [68_3031] | 3031 | 2 - Mainline Ramp | I008007G | I-8 Exit 7 G-Ramp | 0.000 | I-8 Front (1) | 0.299 | I-8 | 3,859 | Derivation Code = 3 MS2 TDMS; Reference = [68_3031] Previous AADT = 3958 | 9 | - | 256 | 995 | 32% | 5,229 |
| [68_3033] | 3033 | 2 - Mainline Ramp | I008007J | I-8 Exit 7 J-Ramp | 0.031 | I-8 Exit 7 C-Ramp | 0.428 | I-8 nonCard | 2,965 | Derivation Code = 3 MS2 TDMS; Reference = [68_3033] Previous AADT = 3041 | 12 | 100 | 157 | 486 | 22% | 4,018 |
| [68_3040] | 3040 | 2 - Mainline Ramp | I008009A | I-8 Exit 9 A-Ramp | 0.000 | I-8 | 0.233 | I-8 Exit 9 G-Ramp | 2,212 | Derivation Code = 3 MS2 TDMS; Reference = [68_3040] Previous AADT = 2269 | 14 | 100 | 117 | 362 | 22% | 2,997 |
| [68_3042] | 3042 | 2 - Mainline Ramp | I008009C | I-8 Exit 9 C-Ramp | 0.000 | I-8 nonCard | 0.223 | I-8 Front nonCard | 1,151 | Derivation Code = 3 MS2 TDMS; Reference = [68_3042] Previous AADT = 1181 | 10 | 100 | 59 | 188 | 21% | 1,560 |
| [68_3041] | 3041 | 2 - Mainline Ramp | I008009G | I-8 Exit 9 G-Ramp | 0.000 | I-8 Exit 9 A-Ramp | 0.499 | I-8 | 3,260 | Derivation Code = 3 MS2 TDMS; Reference = [68_3041] Previous AADT = 3344 | 8 | 100 | 100 | 389 | 15% | 4,417 |
| [68_3043] | 3043 | 2 - Mainline Ramp | I008009J | I-8 Exit 9 J-Ramp | 0.000 | I-8 Front nonCard | 0.235 | I-8 nonCard | 1,847 | Derivation Code = 3 MS2 TDMS; Reference = [68_3043] Previous AADT = 1894 | 15 | 100 | 96 | 302 | 22% | 2,503 |
| [68_3050] | 3050 | 2 - Mainline Ramp | I008012A | I-8 Exit 12 A-Ramp | 0.000 | I-8 | 0.236 | I-8 Exit 12 G-Ramp | 5,375 | Derivation Code = 3 MS2 TDMS; Reference = [68_3050] Previous AADT = 5513 | 12 | 100 | 285 | 881 | 22% | 7,203 |
| [68_3052] | 3052 | 2 - Mainline Ramp | I008012C | I-8 Exit 12 C-Ramp | 0.000 | I-8 nonCard | 0.237 | I-8 Exit 12 J-Ramp | 1,975 | Derivation Code = 3 MS2 TDMS; Reference = [68_3052] Previous AADT = 2026 | 12 | 100 | 104 | 324 | 22% | 2,676 |
| [68_3051] | 3051 | 2 - Mainline Ramp | I008012G | I-8 Exit 12 G-Ramp | 0.000 | I-8 Exit 12 A-Ramp | 0.248 | I-8 | 2,916 | Derivation Code = 3 MS2 TDMS; Reference = [68_3051] Previous AADT = 2991 | 8 | 100 | 116 | 1,098 | 42% | 3,951 |
| [68_3053] | 3053 | 2 - Mainline Ramp | I008012J | I-8 Exit 12 J-Ramp | 0.000 | I-8 Exit 12 C-Ramp | 0.246 | I-8 nonCard | 6,301 | Derivation Code = 3 MS2 TDMS; Reference = [68_3053] Previous AADT = 6463 | 12 | 100 | 332 | 1,032 | 22% | 8,538 |
| [68_3060] | 3060 | 2 - Mainline Ramp | I008014A | I-8 Exit 14 A-Ramp | 0.000 | I-8 | 0.250 | I-8 Exit 14 G-Ramp | 2,487 | Derivation Code = 3 MS2 TDMS; Reference = [68_3060] Previous AADT = 2551 | 12 | 100 | 131 | 406 | 22% | 3,370 |
| [68_3062] | 3062 | 2 - Mainline Ramp | I008014C | I-8 Exit 14 C-Ramp | 0.000 | I-8 nonCard | 0.279 | I-8 Exit 14 J-Ramp | 391 | Derivation Code = 3 MS2 TDMS; Reference = [68_3062] Previous AADT = 401 | 15 | 100 | 19 | 64 | 21% | 611 |
| [68_3061] | 3061 | 2 - Mainline Ramp | I008014G | I-8 Exit 14 G-Ramp | 0.000 | I-8 Exit 14 A-Ramp | 0.261 | I-8 | 375 | Derivation Code = 3 MS2 TDMS; Reference = [68_3061] Previous AADT = 385 | 14 | - | 18 | 60 | 21% | 508 |
| [68_3063] | 3063 | 2 - Mainline Ramp | I008014J | I-8 Exit 14 J-Ramp | 0.000 | I-8 Exit 14 C-Ramp | 0.209 | I-8 nonCard | 2,776 | Derivation Code = 3 MS2 TDMS; Reference = [68_3063] Previous AADT = 2847 | 12 | 100 | 146 | 453 | 22% | 3,761 |
| [68_3070] | 3070 | 2 - Mainline Ramp | I008021A | I-8 Exit 21 A-Ramp | 0.000 | I-8 | 0.280 | I-8 Exit 21 F-Ramp | 1,498 | Derivation Code = 3 MS2 TDMS; Reference = [68_3070] Previous AADT = 1536 | 11 | 100 | 65 | 604 | 45% | 2,341 |
| [68_3072] | 3072 | 2 - Mainline Ramp | I008021C | I-8 Exit 21 C-Ramp | 0.000 | I-8 nonCard | 0.286 | E Hwy 80 | 35 | Derivation Code = 3 MS2 TDMS; Reference = [68_3072] Previous AADT = 36 | 20 | 100 | 1 | 5 | 17% | 55 |
| [68_3071] | 3071 | 2 - Mainline Ramp | I008021F | I-8 Exit 21 F-Ramp | 0.000 | I-8 Exit 21 A-Ramp | 0.112 | Eb I 8 Exit 21 On Ramp | 22 | Derivation Code = 3 MS2 TDMS; Reference = [68_3071] Previous AADT = 21 | 14 | 100 | 1 | 3 | 18% | 33 |
| [68_3073] | 3073 | 2 - Mainline Ramp | I008021J | I-8 Exit 21 J-Ramp | 0.000 | E Hwy 80 | 0.321 | I-8 nonCard | 836 | Derivation Code = 3 MS2 TDMS; Reference = [68_3073] Previous AADT = 857 | 10 | 100 | - | - | - | 1,306 |
| | | 2 - Mainline Ramp | I008022A | I-8 Exit 22 A-Ramp | 0.000 | I-8 | 0.128 | I-8 Exit 22 R1-Ramp | 3,405 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3493 | - | - | - | - | - | 5,320 |
| | | 2 - Mainline Ramp | I008022C | I-8 Exit 22 C-Ramp | 0.000 | I-8 nonCard | 0.138 | I-8 Exit 22 S1-Ramp | 3,405 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3493 | - | - | - | - | - | 5,320 |
| | | 2 - Mainline Ramp | I008022G | I-8 Exit 22 G-Ramp | 0.000 | I-8 Exit 22 R2-Ramp | 0.080 | I-8 | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,186 |
| | | 2 - Mainline Ramp | I008022J | I-8 Exit 22 J-Ramp | 0.000 | I-8 Exit 22 S2-Ramp | 0.094 | I-8 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,186 |
| [68_3090] | 3090 | 2 - Mainline Ramp | I008030A | I-8 Exit 30 A-Ramp | 0.000 | I-8 | 0.310 | I-8 Exit 30 G-Ramp | 454 | Derivation Code = 3 MS2 TDMS; Reference = [68_3090] Previous AADT = 466 | 15 | 100 | 24 | 77 | 22% | 709 |
| [68_3092] | 3092 | 2 - Mainline Ramp | I008030C | I-8 Exit 30 C-Ramp | 0.000 | I-8 nonCard | 0.254 | I-8 Exit 30 J-Ramp | 327 | Derivation Code = 3 MS2 TDMS; Reference = [68_3092] Previous AADT = 335 | 12 | 100 | 18 | 57 | 23% | 511 |
| [68_3091] | 3091 | 2 - Mainline Ramp | I008030G | I-8 Exit 30 G-Ramp | 0.000 | I-8 Exit 30 A-Ramp | 0.306 | I-8 | 481 | Derivation Code = 3 MS2 TDMS; Reference = [68_3091] Previous AADT = 493 | 13 | 100 | 18 | 190 | 43% | 752 |
| [68_3093] | 3093 | 2 - Mainline Ramp | I008030J | I-8 Exit 30 J-Ramp | 0.000 | I-8 Exit 30 C-Ramp | 0.256 | I-8 nonCard | 1,382 | Derivation Code = 3 MS2 TDMS; Reference = [68_3093] Previous AADT = 1417 | 12 | - | 57 | 546 | 44% | 2,159 |
| [68_3100] | 3100 | 2 - Mainline Ramp | I008037A | I-8 Exit 37 A-Ramp | 0.000 | I-8 | 0.262 | I-8 Exit 37 G-Ramp | 472 | Derivation Code = 3 MS2 TDMS; Reference = [68_3100] Previous AADT = 484 | 14 | 100 | 25 | 79 | 22% | 738 |
| [68_3102] | 3102 | 2 - Mainline Ramp | I008037C | I-8 Exit 37 C-Ramp | 0.000 | I-8 nonCard | 0.283 | I-8 Exit 37 J-Ramp | 127 | Derivation Code = 3 MS2 TDMS; Reference = [68_3102] Previous AADT = 130 | 16 | 100 | 3 | 48 | 40% | 198 |
| [68_3101] | 3101 | 2 - Mainline Ramp | I008037G | I-8 Exit 37 G-Ramp | 0.000 | I-8 Exit 37 A-Ramp | 0.239 | I-8 | 98 | Derivation Code = 3 MS2 TDMS; Reference = [68_3101] Previous AADT = 101 | 20 | 100 | 4 | 16 | 20% | 153 |
| [68_3103] | 3103 | 2 - Mainline Ramp | I008037J | I-8 Exit 37 J-Ramp | 0.000 | I-8 Exit 37 C-Ramp | 0.288 | I-8 nonCard | 662 | Derivation Code = 3 MS2 TDMS; Reference = [68_3103] Previous AADT = 679 | 18 | 100 | 32 | 312 | 52% | 1,034 |
| [68_3110] | 3110 | 2 - Mainline Ramp | I008042A | I-8 Exit 42 A-Ramp | 0.000 | I-8 | 0.247 | I-8 Exit 42 G-Ramp | 680 | Derivation Code = 3 MS2 TDMS; Reference = [68_3110] Previous AADT = 697 | 11 | 100 | 37 | 117 | 23% | 1,063 |
| [68_3112] | 3112 | 2 - Mainline Ramp | I008042C | I-8 Exit 42 C-Ramp | 0.000 | I-8 nonCard | 0.290 | I-8 Exit 42 J-Ramp | 419 | Derivation Code = 3 MS2 TDMS; Reference = [68_3112] Previous AADT = 430 | 13 | 100 | 22 | 71 | 22% | 655 |
| [68_3111] | 3111 | 2 - Mainline Ramp | I008042G | I-8 Exit 42 G-Ramp | 0.000 | I-8 Exit 42 A-Ramp | 0.254 | I-8 | 265 | Derivation Code = 3 MS2 TDMS; Reference = [68_3111] Previous AADT = 272 | 16 | 100 | 10 | 104 | 43% | 414 |
| [68_3113] | 3113 | 2 - Mainline Ramp | I008042J | I-8 Exit 42 J-Ramp | 0.000 | I-8 Exit 42 C-Ramp | 0.280 | I-8 nonCard | 1,180 | Derivation Code = 3 MS2 TDMS; Reference = [68_3113] Previous AADT = 1210 | 16 | 100 | 50 | 474 | 44% | 1,844 |
| [68_3120] | 3120 | 2 - Mainline Ramp | I008054B | I-8 Exit 54 B-Ramp | 0.000 | I-8 | 0.164 | I-8 Exit 54 G-Ramp | 28 | Derivation Code = 3 MS2 TDMS; Reference = [68_3120] Previous AADT = 29 | 24 | 100 | - | 4 | 14% | 44 |
| [68_3122] | 3122 | 2 - Mainline Ramp | I008054C | I-8 Exit 54 C-Ramp | 0.000 | I-8 nonCard | 0. | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|---------------------|-------------|---------------------|-----------|---------------------|-----------|--|--|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_3121} | 3121 | 2 - Mainline Ramp | I 008054G | I-8 Exit 54 G-Ramp | 0.000 | I-8 Exit 54 B-Ramp | 0.316 | I-8 | 90 | Derivation Code = 3 MS2 TDMS; Reference = {68_3121} Previous AADT = 92 | | | 22 | 100 | 2 | 33 | 39% | 141 |
| {68_3123} | 3123 | 2 - Mainline Ramp | I 008054J | I-8 Exit 54 J-Ramp | 0.000 | I-8 Front nonCard | 0.142 | I-8 nonCard | 28 | Derivation Code = 3 MS2 TDMS; Reference = {68_3123} Previous AADT = 29 | | | 21 | 100 | - | 4 | 14% | 44 |
| - | - | 2 - Mainline Ramp | I 008054K | I-8 Exit 54 X-Ramp | 0.000 | E Hwy 80 | 0.077 | I-8 Front nonCard | 1,616 | Applied Growth Factor = 0.028 to Previous Year Previous AADT = 1572 | | | - | - | - | - | - | 2,924 |
| - | - | 2 - Mainline Ramp | I 008056A | I-8 Exit 56 A-Ramp | 0.000 | I-8 | 0.118 | I-8 Exit 56 R2-Ramp | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | | | - | - | - | - | - | 5,186 |
| - | - | 2 - Mainline Ramp | I 008056C | I-8 Exit 56 C-Ramp | 0.000 | I-8 nonCard | 0.136 | I-8 Exit 56 S2-Ramp | 3,405 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3493 | | | - | - | - | - | - | 5,320 |
| - | - | 2 - Mainline Ramp | I 008056G | I-8 Exit 56 G-Ramp | 0.000 | I-8 Exit 56 R2-Ramp | 0.109 | I-8 | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | | | - | - | - | - | - | 5,186 |
| - | - | 2 - Mainline Ramp | I 008056J | I-8 Exit 56 J-Ramp | 0.000 | I-8 Exit 56 S2-Ramp | 0.112 | I-8 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | | | - | - | - | - | - | 5,186 |
| {68_3140} | 3140 | 2 - Mainline Ramp | I 008067A | I-8 Exit 67 A-Ramp | 0.000 | I-8 | 0.246 | I-8 Exit 67 G-Ramp | 507 | Derivation Code = 3 MS2 TDMS; Reference = {68_3140} Previous AADT = 520 | | | 14 | 100 | 29 | 88 | 23% | 792 |
| {68_3142} | 3142 | 2 - Mainline Ramp | I 008067C | I-8 Exit 67 C-Ramp | 0.000 | I-8 nonCard | 0.282 | I-8 Exit 67 J-Ramp | 377 | Derivation Code = 3 MS2 TDMS; Reference = {68_3142} Previous AADT = 387 | | | 12 | - | 15 | 147 | 43% | 589 |
| {68_3141} | 3141 | 2 - Mainline Ramp | I 008067G | I-8 Exit 67 G-Ramp | 0.000 | I-8 Exit 67 A-Ramp | 0.352 | I-8 | 710 | Derivation Code = 3 MS2 TDMS; Reference = {68_3141} Previous AADT = 728 | | | 11 | 100 | 30 | 286 | 45% | 1,109 |
| {68_3143} | 3143 | 2 - Mainline Ramp | I 008067J | I-8 Exit 67 J-Ramp | 0.000 | I-8 Exit 67 C-Ramp | 0.314 | I-8 nonCard | 428 | Derivation Code = 3 MS2 TDMS; Reference = {68_3143} Previous AADT = 439 | | | 11 | 100 | - | - | - | 669 |
| {68_3150} | 3150 | 2 - Mainline Ramp | I 008073A | I-8 Exit 73 A-Ramp | 0.000 | I-8 | 0.251 | S Route 9033 | 65 | Derivation Code = 3 MS2 TDMS; Reference = {68_3150} Previous AADT = 67 | | | 18 | 100 | 2 | 10 | 18% | 102 |
| {68_3152} | 3152 | 2 - Mainline Ramp | I 008073C | I-8 Exit 73 C-Ramp | 0.000 | I-8 nonCard | 0.243 | I-8 Exit 73 J-Ramp | 51 | Derivation Code = 3 MS2 TDMS; Reference = {68_3152} Previous AADT = 52 | | | 18 | 100 | 2 | 7 | 18% | 80 |
| {68_3151} | 3151 | 2 - Mainline Ramp | I 008073G | I-8 Exit 73 G-Ramp | 0.000 | S Route 9033 | 0.255 | I-8 | 58 | Derivation Code = 3 MS2 TDMS; Reference = {68_3151} Previous AADT = 59 | | | 24 | 100 | 2 | 8 | 17% | 91 |
| {68_3153} | 3153 | 2 - Mainline Ramp | I 008073J | I-8 Exit 73 J-Ramp | 0.000 | I-8 Exit 73 C-Ramp | 0.266 | I-8 nonCard | 65 | Derivation Code = 3 MS2 TDMS; Reference = {68_3153} Previous AADT = 67 | | | 16 | 100 | 2 | 10 | 18% | 102 |
| {68_3160} | 3160 | 2 - Mainline Ramp | I 008078A | I-8 Exit 78 A-Ramp | 0.000 | I-8 | 0.286 | I-8 Exit 78 G-Ramp | 66 | Derivation Code = 3 MS2 TDMS; Reference = {68_3160} Previous AADT = 68 | | | 31 | 100 | 2 | 10 | 18% | 103 |
| {68_3162} | 3162 | 2 - Mainline Ramp | I 008078C | I-8 Exit 78 C-Ramp | 0.000 | I-8 nonCard | 0.262 | I-8 Exit 78 J-Ramp | 130 | Derivation Code = 3 MS2 TDMS; Reference = {68_3162} Previous AADT = 133 | | | 26 | 100 | 4 | 50 | 42% | 203 |
| {68_3161} | 3161 | 2 - Mainline Ramp | I 008078G | I-8 Exit 78 G-Ramp | 0.000 | I-8 Exit 78 A-Ramp | 0.327 | I-8 | 114 | Derivation Code = 3 MS2 TDMS; Reference = {68_3161} Previous AADT = 117 | | | 14 | 100 | 3 | 44 | 41% | 178 |
| {68_3163} | 3163 | 2 - Mainline Ramp | I 008078J | I-8 Exit 78 J-Ramp | 0.000 | I-8 Exit 78 C-Ramp | 0.276 | I-8 nonCard | 80 | Derivation Code = 3 MS2 TDMS; Reference = {68_3163} Previous AADT = 82 | | | 16 | 100 | 2 | 31 | 41% | 125 |
| - | 900007 | 2 - Mainline Ramp | I 008083A | I-8 Exit 83 A-Ramp | 0.000 | I-8 | 0.121 | I-8 Exit 83 R2-Ramp | 532 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 527 | | | 11 | - | - | - | - | 836 |
| {68_9951} | 900007 | 2 - Mainline Ramp | I 008083G | I-8 Exit 83 G-Ramp | 0.000 | I-8 Exit 83 R2-Ramp | 0.056 | I-8 | 548 | Derivation Code = 3 MS2 TDMS; Reference = {68_9951} Previous AADT = 527 | | | 11 | - | - | - | - | 861 |
| - | 900007 | 2 - Mainline Ramp | I 008083R2 | I-8 Exit 83 R2-Ramp | 0.000 | I-8 Exit 83 A-Ramp | 0.136 | I-8 Exit 83 G-Ramp | 532 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 527 | | | 11 | - | - | - | - | 898 |
| - | - | 2 - Mainline Ramp | I 008084C | I-8 Exit 84 C-Ramp | 0.000 | I-8 nonCard | 0.112 | I-8 Exit 84 S2-Ramp | 3,245 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3210 | | | - | - | - | - | - | 5,098 |
| - | - | 2 - Mainline Ramp | I 008084J | I-8 Exit 84 J-Ramp | 0.000 | I-8 Exit 84 S2-Ramp | 0.070 | I-8 nonCard | 3,226 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3191 | | | - | - | - | - | - | 5,068 |
| {68_3180} | 3180 | 2 - Mainline Ramp | I 008087A | I-8 Exit 87 A-Ramp | 0.000 | I-8 | 0.274 | I-8 Exit 87 G-Ramp | 79 | Derivation Code = 3 MS2 TDMS; Reference = {68_3180} Previous AADT = 76 | | | 18 | 100 | 4 | 24 | 35% | 124 |
| {68_3182} | 3182 | 2 - Mainline Ramp | I 008087C | I-8 Exit 87 C-Ramp | 0.000 | I-8 nonCard | 0.235 | I-8 Exit 87 J-Ramp | 278 | Derivation Code = 3 MS2 TDMS; Reference = {68_3182} Previous AADT = 268 | | | 18 | 100 | 11 | 60 | 26% | 437 |
| {68_3181} | 3181 | 2 - Mainline Ramp | I 008087G | I-8 Exit 87 G-Ramp | 0.000 | I-8 Exit 87 A-Ramp | 0.236 | I-8 | 106 | Derivation Code = 3 MS2 TDMS; Reference = {68_3181} Previous AADT = 102 | | | 15 | 100 | 5 | 37 | 40% | 167 |
| {68_3183} | 3183 | 2 - Mainline Ramp | I 008087J | I-8 Exit 87 J-Ramp | 0.000 | I-8 Exit 87 C-Ramp | 0.246 | I-8 nonCard | 157 | Derivation Code = 3 MS2 TDMS; Reference = {68_3183} Previous AADT = 146 | | | 22 | 100 | 12 | 11 | 15% | 247 |
| {68_3190} | 3190 | 2 - Mainline Ramp | I 008102A | I-8 Exit 102 A-Ramp | 0.000 | I-8 | 0.238 | I-8 Exit 102 G-Ramp | 86 | Derivation Code = 3 MS2 TDMS; Reference = {68_3190} Previous AADT = 83 | | | 20 | 100 | 4 | 33 | 43% | 135 |
| {68_3192} | 3192 | 2 - Mainline Ramp | I 008102C | I-8 Exit 102 C-Ramp | 0.000 | I-8 nonCard | 0.255 | I-8 Exit 102 J-Ramp | 300 | Derivation Code = 3 MS2 TDMS; Reference = {68_3192} Previous AADT = 289 | | | 16 | 100 | 11 | 61 | 24% | 471 |
| {68_3191} | 3191 | 2 - Mainline Ramp | I 008102G | I-8 Exit 102 G-Ramp | 0.000 | I-8 Exit 102 A-Ramp | 0.238 | I-8 | 349 | Derivation Code = 3 MS2 TDMS; Reference = {68_3191} Previous AADT = 325 | | | 20 | 100 | 27 | 23 | 14% | 548 |
| {68_3193} | 3193 | 2 - Mainline Ramp | I 008102J | I-8 Exit 102 J-Ramp | 0.000 | I-8 Exit 102 C-Ramp | 0.216 | I-8 nonCard | 91 | Derivation Code = 3 MS2 TDMS; Reference = {68_3193} Previous AADT = 88 | | | 26 | 100 | 3 | 14 | 19% | 143 |
| {68_3200} | 3200 | 2 - Mainline Ramp | I 008106A | I-8 Exit 106 A-Ramp | 0.000 | I-8 | 0.253 | I-8 Exit 106 G-Ramp | 33 | Derivation Code = 3 MS2 TDMS; Reference = {68_3200} Previous AADT = 32 | | | 17 | 100 | 2 | 11 | 39% | 52 |
| {68_3202} | 3202 | 2 - Mainline Ramp | I 008106C | I-8 Exit 106 C-Ramp | 0.000 | I-8 nonCard | 0.240 | I-8 Exit 106 J-Ramp | 173 | Derivation Code = 3 MS2 TDMS; Reference = {68_3202} Previous AADT = 168 | | | 23 | 100 | 5 | 38 | 25% | 275 |
| {68_3201} | 3201 | 2 - Mainline Ramp | I 008106G | I-8 Exit 106 G-Ramp | 0.000 | I-8 Exit 106 A-Ramp | 0.275 | I-8 | 210 | Derivation Code = 3 MS2 TDMS; Reference = {68_3201} Previous AADT = 202 | | | 19 | 100 | 9 | 46 | 26% | 330 |
| {68_3203} | 3203 | 2 - Mainline Ramp | I 008106J | I-8 Exit 106 J-Ramp | 0.000 | I-8 Exit 106 C-Ramp | 0.321 | I-8 nonCard | 30 | Derivation Code = 3 MS2 TDMS; Reference = {68_3203} Previous AADT = 29 | | | 25 | 100 | 2 | 8 | 33% | 47 |
| {68_3210} | 3210 | 2 - Mainline Ramp | I 008111A | I-8 Exit 111 A-Ramp | 0.000 | I-8 | 0.274 | I-8 Exit 111 G-Ramp | 74 | Derivation Code = 3 MS2 TDMS; Reference = {68_3210} Previous AADT = 69 | | | 17 | 100 | 3 | 13 | 22% | 116 |
| {68_3212} | 3212 | 2 - Mainline Ramp | I 008111C | I-8 Exit 111 C-Ramp | 0.000 | I-8 nonCard | 0.286 | I-8 Exit 111 J-Ramp | 352 | Derivation Code = 3 MS2 TDMS; Reference = {68_3212} Previous AADT = 339 | | | 15 | 100 | 14 | 73 | 25% | 553 |
| {68_3211} | 3211 | 2 - Mainline Ramp | I 008111G | I-8 Exit 111 G-Ramp | 0.000 | I-8 Exit 111 A-Ramp | 0.358 | I-8 | 358 | Derivation Code = 3 MS2 TDMS; Reference = {68_3211} Previous AADT = 333 | | | 13 | 100 | 13 | 75 | 25% | 562 |
| {68_3213} | 3213 | 2 - Mainline Ramp | I 008111J | I-8 Exit 111 J-Ramp | 0.000 | I-8 Exit 111 C-Ramp | 0.324 | I-8 nonCard | 52 | Derivation Code = 3 MS2 TDMS; Reference = {68_3213} Previous AADT = 50 | | | 21 | 100 | 2 | 9 | 21% | 82 |
| {68_3232} | 3232 | 2 - Mainline Ramp | I 008115C | I-8 Exit 115 C-Ramp | 0.000 | I-8 nonCard | 0.210 | SR-85 | 516 | Derivation Code = 3 MS2 TDMS; Reference = {68_3232} Previous AADT = 497 | | | 10 | - | 47 | 265 | 60% | 811 |
| {68_3231} | 3231 | 2 - Mainline Ramp | I 008115G | I-8 Exit 115 G-Ramp | 0.000 | SR-85 | 0.165 | I-8 | 364 | Derivation Code = 3 MS2 TDMS; Reference = {68_3231} Previous AADT = 350 | | | 9 | 100 | 14 | 74 | 24% | 572 |
| - | - | 2 - Mainline Ramp | I 008115J | I-8 Exit 115 J-Ramp | 0.000 | SR-88 nonCard (3) | 0.467 | I-8 nonCard | 3,245 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3210 | | | - | - | - | - | - | 5,098 |
| {68_3240} | 3240 | 2 - Mainline Ramp | I 008119A | I-8 Exit 119 A-Ramp | 0.000 | I-8 | 0.373 | I-8 Front | 375 | Derivation Code = 3 MS2 TDMS; Reference = {68_3240} Previous AADT = 361 | | | 11 | 100 | 19 | 115 | 36% | 589 |
| {68_3242} | 3242 | 2 - Mainline Ramp | I 008119C | I-8 Exit 119 C-Ramp | 0.000 | I-8 nonCard | 0.349 | I-8 Exit 119 J-Ramp | 2,846 | Derivation Code = 3 MS2 TDMS; Reference = {68_3242} Previous AADT = 2739 | | | 10 | 100 | 109 | 590 | 25% | 4,471 |
| {68_3241} | 3241 | 2 - Mainline Ramp | I 008119G | I-8 Exit 119 G-Ramp | 0.000 | I-8 Front | 0.325 | I-8 | 4,110 | Derivation Code = 3 MS2 TDMS; Reference = {68_3241} Previous AADT = 3827 | | | 9 | 100 | 317 | 297 | 15% | 6,457 |
| {68_3243} | 3243 | 2 - Mainline Ramp | I 008119J | I-8 Exit 119 J-Ramp | 0.000 | I-8 Exit 119 C-Ramp | 0.157 | I-8 nonCard | 477 | Derivation Code = 3 MS2 TDMS; Reference = {68_3243} Previous AADT = 459 | | | 13 | 100 | 14 | 78 | 19% | 749 |
| - | - | 2 - Mainline Ramp | I 008119X | I-8 Exit 119 X-Ramp | 0.000 | I-8 Exit 119 C-Ramp | 0.076 | SR-88 nonCard (3) | 3,226 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3191 | | | - | - | - | - | - | 5,068 |
| {68_3260} | 3260 | 2 - Mainline Ramp | I 008140A | I-8 Exit 140 A-Ramp | 0.000 | I-8 | 0.189 | I-8 Exit 140 G-Ramp | 61 | Derivation Code = 1 MS2 TDMS; Reference = {68_3260} Previous AADT = 48 | | | 28 | 100 | 3 | 12 | 25% | 96 |
| {68_3262} | 3262 | 2 - Mainline Ramp | I 008140C | I-8 Exit 140 C-Ramp | 0.000 | I-8 nonCard | 0.127 | I-8 Exit 140 J-Ramp | 23 | Derivation Code = 3 MS2 TDMS; Reference = {68_3262} Previous AADT = 22 | | | 24 | 100 | 1 | 5 | 26% | 36 |
| {68_3261} | 3261 | 2 - Mainline Ramp | I 008140G | I-8 Exit 140 G-Ramp | 0.000 | I-8 Exit 140 A-Ramp | 0.157 | I-8 | 51 | Derivation Code = 3 MS2 TDMS; Reference = {68_3261} Previous AADT = 49 | | | 26 | 100 | 3 | 18 | 41% | 80 |
| {68_3263} | 3263 | 2 - Mainline Ramp | I 008140J | I-8 Exit 140 J-Ramp | 0.000 | I-8 Exit 140 C-Ramp | 0.225 | I-8 nonCard | 56 | Derivation Code = 3 MS2 TDMS; Reference = {68_3263} Previous AADT = 54 | | | 27 | 100 | 4 | 27 | 55% | 88 |
| {68_3270} | 3270 | 2 - Mainline Ramp | I 008144A | I-8 Exit 144 A-Ramp | 0.000 | I-8 | 0.073 | I-8 Exit 144 F-Ramp | 23 | Derivation Code = 3 MS2 TDMS; Reference = {68_3270} Previous AADT = 22 | | | 43 | 100 | 1 | 4 | 22% | 36 |
| {68_3272} | 3272 | 2 - Mainline Ramp | I 008144C | I-8 Exit 144 C-Ramp | 0.000 | I-8 nonCard | 0.114 | I-8 Exit 144 J-Ramp | 23 | Derivation Code = 3 MS2 TDMS; Reference = {68_3272} Previous AADT = 22 | | | 19 | 100 | 1 | 4 | 22% | 36 |
| {68_3271} | 3271 | 2 - Mainline Ramp | I 008144F | I-8 Exit 144 F-Ramp | 0.000 | I-8 Exit 144 A-Ramp | 0.051 | I-8 | 19 | Derivation Code = 1 MS2 TDMS; Reference = {68_3271} Previous AADT = 34 | | | 19 | 100 | 4 | 2 | 33% | 30 |
| {68_3273} | 3273 | 2 - Mainline Ramp | I 008144J | I-8 Exit 144 J-Ramp | 0.000 | I-8 Exit 144 C-Ramp | 0.090 | I-8 nonCard | 20 | Derivation Code = 3 MS2 TDMS; Reference = {68_3273} Previous AADT = 19 | | | 39 | 100 | 1 | 2 | 15% | 31 |
| - | - | 2 - Mainline Ramp | I 008144L | I-8 Exit 144 L-Ramp | 0.000 | I-8 Exit 144 X-Ramp | 0.112 | I-8 Exit 144 J-Ramp | 18 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 18 | | | 19 | 100 | 1 | 3 | 22% | 28 |
| - | - | 2 - Mainline Ramp | I 008144X | I-8 Exit 144 X-Ramp | 0.000 | I-8 Exit 144 C-Ramp | 0.119 | I-8 Exit | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|------------|---------------------|-------------|---------------------|-----------|----------------------------------|-----------|--|------------|------------|---------------------|--------------------|------------|-------------------|
| - | - | 2 - Mainline Ramp | I 008150C | I-8 Exit 150 C-Ramp | 0.000 | I-8 nonCard | 0.038 | I-8 Exit 150 S-Ramp | 3,290 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3255 | - | - | - | - | - | 6,693 |
| - | - | 2 - Mainline Ramp | I 008150J | I-8 Exit 150 J-Ramp | 0.000 | I-8 Exit 150 S-Ramp | 0.042 | I-8 nonCard | 3,290 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3255 | - | - | - | - | - | 6,693 |
| - | - | 2 - Mainline Ramp | I 008150S | I-8 Exit 150 S-Ramp | 0.000 | I-8 Exit 150 C-Ramp | 0.057 | I-8 Exit 150 J-Ramp | - | - | - | - | - | - | - | - |
| [68_3290] | 3290 | 2 - Mainline Ramp | I 008151A | I-8 Exit 151 A-Ramp | 0.000 | I-8 | 0.146 | I-8 Exit 151 G-Ramp | 384 | Derivation Code = 1 MS2 TDMS; Reference = [68_3290] Previous AADT = 480 | 13 | 100 | 40 | 5 | 12% | 781 |
| [68_3292] | 3292 | 2 - Mainline Ramp | I 008151C | I-8 Exit 151 C-Ramp | 0.000 | I-8 nonCard | 0.133 | I-8 Exit 151 J-Ramp | 486 | Derivation Code = 3 MS2 TDMS; Reference = [68_3292] Previous AADT = 468 | 16 | 100 | 16 | 51 | 14% | 989 |
| [68_3291] | 3291 | 2 - Mainline Ramp | I 008151G | I-8 Exit 151 G-Ramp | 0.000 | I-8 Exit 151 A-Ramp | 0.175 | I-8 | 72 | Derivation Code = 1 MS2 TDMS; Reference = [68_3291] Previous AADT = 472 | 13 | 100 | - | - | - | 146 |
| [68_3293] | 3293 | 2 - Mainline Ramp | I 008151J | I-8 Exit 151 J-Ramp | 0.000 | I-8 Exit 151 C-Ramp | 0.238 | I-8 nonCard | 553 | Derivation Code = 3 MS2 TDMS; Reference = [68_3293] Previous AADT = 535 | 23 | 100 | 44 | 7 | 9% | 1,125 |
| - | - | 2 - Mainline Ramp | I 008151L | I-8 Exit 151 L-Ramp | 0.000 | I-8 Exit 151 J-Ramp | 0.074 | SR-84 | 520 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 515 | 14 | 100 | 18 | 65 | 16% | 1,058 |
| [68_3300] | 3300 | 2 - Mainline Ramp | I 008161B | I-8 Exit 161 B-Ramp | 0.000 | I-8 | 0.244 | S Stanfield Rd | 23 | Derivation Code = 3 MS2 TDMS; Reference = [68_3300] Previous AADT = 22 | 24 | 100 | 1 | 4 | 22% | 47 |
| [68_3302] | 3302 | 2 - Mainline Ramp | I 008161C | I-8 Exit 161 C-Ramp | 0.000 | I-8 nonCard | 0.279 | S Stanfield Rd | 425 | Derivation Code = 3 MS2 TDMS; Reference = [68_3302] Previous AADT = 406 | 12 | 100 | 11 | 47 | 14% | 865 |
| [68_3301] | 3301 | 2 - Mainline Ramp | I 008161G | I-8 Exit 161 G-Ramp | 0.000 | S Stanfield Rd | 0.295 | I-8 | 442 | Derivation Code = 3 MS2 TDMS; Reference = [68_3301] Previous AADT = 379 | 9 | 100 | 34 | 14 | 11% | 899 |
| [68_3303] | 3303 | 2 - Mainline Ramp | I 008161I | I-8 Exit 161 I-Ramp | 0.000 | S Stanfield Rd | 0.216 | I-8 nonCard | 38 | Derivation Code = 3 MS2 TDMS; Reference = [68_3303] Previous AADT = 38 | 25 | 100 | 2 | 1 | 8% | 87 |
| [68_3310] | 3310 | 2 - Mainline Ramp | I 008167A | I-8 Exit 167 A-Ramp | 0.000 | I-8 | 0.157 | I-8 Exit 167 G-Ramp | 54 | Derivation Code = 3 MS2 TDMS; Reference = [68_3310] Previous AADT = 52 | 23 | 100 | 4 | 7 | 20% | 110 |
| [68_3312] | 3312 | 2 - Mainline Ramp | I 008167C | I-8 Exit 167 C-Ramp | 0.000 | I-8 nonCard | 0.141 | I-8 Exit 167 J-Ramp | 164 | Derivation Code = 3 MS2 TDMS; Reference = [68_3312] Previous AADT = 157 | 16 | 100 | 12 | 2 | 9% | 334 |
| [68_3311] | 3311 | 2 - Mainline Ramp | I 008167G | I-8 Exit 167 G-Ramp | 0.000 | I-8 Exit 167 A-Ramp | 0.142 | I-8 | 192 | Derivation Code = 3 MS2 TDMS; Reference = [68_3311] Previous AADT = 164 | 17 | 100 | 9 | 5 | 7% | 391 |
| [68_3313] | 3313 | 2 - Mainline Ramp | I 008167J | I-8 Exit 167 J-Ramp | 0.000 | I-8 Exit 167 C-Ramp | 0.154 | I-8 nonCard | 42 | Derivation Code = 3 MS2 TDMS; Reference = [68_3313] Previous AADT = 40 | 35 | 100 | 3 | 5 | 19% | 85 |
| [68_3320] | 3320 | 2 - Mainline Ramp | I 008169B | I-8 Exit 169 B-Ramp | 0.000 | I-8 | 0.222 | S Bianco Rd | 7 | Derivation Code = 3 MS2 TDMS; Reference = [68_3320] Previous AADT = 7 | 67 | 100 | 1 | 2 | 43% | 14 |
| [68_3322] | 3322 | 2 - Mainline Ramp | I 008169D | I-8 Exit 169 D-Ramp | 0.000 | I-8 nonCard | 0.222 | S Bianco Rd | 12 | Derivation Code = 3 MS2 TDMS; Reference = [68_3322] Previous AADT = 11 | 44 | 100 | 1 | 2 | 25% | 24 |
| [68_3321] | 3321 | 2 - Mainline Ramp | I 008169G | I-8 Exit 169 G-Ramp | 0.000 | S Bianco Rd | 0.296 | I-8 | 18 | Derivation Code = 3 MS2 TDMS; Reference = [68_3321] Previous AADT = 15 | 29 | 100 | 1 | - | 6% | 37 |
| [68_3323] | 3323 | 2 - Mainline Ramp | I 008169J | I-8 Exit 169 J-Ramp | 0.000 | S Bianco Rd | 0.283 | I-8 nonCard | 23 | Derivation Code = 3 MS2 TDMS; Reference = [68_3323] Previous AADT = 20 | 42 | 100 | 1 | 1 | 9% | 47 |
| [68_3330] | 3330 | 2 - Mainline Ramp | I 008172B | I-8 Exit 172 B-Ramp | 0.000 | I-8 | 0.251 | S Thornton Rd | 730 | Derivation Code = 3 MS2 TDMS; Reference = [68_3330] Previous AADT = 697 | 11 | 100 | 21 | 80 | 14% | 1,485 |
| [68_3332] | 3332 | 2 - Mainline Ramp | I 008172C | I-8 Exit 172 C-Ramp | 0.000 | I-8 Exit 172 J-Ramp | 0.329 | I-8 nonCard | 1,268 | Derivation Code = 3 MS2 TDMS; Reference = [68_3332] Previous AADT = 1211 | 10 | 100 | 105 | 16 | 10% | 2,579 |
| [68_3331] | 3331 | 2 - Mainline Ramp | I 008172G | I-8 Exit 172 G-Ramp | 0.000 | S Thornton Rd | 0.300 | I-8 | 1,316 | Derivation Code = 3 MS2 TDMS; Reference = [68_3331] Previous AADT = 1129 | 10 | 100 | 103 | 47 | 11% | 2,677 |
| [68_3333] | 3333 | 2 - Mainline Ramp | I 008172J | I-8 Exit 172 J-Ramp | 0.000 | I-8 nonCard | 0.281 | I-8 Exit 172 C-Ramp | 973 | Derivation Code = 3 MS2 TDMS; Reference = [68_3333] Previous AADT = 929 | 11 | 100 | 28 | 101 | 13% | 1,979 |
| - | - | 2 - Mainline Ramp | I 008172P | I-8 Exit 172 P-Ramp | 0.000 | S Thornton Rd | 0.025 | I-8 Exit 172 G-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 7,244 |
| - | - | 2 - Mainline Ramp | I 008172T | I-8 Exit 172 T-Ramp | 0.000 | I-8 Exit 172 B-Ramp | 0.051 | S Thornton Rd | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 7,244 |
| [68_3340] | 3340 | 2 - Mainline Ramp | I 008174A | I-8 Exit 174 A-Ramp | 0.000 | I-8 | 0.182 | I-8 Exit 174 G-Ramp | 236 | Derivation Code = 3 MS2 TDMS; Reference = [68_3340] Previous AADT = 225 | 12 | 100 | 5 | 23 | 12% | 480 |
| [68_3342] | 3342 | 2 - Mainline Ramp | I 008174C | I-8 Exit 174 C-Ramp | 0.000 | I-8 nonCard | 0.188 | I-8 Exit 174 J-Ramp | 1,069 | Derivation Code = 3 MS2 TDMS; Reference = [68_3342] Previous AADT = 1021 | 10 | 100 | 29 | 117 | 14% | 2,175 |
| [68_3341] | 3341 | 2 - Mainline Ramp | I 008174G | I-8 Exit 174 G-Ramp | 0.000 | I-8 Exit 174 A-Ramp | 0.228 | I-8 | 1,019 | Derivation Code = 3 MS2 TDMS; Reference = [68_3341] Previous AADT = 973 | 10 | 100 | 85 | 14 | 10% | 2,073 |
| [68_3343] | 3343 | 2 - Mainline Ramp | I 008174J | I-8 Exit 174 J-Ramp | 0.000 | I-8 Exit 174 C-Ramp | 0.238 | I-8 nonCard | 180 | Derivation Code = 3 MS2 TDMS; Reference = [68_3343] Previous AADT = 172 | 14 | 100 | 14 | 2 | 9% | 366 |
| [68_3350] | 3350 | 2 - Mainline Ramp | I 008178A | I-8 Exit 178 A-Ramp | 0.000 | I-8 | 0.591 | 50 ft SE of I-8 Exit 199 Sb I-1* | 4,508 | Derivation Code = 3 MS2 TDMS; Reference = [68_3350] Previous AADT = 4306 | 9 | - | 414 | 65 | 11% | 9,151 |
| [68_3360] | 3360 | 2 - Mainline Ramp | I 010001A | I-10 Exit 1 A-Ramp | 0.000 | I-10 | 0.195 | I-10 Front (1) | 3,879 | Derivation Code = 3 MS2 TDMS; Reference = [68_3360] Previous AADT = 3978 | 9 | - | 216 | 669 | 23% | 6,505 |
| [68_3362] | 3362 | 2 - Mainline Ramp | I 010001C | I-10 Exit 1 C-Ramp | 0.000 | I-10 nonCard | 0.216 | I-10 Exit 1 J-Ramp | 1,620 | Derivation Code = 3 MS2 TDMS; Reference = [68_3362] Previous AADT = 1662 | 12 | - | 89 | 279 | 23% | 2,717 |
| [68_3361] | 3361 | 2 - Mainline Ramp | I 010001G | I-10 Exit 1 G-Ramp | 0.000 | I-10 Front (1) | 0.212 | I-10 | 1,959 | Derivation Code = 3 MS2 TDMS; Reference = [68_3361] Previous AADT = 2009 | 10 | - | 83 | 797 | 45% | 3,285 |
| [68_3363] | 3363 | 2 - Mainline Ramp | I 010001J | I-10 Exit 1 J-Ramp | 0.000 | I-10 Exit 1 C-Ramp | 0.196 | I-10 nonCard | 3,691 | Derivation Code = 3 MS2 TDMS; Reference = [68_3363] Previous AADT = 3786 | 9 | - | 159 | 1,502 | 45% | 6,190 |
| [68_9922] | 9922 | 2 - Mainline Ramp | I 010003A | I-10 Exit 3 A-Ramp | 0.000 | I-10 | 0.241 | Inspection Station | 1,188 | Derivation Code = 3 MS2 TDMS; Reference = [68_9922] Previous AADT = 1197 | 10 | - | 68 | 211 | 23% | 1,878 |
| [68_9923] | 9923 | 2 - Mainline Ramp | I 010003C | I-10 Exit 3 C-Ramp | 0.000 | I-10 nonCard | 0.117 | I-10 Exit 3 S-Ramp | 62 | Derivation Code = 3 MS2 TDMS; Reference = [68_9923] Previous AADT = 64 | 30 | - | 3 | 9 | 19% | 104 |
| [68_9922] | 9922 | 2 - Mainline Ramp | I 010003G | I-10 Exit 3 G-Ramp | 0.000 | I-10 Exit 3 R1-Ramp | 0.220 | I-10 | 1,188 | Derivation Code = 3 MS2 TDMS; Reference = [68_9922] Previous AADT = 1197 | 10 | - | 44 | 472 | 43% | 1,992 |
| [68_9923] | 9923 | 2 - Mainline Ramp | I 010003J | I-10 Exit 3 J-Ramp | 0.000 | I-10 Exit 3 S-Ramp | 0.187 | I-10 nonCard | 62 | Derivation Code = 3 MS2 TDMS; Reference = [68_9923] Previous AADT = 64 | 30 | - | 3 | 9 | 19% | 104 |
| - | - | 2 - Mainline Ramp | I 010003R2 | I-10 Exit 3 R2-Ramp | 0.000 | I-10 Exit 3 R1-Ramp | 0.270 | I-10 Exit 3 R1-Ramp | 1,187 | Applied Growth Factor = 0.028 to Previous Year Previous AADT = 1155 | 10 | - | 63 | 197 | 22% | 1,876 |
| [68_9923] | 9923 | 2 - Mainline Ramp | I 010003S | I-10 Exit 3 S-Ramp | 0.000 | I-10 Exit 3 C-Ramp | 0.177 | I-10 Exit 3 J-Ramp | 62 | Derivation Code = 3 MS2 TDMS; Reference = [68_9923] Previous AADT = 64 | 30 | - | 2 | 8 | 16% | 98 |
| [68_9916] | 9916 | 2 - Mainline Ramp | I 010004A | I-10 Exit 4 A-Ramp | 0.000 | I-10 | 0.135 | I-10 Exit 4 R-Ramp | 1,216 | Derivation Code = 3 MS2 TDMS; Reference = [68_9916] Previous AADT = 1247 | 10 | - | 43 | 473 | 42% | 2,039 |
| - | - | 2 - Mainline Ramp | I 010004G | I-10 Exit 4 G-Ramp | 0.000 | I-10 Exit 4 R-Ramp | 0.136 | I-10 | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,566 |
| [68_3380] | 3380 | 2 - Mainline Ramp | I 010005A | I-10 Exit 5 A-Ramp | 0.000 | I-10 | 0.154 | I-10 Front | 1,637 | Derivation Code = 3 MS2 TDMS; Reference = [68_3380] Previous AADT = 1679 | 8 | - | 90 | 281 | 23% | 2,745 |
| [68_9917] | 9917 | 2 - Mainline Ramp | I 010005C1 | I-10 Exit 5 C1-Ramp | 0.000 | I-10 nonCard | 0.107 | I-10 Exit 5 S-Ramp | 726 | Derivation Code = 3 MS2 TDMS; Reference = [68_9917] Previous AADT = 745 | 12 | - | 25 | 282 | 42% | 1,218 |
| [68_3382] | 3382 | 2 - Mainline Ramp | I 010005C2 | I-10 Exit 5 C2-Ramp | 0.000 | I-10 nonCard | 0.128 | I-10 Front nonCard | 1,303 | Derivation Code = 3 MS2 TDMS; Reference = [68_3382] Previous AADT = 1336 | 10 | - | 54 | 524 | 44% | 2,185 |
| [68_3381] | 3381 | 2 - Mainline Ramp | I 010005G | I-10 Exit 5 G-Ramp | 0.000 | I-10 Front | 0.113 | I-10 | 1,131 | Derivation Code = 3 MS2 TDMS; Reference = [68_3381] Previous AADT = 1160 | 9 | - | 47 | 463 | 45% | 1,897 |
| - | - | 2 - Mainline Ramp | I 010005I1 | I-10 Exit 5 I1-Ramp | 0.000 | I-10 Exit 5 S-Ramp | 0.137 | I-10 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,566 |
| [68_3383] | 3383 | 2 - Mainline Ramp | I 010005I2 | I-10 Exit 5 I2-Ramp | 0.000 | I-10 Front nonCard | 0.153 | I-10 nonCard | 1,558 | Derivation Code = 3 MS2 TDMS; Reference = [68_3383] Previous AADT = 1598 | 12 | - | 68 | 636 | 45% | 2,613 |
| [68_3390] | 3390 | 2 - Mainline Ramp | I 010011A | I-10 Exit 11 A-Ramp | 0.000 | I-10 | 0.114 | I-10 Front | 99 | Derivation Code = 3 MS2 TDMS; Reference = [68_3390] Previous AADT = 102 | 17 | - | 4 | 16 | 20% | 166 |
| [68_3392] | 3392 | 2 - Mainline Ramp | I 010011C | I-10 Exit 11 C-Ramp | 0.000 | I-10 nonCard | 0.122 | I-10 Front nonCard | 70 | Derivation Code = 3 MS2 TDMS; Reference = [68_3392] Previous AADT = 72 | 23 | - | 3 | 10 | 19% | 117 |
| [68_3391] | 3391 | 2 - Mainline Ramp | I 010011G | I-10 Exit 11 G-Ramp | 0.000 | I-10 Front | 0.088 | I-10 | 64 | Derivation Code = 3 MS2 TDMS; Reference = [68_3391] Previous AADT = 66 | 21 | - | 1 | 26 | 42% | 107 |
| [68_3393] | 3393 | 2 - Mainline Ramp | I 010011J | I-10 Exit 11 J-Ramp | 0.000 | I-10 Front nonCard | 0.149 | I-10 nonCard | 142 | Derivation Code = 3 MS2 TDMS; Reference = [68_3393] Previous AADT = 146 | 16 | - | 4 | 57 | 43% | 238 |
| - | - | 2 - Mainline Ramp | I 010011P | I-10 Exit 11 P-Ramp | 0.000 | I-10 Front | 0.022 | I-10 Exit 11 G-Ramp | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,566 |
| [68_3400] | 3400 | 2 - Mainline Ramp | I 010017A | I-10 Exit 17 A-Ramp | 0.000 | I-10 | 0.171 | I-10 Exit 17 G-Ramp | 3,201 | Derivation Code = 3 MS2 TDMS; Reference = [68_3400] Previous AADT = 3283 | 8 | - | 178 | 551 | 23% | 5,368 |
| [68_3402] | 3402 | 2 - Mainline Ramp | I 010017C | I-10 Exit 17 C-Ramp | 0.000 | I-10 nonCard | 0.256 | I-10 Exit 17 J-Ramp | 3,854 | Derivation Code = 3 MS2 TDMS; Reference = [68_3402] Previous AADT = 3953 | 10 | - | 163 | 1,530 | 44% | 6,463 |
| [68_3401] | 3401 | 2 - Mainline Ramp | I 010017G | I-10 Exit 17 G-Ramp | 0.000 | I-10 Exit 17 A-Ramp | 0.230 | I-10 | 3,048 | Derivation Code = 3 MS2 TDMS; Reference = [68_3401] Previous AADT = 3126 | 8 | - | 130 | 1,240 | 45% | 5,111 |
| [68_3403] | 3403 | 2 - Mainline Ramp | I 010017J | I-10 Exit 17 J-Ramp | 0.000 | I-10 Exit 17 C-Ramp | 0.217 | I-10 nonCard | 3,221 | Derivation Code = 3 MS2 TDMS; Reference = [68_3403] Previous AADT = 3314 | 9 | - | 138 | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|----------------------|-------------|------------------------|-----------|----------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_3413} | 3413 | 2 - Mainline Ramp | I 010019I | I-10 Exit 19 J-Ramp | 0.000 | I-10 Exit 19 C-Ramp | 0.338 | I-10 nonCard | 1,135 | Derivation Code = 3 MS2 TDMS; Reference = {68_3413} Previous AADT = 1164 | 10 | - | 46 | 458 | 44% | 1,903 |
| {68_3420} | 3420 | 2 - Mainline Ramp | I 010026A | I-10 Exit 26 A-Ramp | 0.000 | I-10 | 0.224 | I-10 Exit 26 G-Ramp | 184 | Derivation Code = 3 MS2 TDMS; Reference = {68_3420} Previous AADT = 189 | 12 | - | 9 | 31 | 22% | 309 |
| {68_3422} | 3422 | 2 - Mainline Ramp | I 010026C | I-10 Exit 26 C-Ramp | 0.000 | I-10 nonCard | 0.106 | I-10 Front nonCard | 121 | Derivation Code = 3 MS2 TDMS; Reference = {68_3422} Previous AADT = 124 | 20 | - | 5 | 19 | 20% | 203 |
| {68_3421} | 3421 | 2 - Mainline Ramp | I 010026G | I-10 Exit 26 G-Ramp | 0.000 | I-10 Exit 26 A-Ramp | 0.127 | I-10 | 190 | Derivation Code = 3 MS2 TDMS; Reference = {68_3421} Previous AADT = 195 | 20 | - | 7 | 77 | 44% | 319 |
| {68_3423} | 3423 | 2 - Mainline Ramp | I 010026J | I-10 Exit 26 J-Ramp | 0.000 | I-10 Front nonCard | 0.227 | I-10 nonCard | 133 | Derivation Code = 3 MS2 TDMS; Reference = {68_3423} Previous AADT = 136 | 19 | - | 4 | 51 | 41% | 223 |
| {68_3432} | 3432 | 2 - Mainline Ramp | I 010031C | I-10 Exit 31 C-Ramp | 0.000 | I-10 nonCard | 0.194 | US-60 | 72 | Derivation Code = 3 MS2 TDMS; Reference = {68_3432} Previous AADT = 74 | 21 | - | 3 | 10 | 18% | 121 |
| {68_3431} | 3431 | 2 - Mainline Ramp | I 010031F | I-10 Exit 31 F-Ramp | 0.000 | I-10 Exit 31 A-Ramp | 0.118 | I-10 | 776 | Derivation Code = 3 MS2 TDMS; Reference = {68_3431} Previous AADT = 755 | 13 | - | 37 | 116 | 20% | 1,227 |
| {68_3433} | 3433 | 2 - Mainline Ramp | I 010031J | I-10 Exit 31 J-Ramp | 0.000 | Wb 110 Exit 31 On Ramp | 0.592 | I-10 nonCard | 903 | Derivation Code = 3 MS2 TDMS; Reference = {68_3433} Previous AADT = 878 | 14 | - | 48 | 148 | 22% | 1,427 |
| {68_3440} | 3440 | 2 - Mainline Ramp | I 010045A | I-10 Exit 45 A-Ramp | 0.000 | I-10 | 0.304 | I-10 Exit 45 G-Ramp | 2,916 | Derivation Code = 3 MS2 TDMS; Reference = {68_3440} Previous AADT = 2991 | 8 | - | 161 | 503 | 23% | 4,890 |
| {68_3442} | 3442 | 2 - Mainline Ramp | I 010045C | I-10 Exit 45 C-Ramp | 0.000 | I-10 nonCard | 0.301 | I-10 Exit 45 J-Ramp | 3,491 | Derivation Code = 3 MS2 TDMS; Reference = {68_3442} Previous AADT = 3581 | 10 | - | 146 | 1,387 | 44% | 5,854 |
| {68_3441} | 3441 | 2 - Mainline Ramp | I 010045G | I-10 Exit 45 G-Ramp | 0.000 | I-10 Exit 45 A-Ramp | 0.270 | I-10 | 4,036 | Derivation Code = 3 MS2 TDMS; Reference = {68_3441} Previous AADT = 4139 | 12 | - | 173 | 1,644 | 45% | 6,768 |
| {68_3443} | 3443 | 2 - Mainline Ramp | I 010045J | I-10 Exit 45 J-Ramp | 0.000 | I-10 Exit 45 C-Ramp | 0.268 | I-10 nonCard | 3,745 | Derivation Code = 3 MS2 TDMS; Reference = {68_3443} Previous AADT = 3841 | 9 | - | 161 | 1,526 | 45% | 6,280 |
| {68_9918} | 9918 | 2 - Mainline Ramp | I 010052A | I-10 Exit 52 A-Ramp | 0.000 | I-10 | 0.096 | I-10 Exit 52 R1-Ramp | 1,073 | Derivation Code = 3 MS2 TDMS; Reference = {68_9918} Previous AADT = 1101 | 10 | - | 39 | 417 | 42% | 1,799 |
| {68_9919} | 9919 | 2 - Mainline Ramp | I 010052C | I-10 Exit 52 C-Ramp | 0.000 | I-10 nonCard | 0.122 | I-10 Exit 52 S1-Ramp | 922 | Derivation Code = 3 MS2 TDMS; Reference = {68_9919} Previous AADT = 946 | 13 | - | 32 | 359 | 42% | 1,546 |
| | 900010 | 2 - Mainline Ramp | I 010052G | I-10 Exit 52 G-Ramp | 0.000 | I-10 Exit 52 R1-Ramp | 0.133 | I-10 | 118 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 122 | - | - | - | - | - | 198 |
| | | 2 - Mainline Ramp | I 010052J | I-10 Exit 52 J-Ramp | 0.000 | I-10 Exit 52 S1-Ramp | 0.150 | I-10 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,566 |
| | 900010 | 2 - Mainline Ramp | I 010052R1 | I-10 Exit 52 R1-Ramp | 0.005 | I-10 Exit 52 A-Ramp | 0.253 | I-10 Exit 52 R2-Ramp | 120 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 119 | - | - | - | - | - | 190 |
| {68_3460} | 3460 | 2 - Mainline Ramp | I 010053A | I-10 Exit 53 A-Ramp | 0.000 | I-10 | 0.312 | I-10 Exit 53 G-Ramp | 182 | Derivation Code = 3 MS2 TDMS; Reference = {68_3460} Previous AADT = 187 | 19 | - | 9 | 31 | 22% | 305 |
| {68_3462} | 3462 | 2 - Mainline Ramp | I 010053C | I-10 Exit 53 C-Ramp | 0.000 | I-10 nonCard | 0.307 | I-10 Exit 53 J-Ramp | 146 | Derivation Code = 3 MS2 TDMS; Reference = {68_3462} Previous AADT = 150 | 14 | - | 5 | 23 | 19% | 245 |
| {68_3461} | 3461 | 2 - Mainline Ramp | I 010053G | I-10 Exit 53 G-Ramp | 0.000 | I-10 Exit 53 A-Ramp | 0.319 | I-10 | 283 | Derivation Code = 3 MS2 TDMS; Reference = {68_3461} Previous AADT = 290 | 25 | - | 11 | 114 | 44% | 475 |
| {68_3463} | 3463 | 2 - Mainline Ramp | I 010053J | I-10 Exit 53 J-Ramp | 0.000 | I-10 Exit 53 C-Ramp | 0.315 | I-10 nonCard | 176 | Derivation Code = 3 MS2 TDMS; Reference = {68_3463} Previous AADT = 180 | 14 | - | 7 | 71 | 44% | 295 |
| {68_3470} | 3470 | 2 - Mainline Ramp | I 010069A | I-10 Exit 69 A-Ramp | 0.000 | I-10 | 0.303 | I-10 Exit 69 G-Ramp | 251 | Derivation Code = 3 MS2 TDMS; Reference = {68_3470} Previous AADT = 257 | 13 | - | 9 | 98 | 43% | 421 |
| {68_3472} | 3472 | 2 - Mainline Ramp | I 010069C | I-10 Exit 69 C-Ramp | 0.000 | I-10 nonCard | 0.305 | I-10 Exit 69 G-Ramp | 262 | Derivation Code = 3 MS2 TDMS; Reference = {68_3472} Previous AADT = 269 | 14 | - | 14 | 44 | 22% | 439 |
| {68_3471} | 3471 | 2 - Mainline Ramp | I 010069G | I-10 Exit 69 G-Ramp | 0.000 | I-10 Exit 69 A-Ramp | 0.275 | I-10 | 422 | Derivation Code = 3 MS2 TDMS; Reference = {68_3471} Previous AADT = 423 | 14 | - | 17 | 174 | 44% | 724 |
| {68_3473} | 3473 | 2 - Mainline Ramp | I 010069J | I-10 Exit 69 J-Ramp | 0.000 | I-10 Exit 69 C-Ramp | 0.275 | I-10 nonCard | 128 | Derivation Code = 3 MS2 TDMS; Reference = {68_3473} Previous AADT = 131 | 21 | - | 4 | 50 | 42% | 215 |
| {68_3480} | 3480 | 2 - Mainline Ramp | I 010081A | I-10 Exit 81 A-Ramp | 0.000 | I-10 | 0.363 | I-10 Exit 81 G-Ramp | 724 | Derivation Code = 3 MS2 TDMS; Reference = {68_3480} Previous AADT = 697 | 11 | - | 31 | 172 | 28% | 1,137 |
| {68_3482} | 3482 | 2 - Mainline Ramp | I 010081C | I-10 Exit 81 C-Ramp | 0.000 | I-10 nonCard | 0.365 | I-10 Exit 81 J-Ramp | 859 | Derivation Code = 3 MS2 TDMS; Reference = {68_3482} Previous AADT = 827 | 12 | - | 19 | 109 | 15% | 1,350 |
| {68_3481} | 3481 | 2 - Mainline Ramp | I 010081G | I-10 Exit 81 G-Ramp | 0.000 | I-10 Exit 81 A-Ramp | 0.270 | I-10 | 802 | Derivation Code = 3 MS2 TDMS; Reference = {68_3481} Previous AADT = 747 | 11 | - | 64 | 59 | 15% | 1,260 |
| {68_3483} | 3483 | 2 - Mainline Ramp | I 010081J | I-10 Exit 81 J-Ramp | 0.000 | I-10 Exit 81 C-Ramp | 0.266 | I-10 nonCard | 495 | Derivation Code = 3 MS2 TDMS; Reference = {68_3483} Previous AADT = 460 | 10 | - | 38 | 35 | 15% | 778 |
| {68_9955} | 9955 | 2 - Mainline Ramp | I 010086A | I-10 Exit 86 A-Ramp | 0.000 | I-10 | 0.123 | I-10 Exit 86 R1-Ramp | 1,804 | Derivation Code = 3 MS2 TDMS; Reference = {68_9955} Previous AADT = 1736 | 7 | - | 99 | 531 | 35% | 2,834 |
| {68_9956} | 9956 | 2 - Mainline Ramp | I 010086C | I-10 Exit 86 C-Ramp | 0.000 | I-10 nonCard | 0.147 | I-10 Exit 86 S1-Ramp | 1,491 | Derivation Code = 3 MS2 TDMS; Reference = {68_9956} Previous AADT = 1435 | 10 | - | 80 | 440 | 35% | 2,343 |
| | 900008 | 2 - Mainline Ramp | I 010086G | I-10 Exit 86 G-Ramp | 0.000 | I-10 Exit 86 R1-Ramp | 0.062 | I-10 | 2,191 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 2168 | - | - | - | - | - | 3,442 |
| | | 2 - Mainline Ramp | I 010086J | I-10 Exit 86 J-Ramp | 0.000 | I-10 Exit 86 S-Ramp | 0.089 | I-10 nonCard | 3,226 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3191 | - | - | - | - | - | 5,068 |
| | 900008 | 2 - Mainline Ramp | I 010086R | I-10 Exit 86 R-Ramp | 0.000 | I-10 Exit 86 R1-Ramp | 0.218 | I-10 Exit 86 R1-Ramp | 2,191 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 2168 | - | - | - | - | - | 3,697 |
| {68_3500} | 3500 | 2 - Mainline Ramp | I 010094A | I-10 Exit 94 A-Ramp | 0.000 | I-10 | 0.312 | I-10 Exit 94 G-Ramp | 2,224 | Derivation Code = 3 MS2 TDMS; Reference = {68_3500} Previous AADT = 2141 | 8 | - | 68 | 374 | 20% | 3,494 |
| {68_3502} | 3502 | 2 - Mainline Ramp | I 010094C | I-10 Exit 94 C-Ramp | 0.000 | I-10 nonCard | 0.325 | I-10 Exit 94 J-Ramp | 2,345 | Derivation Code = 3 MS2 TDMS; Reference = {68_3502} Previous AADT = 2257 | 9 | - | 43 | 238 | 12% | 3,684 |
| {68_3501} | 3501 | 2 - Mainline Ramp | I 010094G | I-10 Exit 94 G-Ramp | 0.000 | I-10 Exit 94 A-Ramp | 0.309 | I-10 | 2,020 | Derivation Code = 1 MS2 TDMS; Reference = {68_3501} Previous AADT = 1857 | 7 | - | 163 | 153 | 16% | 3,174 |
| {68_3503} | 3503 | 2 - Mainline Ramp | I 010094J | I-10 Exit 94 J-Ramp | 0.000 | I-10 Exit 94 C-Ramp | 0.311 | I-10 nonCard | 995 | Derivation Code = 3 MS2 TDMS; Reference = {68_3503} Previous AADT = 926 | 10 | - | 77 | 74 | 15% | 1,563 |
| {68_3510} | 3510 | 2 - Mainline Ramp | I 010098A | I-10 Exit 98 A-Ramp | 0.000 | I-10 | 0.402 | I-10 Exit 98 G-Ramp | 255 | Derivation Code = 3 MS2 TDMS; Reference = {68_3510} Previous AADT = 245 | 11 | - | 11 | 61 | 28% | 401 |
| {68_3512} | 3512 | 2 - Mainline Ramp | I 010098C | I-10 Exit 98 C-Ramp | 0.000 | I-10 nonCard | 0.406 | I-10 Exit 98 J-Ramp | 2,596 | Derivation Code = 3 MS2 TDMS; Reference = {68_3512} Previous AADT = 2499 | 22 | - | 116 | 620 | 28% | 4,079 |
| {68_3511} | 3511 | 2 - Mainline Ramp | I 010098G | I-10 Exit 98 G-Ramp | 0.000 | I-10 Exit 98 A-Ramp | 0.297 | I-10 | 3,084 | Derivation Code = 3 MS2 TDMS; Reference = {68_3511} Previous AADT = 2871 | 20 | - | 243 | 227 | 15% | 4,845 |
| {68_3513} | 3513 | 2 - Mainline Ramp | I 010098J | I-10 Exit 98 J-Ramp | 0.000 | I-10 Exit 98 C-Ramp | 0.267 | I-10 nonCard | 173 | Derivation Code = 1 MS2 TDMS; Reference = {68_3513} Previous AADT = 67 | 16 | - | 27 | 22 | 28% | 272 |
| {68_3520} | 3520 | 2 - Mainline Ramp | I 010103A | I-10 Exit 103 A-Ramp | 0.000 | I-10 | 0.263 | I-10 Exit 103 G-Ramp | 4,055 | Derivation Code = 3 MS2 TDMS; Reference = {68_3520} Previous AADT = 3903 | 8 | - | 170 | 915 | 27% | 6,371 |
| {68_3522} | 3522 | 2 - Mainline Ramp | I 010103G | I-10 Exit 103 G-Ramp | 0.000 | I-10 nonCard | 0.246 | I-10 Exit 103 J-Ramp | 4,826 | Derivation Code = 3 MS2 TDMS; Reference = {68_3522} Previous AADT = 4645 | 8 | - | 167 | 908 | 22% | 7,582 |
| {68_3521} | 3521 | 2 - Mainline Ramp | I 010103C | I-10 Exit 103 C-Ramp | 0.000 | I-10 Exit 103 A-Ramp | 0.217 | I-10 | 6,813 | Derivation Code = 3 MS2 TDMS; Reference = {68_3521} Previous AADT = 6345 | 9 | - | 539 | 502 | 15% | 10,704 |
| {68_3523} | 3523 | 2 - Mainline Ramp | I 010103J | I-10 Exit 103 J-Ramp | 0.000 | I-10 Exit 103 C-Ramp | 0.214 | I-10 nonCard | 2,557 | Derivation Code = 3 MS2 TDMS; Reference = {68_3523} Previous AADT = 2381 | 8 | - | 200 | 188 | 15% | 4,017 |
| {68_3530} | 3530 | 2 - Mainline Ramp | I 010109A | I-10 Exit 109 A-Ramp | 0.000 | I-10 | 0.240 | I-10 Exit 109 G-Ramp | 642 | Derivation Code = 3 MS2 TDMS; Reference = {68_3530} Previous AADT = 618 | 17 | - | 24 | 136 | 25% | 1,009 |
| {68_3532} | 3532 | 2 - Mainline Ramp | I 010109C | I-10 Exit 109 C-Ramp | 0.000 | I-10 nonCard | 0.234 | I-10 Exit 109 J-Ramp | 5,541 | Derivation Code = 3 MS2 TDMS; Reference = {68_3532} Previous AADT = 5333 | 9 | - | 155 | 843 | 18% | 8,706 |
| {68_3531} | 3531 | 2 - Mainline Ramp | I 010109G | I-10 Exit 109 G-Ramp | 0.000 | I-10 Exit 109 A-Ramp | 0.208 | I-10 | 4,604 | Derivation Code = 3 MS2 TDMS; Reference = {68_3531} Previous AADT = 4288 | 9 | - | 365 | 341 | 15% | 7,233 |
| {68_3533} | 3533 | 2 - Mainline Ramp | I 010109J | I-10 Exit 109 J-Ramp | 0.000 | I-10 Exit 109 C-Ramp | 0.206 | I-10 nonCard | 664 | Derivation Code = 3 MS2 TDMS; Reference = {68_3533} Previous AADT = 618 | 14 | - | 52 | 48 | 15% | 1,043 |
| {68_3540} | 3540 | 2 - Mainline Ramp | I 010112A | I-10 Exit 112 A-Ramp | 0.000 | I-10 | 0.350 | I-10 Exit 112 C-Ramp | 4,163 | Derivation Code = 3 MS2 TDMS; Reference = {68_3540} Previous AADT = 4171 | 9 | - | 155 | 231 | 9% | 5,714 |
| {68_3541} | 3541 | 2 - Mainline Ramp | I 010112G | I-10 Exit 112 G-Ramp | 0.000 | I-10 Exit 112 J-Ramp | 0.385 | I-10 | 7,009 | Derivation Code = 3 MS2 TDMS; Reference = {68_3541} Previous AADT = 7023 | 9 | - | 209 | 816 | 15% | 9,621 |
| {68_3550} | 3550 | 2 - Mainline Ramp | I 010114A | I-10 Exit 114 A-Ramp | 0.000 | I-10 | 0.250 | I-10 Exit 114 G-Ramp | 3,411 | Derivation Code = 3 MS2 TDMS; Reference = {68_3550} Previous AADT = 3418 | 7 | - | 129 | 192 | 9% | 4,682 |
| {68_3552} | 3552 | 2 - Mainline Ramp | I 010114C | I-10 Exit 114 C-Ramp | 0.000 | I-10 nonCard | 0.234 | I-10 Exit 114 J-Ramp | 8,221 | Derivation Code = 3 MS2 TDMS; Reference = {68_3552} Previous AADT = 8237 | 8 | - | 295 | 395 | 8% | 11,284 |
| {68_3551} | 3551 | 2 - Mainline Ramp | I 010114G | I-10 Exit 114 G-Ramp | 0.000 | I-10 Exit 114 A-Ramp | 0.192 | I-10 | 8,083 | Derivation Code = 3 MS2 TDMS; Reference = {68_3551} Previous AADT = 8099 | 9 | - | 241 | 941 | 15% | 11,095 |
| {68_3553} | 3553 | 2 - Mainline Ramp | I 010114J | I-10 Exit 114 J-Ramp | 0.000 | I-10 Exit 114 C-Ramp | 0.205 | I-10 nonCard | 3,489 | Derivation Code = 3 MS2 TDMS; Reference = {68_3553} Previous AADT = 3496 | 9 | - | 103 | 406 | 15% | 4,789 |
| {68_8580} | 8580 | 2 - Mainline Ramp | I 0101 | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------|-----------------------|-------------|----------------------|-----------|----------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_8592} | 8592 | 2 - Mainline Ramp | I010120C | I-10 Exit 120 C-Ramp | 0.000 | I-10 nonCard | 0.239 | I-10 Exit 120 J-Ramp | 12,546 | Derivation Code = 3 MS2 TDMS; Reference = {68_8592} Previous AADT = 12571 | 12 | - | 476 | 701 | 9% | 17,221 |
| {68_8591} | 8591 | 2 - Mainline Ramp | I010120G | I-10 Exit 120 G-Ramp | 0.000 | I-10 Exit 120 A-Ramp | 0.274 | I-10 | 11,547 | Derivation Code = 3 MS2 TDMS; Reference = {68_8591} Previous AADT = 11570 | 12 | - | 347 | 1,346 | 15% | 15,850 |
| {68_8593} | 8593 | 2 - Mainline Ramp | I010120J | I-10 Exit 120 J-Ramp | 0.000 | I-10 Exit 120 C-Ramp | 0.286 | I-10 nonCard | 2,539 | Derivation Code = 3 MS2 TDMS; Reference = {68_8593} Previous AADT = 2544 | 11 | - | 75 | 295 | 15% | 3,485 |
| {68_3560} | 3560 | 2 - Mainline Ramp | I010121A | I-10 Exit 121 A-Ramp | 0.000 | I-10 | 0.258 | I-10 Exit 121 G-Ramp | 1,918 | Derivation Code = 3 MS2 TDMS; Reference = {68_3560} Previous AADT = 1924 | 9 | - | 73 | 110 | 10% | 2,633 |
| {68_3562} | 3562 | 2 - Mainline Ramp | I010121C | I-10 Exit 121 C-Ramp | 0.000 | I-10 nonCard | 0.301 | I-10 Exit 121 J-Ramp | 7,046 | Derivation Code = 3 MS2 TDMS; Reference = {68_3562} Previous AADT = 7060 | 9 | - | 266 | 395 | 9% | 9,672 |
| {68_3561} | 3561 | 2 - Mainline Ramp | I010121G | I-10 Exit 121 G-Ramp | 0.000 | I-10 Exit 121 A-Ramp | 0.262 | I-10 | 6,787 | Derivation Code = 3 MS2 TDMS; Reference = {68_3561} Previous AADT = 6801 | 11 | - | 203 | 791 | 15% | 9,316 |
| {68_3563} | 3563 | 2 - Mainline Ramp | I010121J | I-10 Exit 121 J-Ramp | 0.000 | I-10 Exit 121 C-Ramp | 0.219 | I-10 nonCard | 1,976 | Derivation Code = 3 MS2 TDMS; Reference = {68_3563} Previous AADT = 1980 | 10 | - | 58 | 230 | 15% | 2,712 |
| {68_3565} | 3565 | 2 - Mainline Ramp | I010122A | I-10 Exit 122 A-Ramp | 0.000 | I-10 | 0.252 | I-10 Exit 122 G-Ramp | 661 | Derivation Code = 3 MS2 TDMS; Reference = {68_3565} Previous AADT = 612 | 9 | - | 20 | 28 | 7% | 1,040 |
| {68_3567} | 3567 | 2 - Mainline Ramp | I010122C | I-10 Exit 122 C-Ramp | 0.000 | I-10 nonCard | 0.247 | I-10 Exit 122 J-Ramp | 4,607 | Derivation Code = 3 MS2 TDMS; Reference = {68_3567} Previous AADT = 4263 | 11 | - | 142 | 188 | 7% | 7,252 |
| {68_3566} | 3566 | 2 - Mainline Ramp | I010122G | I-10 Exit 122 G-Ramp | 0.000 | I-10 Exit 122 A-Ramp | 0.338 | I-10 | 4,311 | Derivation Code = 3 MS2 TDMS; Reference = {68_3566} Previous AADT = 4155 | 11 | - | 349 | 56 | 9% | 7,275 |
| {68_3568} | 3568 | 2 - Mainline Ramp | I010122J | I-10 Exit 122 J-Ramp | 0.000 | I-10 Exit 122 C-Ramp | 0.247 | I-10 nonCard | 812 | Derivation Code = 3 MS2 TDMS; Reference = {68_3568} Previous AADT = 783 | 10 | - | 65 | 11 | 9% | 1,278 |
| {68_3575} | 3575 | 2 - Mainline Ramp | I010123A | I-10 Exit 123 A-Ramp | 0.000 | I-10 | 0.261 | I-10 Front | 1,024 | Derivation Code = 3 MS2 TDMS; Reference = {68_3575} Previous AADT = 1026 | 8 | - | 36 | 48 | 8% | 1,406 |
| {68_3578} | 3578 | 2 - Mainline Ramp | I010123J | I-10 Exit 123 J-Ramp | 0.000 | I-10 Front nonCard | 0.272 | I-10 nonCard | 1,206 | Derivation Code = 3 MS2 TDMS; Reference = {68_3578} Previous AADT = 1208 | 9 | - | 107 | 16 | 10% | 1,655 |
| {68_3570} | 3570 | 2 - Mainline Ramp | I010124A1 | I-10 Exit 124 A1-Ramp | 0.000 | I-10 | 1.379 | SR-303 | 8,788 | Derivation Code = 3 MS2 TDMS; Reference = {68_3570} Previous AADT = 9098 | 11 | 57 | 324 | 430 | 9% | 12,063 |
| | 8720 | 2 - Mainline Ramp | I010124A2 | I-10 Exit 124 A2-Ramp | 0.000 | I-10 | 0.653 | SR-303 | - | - | - | - | - | - | - | - |
| | 8722 | 2 - Mainline Ramp | I010124C | I-10 Exit 124 C-Ramp | 0.000 | I-10 nonCard | 0.690 | SR-303 | 20,033 | Applied Growth Factor = -0.002 to Previous Year Previous AADT = 20074 | 9 | - | 760 | 1,120 | 9% | 27,498 |
| {68_3572} | 3572 | 2 - Mainline Ramp | I010124C1 | I-10 Exit 124 C1-Ramp | 0.000 | I-10 nonCard | 1.324 | SR-303 nonCard | 20,145 | Derivation Code = 3 MS2 TDMS; Reference = {68_3572} Previous AADT = 20855 | 9 | - | 747 | 1,101 | 9% | 27,651 |
| {68_3585} | 3585 | 2 - Mainline Ramp | I010125C | I-10 Exit 125 C-Ramp | 0.089 | I-10 nonCard | 0.334 | I-10 Front nonCard | 8,220 | Derivation Code = 3 MS2 TDMS; Reference = {68_3585} Previous AADT = 8236 | 10 | - | 312 | 460 | 9% | 11,283 |
| {68_3588} | 3588 | 2 - Mainline Ramp | I010125G | I-10 Exit 125 G-Ramp | 0.000 | I-10 Front | 0.242 | I-10 | 9,347 | Derivation Code = 3 MS2 TDMS; Reference = {68_3588} Previous AADT = 9366 | 10 | - | 844 | 136 | 10% | 12,830 |
| {68_3580} | 3580 | 2 - Mainline Ramp | I010126A | I-10 Exit 126 A-Ramp | 0.000 | I-10 | 0.227 | I-10 Exit 126 G-Ramp | 7,288 | Derivation Code = 3 MS2 TDMS; Reference = {68_3580} Previous AADT = 7303 | 9 | - | 277 | 407 | 9% | 10,004 |
| {68_3582} | 3582 | 2 - Mainline Ramp | I010126C | I-10 Exit 126 C-Ramp | 0.000 | I-10 nonCard | 0.252 | I-10 Exit 126 J-Ramp | 12,434 | Derivation Code = 3 MS2 TDMS; Reference = {68_3582} Previous AADT = 12459 | 9 | - | 446 | 595 | 8% | 17,067 |
| {68_3581} | 3581 | 2 - Mainline Ramp | I010126G | I-10 Exit 126 G-Ramp | 0.000 | I-10 Exit 126 A-Ramp | 0.196 | I-10 | 12,140 | Derivation Code = 3 MS2 TDMS; Reference = {68_3581} Previous AADT = 12164 | 10 | - | 364 | 1,414 | 15% | 16,664 |
| {68_3583} | 3583 | 2 - Mainline Ramp | I010126J | I-10 Exit 126 J-Ramp | 0.000 | I-10 Exit 126 C-Ramp | 0.199 | I-10 nonCard | 5,869 | Derivation Code = 3 MS2 TDMS; Reference = {68_3583} Previous AADT = 5881 | 10 | - | 176 | 685 | 15% | 8,056 |
| {68_7730} | 7730 | 2 - Mainline Ramp | I010127A | I-10 Exit 127 A-Ramp | 0.000 | I-10 | 0.229 | I-10 Exit 127 G-Ramp | 3,389 | Derivation Code = 3 MS2 TDMS; Reference = {68_7730} Previous AADT = 3396 | 11 | - | 129 | 190 | 9% | 4,652 |
| {68_7732} | 7732 | 2 - Mainline Ramp | I010127C | I-10 Exit 127 C-Ramp | 0.000 | I-10 nonCard | 0.248 | I-10 Exit 127 J-Ramp | 7,999 | Derivation Code = 3 MS2 TDMS; Reference = {68_7732} Previous AADT = 7955 | 12 | - | 285 | 381 | 8% | 10,897 |
| {68_7731} | 7731 | 2 - Mainline Ramp | I010127G | I-10 Exit 127 G-Ramp | 0.000 | I-10 Exit 127 A-Ramp | 0.241 | I-10 | 7,703 | Derivation Code = 3 MS2 TDMS; Reference = {68_7731} Previous AADT = 7718 | 9 | - | 233 | 909 | 15% | 10,573 |
| {68_7733} | 7733 | 2 - Mainline Ramp | I010127J | I-10 Exit 127 J-Ramp | 0.000 | I-10 Exit 127 C-Ramp | 0.278 | I-10 nonCard | 2,727 | Derivation Code = 3 MS2 TDMS; Reference = {68_7733} Previous AADT = 2732 | 11 | - | 81 | 317 | 15% | 3,743 |
| {68_3590} | 3590 | 2 - Mainline Ramp | I010128A | I-10 Exit 128 A-Ramp | 0.000 | I-10 | 0.230 | I-10 Exit 128 G-Ramp | 8,419 | Derivation Code = 3 MS2 TDMS; Reference = {68_3590} Previous AADT = 8436 | 10 | - | 302 | 403 | 8% | 11,556 |
| {68_3592} | 3592 | 2 - Mainline Ramp | I010128C | I-10 Exit 128 C-Ramp | 0.000 | I-10 nonCard | 0.173 | I-10 Exit 128 J-Ramp | 12,470 | Derivation Code = 3 MS2 TDMS; Reference = {68_3592} Previous AADT = 12495 | 8 | - | 447 | 597 | 8% | 17,117 |
| {68_3591} | 3591 | 2 - Mainline Ramp | I010128G | I-10 Exit 128 G-Ramp | 0.000 | I-10 Exit 128 A-Ramp | 0.181 | I-10 | 12,906 | Derivation Code = 3 MS2 TDMS; Reference = {68_3591} Previous AADT = 12932 | 8 | - | 391 | 1,517 | 15% | 17,715 |
| {68_3593} | 3593 | 2 - Mainline Ramp | I010128J | I-10 Exit 128 J-Ramp | 0.000 | I-10 Exit 128 C-Ramp | 0.215 | I-10 nonCard | 8,411 | Derivation Code = 3 MS2 TDMS; Reference = {68_3593} Previous AADT = 8428 | 10 | - | 252 | 980 | 15% | 11,545 |
| {68_3600} | 3600 | 2 - Mainline Ramp | I010129A | I-10 Exit 129 A-Ramp | 0.000 | I-10 | 0.204 | I-10 Exit 129 G-Ramp | 9,928 | Derivation Code = 3 MS2 TDMS; Reference = {68_3600} Previous AADT = 9948 | 8 | - | 357 | 477 | 8% | 13,627 |
| {68_3602} | 3602 | 2 - Mainline Ramp | I010129C | I-10 Exit 129 C-Ramp | 0.000 | I-10 nonCard | 0.216 | I-10 Exit 129 J-Ramp | 16,962 | Derivation Code = 3 MS2 TDMS; Reference = {68_3602} Previous AADT = 16996 | 9 | - | 609 | 812 | 8% | 23,282 |
| {68_3601} | 3601 | 2 - Mainline Ramp | I010129G | I-10 Exit 129 G-Ramp | 0.000 | I-10 Exit 129 A-Ramp | 0.175 | I-10 | 16,281 | Derivation Code = 3 MS2 TDMS; Reference = {68_3601} Previous AADT = 16314 | 9 | - | 494 | 1,917 | 15% | 22,348 |
| {68_3603} | 3603 | 2 - Mainline Ramp | I010129J | I-10 Exit 129 J-Ramp | 0.000 | I-10 Exit 129 C-Ramp | 0.184 | I-10 nonCard | 11,121 | Derivation Code = 3 MS2 TDMS; Reference = {68_3603} Previous AADT = 11143 | 9 | - | 333 | 1,295 | 15% | 15,265 |
| | - | 2 - Mainline Ramp | I010130A | I-10 Exit 130 A-Ramp | 0.000 | I-10 | 0.250 | N Fairway Dr | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | I010130C | I-10 Exit 130 C-Ramp | 0.000 | N Fairway Dr | 0.230 | I-10 nonCard | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | I010130G | I-10 Exit 130 G-Ramp | 0.000 | N Fairway Dr | 0.234 | I-10 | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | I010130J | I-10 Exit 130 J-Ramp | 0.000 | I-10 nonCard | 0.255 | N Fairway Dr | - | - | - | - | - | - | - | - |
| {68_3610} | 3610 | 2 - Mainline Ramp | I010131A | I-10 Exit 131 A-Ramp | 0.000 | I-10 | 0.228 | I-10 Exit 131 G-Ramp | 5,104 | Derivation Code = 3 MS2 TDMS; Reference = {68_3610} Previous AADT = 5114 | 9 | - | 183 | 244 | 8% | 7,006 |
| {68_3612} | 3612 | 2 - Mainline Ramp | I010131C | I-10 Exit 131 C-Ramp | 0.000 | I-10 nonCard | 0.244 | I-10 Exit 131 J-Ramp | 16,508 | Derivation Code = 3 MS2 TDMS; Reference = {68_3612} Previous AADT = 16541 | 13 | - | 593 | 791 | 8% | 22,659 |
| {68_3611} | 3611 | 2 - Mainline Ramp | I010131G | I-10 Exit 131 G-Ramp | 0.000 | I-10 Exit 131 A-Ramp | 0.213 | I-10 | 16,028 | Derivation Code = 3 MS2 TDMS; Reference = {68_3611} Previous AADT = 16060 | 9 | - | 486 | 1,886 | 15% | 22,000 |
| {68_3613} | 3613 | 2 - Mainline Ramp | I010131J | I-10 Exit 131 J-Ramp | 0.000 | I-10 Exit 131 C-Ramp | 0.217 | I-10 nonCard | 5,674 | Derivation Code = 3 MS2 TDMS; Reference = {68_3613} Previous AADT = 5685 | 10 | - | 171 | 668 | 15% | 7,788 |
| {68_8510} | 8510 | 2 - Mainline Ramp | I010132A | I-10 Exit 132 A-Ramp | 0.000 | I-10 | 0.244 | I-10 Front | 6,119 | Derivation Code = 3 MS2 TDMS; Reference = {68_8510} Previous AADT = 6131 | 13 | - | 219 | 293 | 8% | 8,399 |
| {68_8515} | 8515 | 2 - Mainline Ramp | I010132A1 | I-10 Exit 132 A1-Ramp | 0.000 | I-10 | 0.095 | I-10 Front | 5,725 | Derivation Code = 3 MS2 TDMS; Reference = {68_8515} Previous AADT = 5736 | 8 | - | 206 | 276 | 8% | 7,858 |
| {68_8513} | 8513 | 2 - Mainline Ramp | I010132J | I-10 Exit 132 J-Ramp | 0.000 | I-10 Front nonCard | 0.196 | I-10 nonCard | 6,871 | Derivation Code = 3 MS2 TDMS; Reference = {68_8513} Previous AADT = 6885 | 11 | - | 207 | 804 | 15% | 9,431 |
| {68_8512} | 8512 | 2 - Mainline Ramp | I010132J1 | I-10 Exit 132 J1-Ramp | 0.000 | I-10 Front nonCard | 0.143 | I-10 nonCard | 9,264 | Derivation Code = 3 MS2 TDMS; Reference = {68_8512} Previous AADT = 9283 | 12 | - | 280 | 1,090 | 15% | 12,716 |
| {68_3632} | 3632 | 2 - Mainline Ramp | I010133C | I-10 Exit 133 C-Ramp | 0.000 | I-10 nonCard | 0.079 | I-10 Front nonCard | 14,864 | Derivation Code = 3 MS2 TDMS; Reference = {68_3632} Previous AADT = 14894 | 10 | - | 452 | 1,751 | 15% | 20,403 |
| {68_3635} | 3635 | 2 - Mainline Ramp | I010133C1 | I-10 Exit 133 C1-Ramp | 0.000 | I-10 nonCard | 0.447 | I-10 Exit 133 A-Ramp | 34,771 | Derivation Code = 3 MS2 TDMS; Reference = {68_3635} Previous AADT = 34841 | 10 | - | 1,243 | 1,657 | 8% | 47,727 |
| {68_3631} | 3631 | 2 - Mainline Ramp | I010133G | I-10 Exit 133 G-Ramp | 0.000 | I-10 Front | 0.355 | I-10 | 13,712 | Derivation Code = 3 MS2 TDMS; Reference = {68_3631} Previous AADT = 14195 | 9 | - | 1196 | 196 | 10% | 18,821 |
| {68_3640} | 3640 | 2 - Mainline Ramp | I010134A | I-10 Exit 134 A-Ramp | 0.000 | I-10 | 0.895 | I-10 Exit 134 G-Ramp | 3,509 | Derivation Code = 3 MS2 TDMS; Reference = {68_3640} Previous AADT = 3516 | 14 | - | 134 | 194 | 9% | 4,817 |
| {68_3642} | 3642 | 2 - Mainline Ramp | I010134C | I-10 Exit 134 C-Ramp | 0.000 | I-10 nonCard | 0.234 | I-10 Front nonCard | 6,256 | Derivation Code = 3 MS2 TDMS; Reference = {68_3642} Previous AADT = 6269 | 9 | - | 224 | 300 | 8% | 8,587 |
| {68_3641} | 3641 | 2 - Mainline Ramp | I010134G | I-10 Exit 134 G-Ramp | 0.000 | I-10 Exit 134 A-Ramp | 0.236 | I-10 | 6,975 | Derivation Code = 3 MS2 TDMS; Reference = {68_3641} Previous AADT = 6989 | 7 | - | 210 | 821 | 15% | 9,574 |
| {68_3650} | 3650 | 2 - Mainline Ramp | I010135A | I-10 Exit 135 A-Ramp | 0.000 | I-10 | 0.222 | I-10 Exit 135 G-Ramp | 11,936 | Derivation Code = 3 MS2 TDMS; Reference = {68_3650} Previous AADT = 11960 | 8 | - | 453 | 666 | 9% | 16,384 |
| {68_3652} | 3652 | 2 - Mainline Ramp | I010135C | I-10 Exit 135 C-Ramp | 0.000 | I-10 nonCard | 0.244 | I-10 Exit 135 J-Ramp | 10,418 | Derivation Code = 3 MS2 TDMS; Reference = {68_3652} Previous AADT = 10439 | 8 | - | 374 | 499 | 8% | 14,300 |
| {68_3651} | 3651 | 2 - Mainline Ramp | I010135G | I-10 Exit 135 G-Ramp | 0.000 | I-10 Exit 135 A-Ramp | 0.221 | I-10 | 10,784 | Derivation Code = 1 MS2 TDMS; Reference = {68_3651} Previous AADT = 13391 | 11 | - | 405 | 1,572 | 18% | 14,802 |
| {68_3653} | 3653 | 2 - Mainline Ramp | I010135J | I-10 Exit 135 J-Ramp | 0.000 | I- | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-------------|------------------------|-------------|-----------------------|-----------|-----------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_3662} | 3662 | 2 - Mainline Ramp | I 010136W | I-10 Exit 136 W-Ramp | 0.000 | I-10 nonCard | 0.252 | 79th Ave | 2,386 | Derivation Code = 1 MS2 TDMS; Reference = {68_3662} Previous AADT = 747 | 8 - | - | 29 | 39 | 3% | 3,756 |
| {68_3661} | 3661 | 2 - Mainline Ramp | I 010136Y | I-10 Exit 136 Y-Ramp | 0.000 | 79th Ave | 0.248 | I-10 | 2,614 | Derivation Code = 1 MS2 TDMS; Reference = {68_3661} Previous AADT = 1378 | 8 - | - | 52 | 70 | 5% | 4,115 |
| {68_3680} | 3680 | 2 - Mainline Ramp | I 010137A | I-10 Exit 137 A-Ramp | 0.108 | I-10 | 0.358 | 67th Ave | 15,881 | Derivation Code = 1 MS2 TDMS; Reference = {68_3680} Previous AADT = 8359 | 8 - | - | 336 | 495 | 5% | 21,799 |
| - | - | 2 - Mainline Ramp | I 010137C | I-10 Exit 137 C-Ramp | 0.000 | I-10 nonCard | 0.220 | I-10 Front nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010137G | I-10 Exit 137 G-Ramp | 0.000 | I-10 Front | 0.239 | I-10 | - | - | - | - | - | - | - | - |
| {68_3683} | 3683 | 2 - Mainline Ramp | I 010137J | I-10 Exit 137 J-Ramp | 0.000 | I-10 Front nonCard | 0.248 | I-10 nonCard | 12,730 | Derivation Code = 1 MS2 TDMS; Reference = {68_3683} Previous AADT = 10690 | 8 - | - | 324 | 1,255 | 12% | 17,473 |
| {68_3702} | 3702 | 2 - Mainline Ramp | I 010139C | I-10 Exit 139 C-Ramp | 0.000 | I-10 nonCard | 0.224 | I-10 Front nonCard | 15,470 | Derivation Code = 1 MS2 TDMS; Reference = {68_3702} Previous AADT = 12719 | 9 - | - | 471 | 696 | 8% | 21,234 |
| {68_3701} | 3701 | 2 - Mainline Ramp | I 010139G | I-10 Exit 139 G-Ramp | 0.000 | I-10 Front | 0.173 | I-10 | 14,574 | Derivation Code = 1 MS2 TDMS; Reference = {68_3701} Previous AADT = 21311 | 7 - | - | 647 | 2,504 | 22% | 20,005 |
| {68_3710} | 3710 | 2 - Mainline Ramp | I 010140A | I-10 Exit 140 A-Ramp | 0.021 | I-10 | 0.217 | I-10 Exit 140 G-Ramp | 19,892 | Derivation Code = 1 MS2 TDMS; Reference = {68_3710} Previous AADT = 9660 | 10 - | - | 358 | 526 | 4% | 27,304 |
| {68_3712} | 3712 | 2 - Mainline Ramp | I 010140C | I-10 Exit 140 C-Ramp | 0.000 | I-10 nonCard | 0.216 | I-10 Exit 140 J-Ramp | 9,488 | Derivation Code = 1 MS2 TDMS; Reference = {68_3712} Previous AADT = 12432 | 9 - | - | 461 | 680 | 12% | 13,023 |
| {68_3711} | 3711 | 2 - Mainline Ramp | I 010140G | I-10 Exit 140 G-Ramp | 0.000 | I-10 Exit 140 A-Ramp | 0.183 | I-10 | 10,473 | Derivation Code = 1 MS2 TDMS; Reference = {68_3711} Previous AADT = 15337 | 10 - | - | 514 | 1,995 | 24% | 14,375 |
| {68_3713} | 3713 | 2 - Mainline Ramp | I 010140I | I-10 Exit 140 I-Ramp | 0.000 | I-10 Exit 140 C-Ramp | 0.168 | I-10 nonCard | 12,691 | Derivation Code = 1 MS2 TDMS; Reference = {68_3713} Previous AADT = 11614 | - | - | 1,156 | 187 | 11% | 17,420 |
| {68_3720} | 3720 | 2 - Mainline Ramp | I 010141A | I-10 Exit 141 A-Ramp | 0.000 | I-10 | 0.213 | I-10 Exit 141 G-Ramp | 7,222 | Derivation Code = 3 MS2 TDMS; Reference = {68_3720} Previous AADT = 7236 | 8 - | - | 254 | 340 | 8% | 9,913 |
| {68_3722} | 3722 | 2 - Mainline Ramp | I 010141C | I-10 Exit 141 C-Ramp | 0.000 | I-10 nonCard | 0.228 | I-10 Exit 141 J-Ramp | 14,463 | Derivation Code = 3 MS2 TDMS; Reference = {68_3722} Previous AADT = 14492 | 10 - | - | 539 | 792 | 9% | 19,822 |
| {68_3721} | 3721 | 2 - Mainline Ramp | I 010141G | I-10 Exit 141 G-Ramp | 0.000 | I-10 Exit 141 A-Ramp | 0.180 | I-10 | 10,530 | Derivation Code = 1 MS2 TDMS; Reference = {68_3721} Previous AADT = 12314 | 9 - | - | 372 | 1,446 | 17% | 14,454 |
| {68_3723} | 3723 | 2 - Mainline Ramp | I 010141J | I-10 Exit 141 J-Ramp | 0.000 | I-10 Exit 141 C-Ramp | 0.171 | I-10 nonCard | 7,839 | Derivation Code = 1 MS2 TDMS; Reference = {68_3723} Previous AADT = 10693 | 9 - | - | 324 | 1,255 | 20% | 10,760 |
| {68_3730} | 3730 | 2 - Mainline Ramp | I 010142A | I-10 Exit 142 A-Ramp | 0.000 | I-10 | 0.221 | 27th Ave | 5,338 | Derivation Code = 3 MS2 TDMS; Reference = {68_3730} Previous AADT = 5349 | 8 - | - | 187 | 252 | 8% | 7,327 |
| {68_3733} | 3733 | 2 - Mainline Ramp | I 010142J | I-10 Exit 142 J-Ramp | 0.000 | 27th Ave | 0.169 | I-10 nonCard | 7,431 | Derivation Code = 3 MS2 TDMS; Reference = {68_3733} Previous AADT = 7446 | 12 - | - | 224 | 873 | 15% | 10,200 |
| {68_3740} | 3740 | 2 - Mainline Ramp | I 010143A1 | I-10 Exit 143 A1-Ramp | 0.000 | I-10 | 0.993 | I-17 | 20,396 | Derivation Code = 3 MS2 TDMS; Reference = {68_3740} Previous AADT = 20437 | 8 - | - | 734 | 980 | 8% | 27,996 |
| {68_3744} | 3744 | 2 - Mainline Ramp | I 010143A2 | I-10 Exit 143 A2-Ramp | 0.000 | I-10 | 0.490 | I-17 nonCard | 33,310 | Derivation Code = 3 MS2 TDMS; Reference = {68_3744} Previous AADT = 33377 | 8 - | - | 791 | 1,079 | 6% | 45,722 |
| {68_3742} | 3742 | 2 - Mainline Ramp | I 010143C1 | I-10 Exit 143 C1-Ramp | 0.000 | I-10 nonCard | 0.590 | I-17 | 32,857 | Derivation Code = 3 MS2 TDMS; Reference = {68_3742} Previous AADT = 32923 | 8 - | - | 1,182 | 1,576 | 8% | 45,100 |
| {68_3743} | 3743 | 2 - Mainline Ramp | I 010143C11 | I-10 Exit 143 C11-Ramp | 0.000 | I-10 Exit 143 C1-Ramp | 0.440 | I-10 Exit 143 A2-Ramp | 9,115 | Derivation Code = 1 MS2 TDMS; Reference = {68_3743} Previous AADT = 3007 | 10 - | - | 110 | 165 | 3% | 12,511 |
| {68_3752} | 3752 | 2 - Mainline Ramp | I 010143C2 | I-10 Exit 143 C2-Ramp | 0.000 | I-10 nonCard | 0.245 | 19th Ave | 9,626 | Derivation Code = 3 MS2 TDMS; Reference = {68_3752} Previous AADT = 9645 | 8 - | - | 339 | 452 | 8% | 13,213 |
| {68_3751} | 3751 | 2 - Mainline Ramp | I 010143G | I-10 Exit 143 G-Ramp | 0.000 | 19th Ave | 0.224 | I-10 | 12,023 | Derivation Code = 3 MS2 TDMS; Reference = {68_3751} Previous AADT = 12047 | 10 - | - | 364 | 1,414 | 15% | 16,503 |
| {68_3760} | 3760 | 2 - Mainline Ramp | I 010144A | I-10 Exit 144 A-Ramp | 0.000 | I-10 | 0.242 | I-10 Exit 144 J-Ramp | 12,473 | Derivation Code = 3 MS2 TDMS; Reference = {68_3760} Previous AADT = 12498 | 10 - | - | 440 | 587 | 8% | 17,121 |
| {68_3762} | 3762 | 2 - Mainline Ramp | I 010144C | I-10 Exit 144 C-Ramp | 0.000 | I-10 nonCard | 0.253 | I-10 Exit 144 J-Ramp | 13,089 | Derivation Code = 3 MS2 TDMS; Reference = {68_3762} Previous AADT = 13115 | 10 - | - | 461 | 614 | 8% | 17,966 |
| {68_3761} | 3761 | 2 - Mainline Ramp | I 010144G | I-10 Exit 144 G-Ramp | 0.000 | I-10 Exit 144 C-Ramp | 0.251 | I-10 | 16,392 | Derivation Code = 3 MS2 TDMS; Reference = {68_3761} Previous AADT = 16425 | 15 - | - | 498 | 1,929 | 15% | 22,500 |
| {68_3763} | 3763 | 2 - Mainline Ramp | I 010144I | I-10 Exit 144 I-Ramp | 0.000 | I-10 Exit 144 C-Ramp | 0.271 | I-10 nonCard | 15,555 | Derivation Code = 3 MS2 TDMS; Reference = {68_3763} Previous AADT = 15586 | 14 - | - | 473 | 1,831 | 15% | 21,351 |
| - | - | 2 - Mainline Ramp | I 010144L | I-10 Exit 144 L-Ramp | 0.000 | 7th Ave | 0.040 | I-10 Exit 144 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010144P | I-10 Exit 144 P-Ramp | 0.000 | 7th Ave | 0.046 | I-10 Exit 144 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010144T | I-10 Exit 144 T-Ramp | 0.000 | I-10 Exit 144 A-Ramp | 0.055 | 7th Ave | - | - | - | - | - | - | - | - |
| {68_3770} | 3770 | 2 - Mainline Ramp | I 010144V1 | I-10 Exit 144 V1-Ramp | 0.089 | 7th Ave | 0.249 | I-10 Exit 144 V2-Ramp | 4,773 | Derivation Code = 3 MS2 TDMS; Reference = {68_3770} Previous AADT = 4418 | 20 - | - | 143 | 191 | 7% | 7,513 |
| {68_3771} | 3771 | 2 - Mainline Ramp | I 010144V2 | I-10 Exit 144 V2-Ramp | 0.000 | I-10 Exit 144 V1-Ramp | 0.119 | 3rd Ave | 1,899 | Derivation Code = 3 MS2 TDMS; Reference = {68_3771} Previous AADT = 1758 | 17 - | - | 57 | 76 | 7% | 2,989 |
| - | - | 2 - Mainline Ramp | I 010144X | I-10 Exit 144 X-Ramp | 0.000 | I-10 Exit 144 C-Ramp | 0.040 | 7th Ave | - | - | - | - | - | - | - | - |
| {68_3773} | 3773 | 2 - Mainline Ramp | I 010144Z1 | I-10 Exit 144 Z1-Ramp | 0.000 | I-10 Exit 144 Z1-Ramp | 0.160 | 7th Ave | 2,844 | Derivation Code = 3 MS2 TDMS; Reference = {68_3773} Previous AADT = 2632 | 14 - | - | 86 | 116 | 7% | 4,477 |
| {68_3772} | 3772 | 2 - Mainline Ramp | I 010144Z2 | I-10 Exit 144 Z2-Ramp | 0.000 | 3rd Ave | 0.118 | I-10 Exit 144 Z1-Ramp | 1,835 | Derivation Code = 3 MS2 TDMS; Reference = {68_3772} Previous AADT = 1698 | 15 - | - | 55 | 74 | 7% | 2,888 |
| {68_3790} | 3790 | 2 - Mainline Ramp | I 010145A | I-10 Exit 145 A-Ramp | 0.000 | I-10 | 0.290 | I-10 Exit 145 J-Ramp | 12,150 | Derivation Code = 3 MS2 TDMS; Reference = {68_3790} Previous AADT = 12174 | 9 - | - | 429 | 573 | 8% | 16,677 |
| {68_3792} | 3792 | 2 - Mainline Ramp | I 010145C | I-10 Exit 145 C-Ramp | 0.000 | I-10 nonCard | 0.223 | I-10 Exit 145 J-Ramp | 19,566 | Derivation Code = 3 MS2 TDMS; Reference = {68_3792} Previous AADT = 19605 | 11 - | - | 691 | 923 | 8% | 26,857 |
| {68_3791} | 3791 | 2 - Mainline Ramp | I 010145G | I-10 Exit 145 G-Ramp | 0.000 | I-10 Exit 145 A-Ramp | 0.235 | I-10 | 19,814 | Derivation Code = 3 MS2 TDMS; Reference = {68_3791} Previous AADT = 19854 | 11 - | - | 601 | 2,328 | 15% | 27,197 |
| {68_3793} | 3793 | 2 - Mainline Ramp | I 010145I | I-10 Exit 145 I-Ramp | 0.000 | I-10 Exit 145 A-Ramp | 0.249 | I-10 nonCard | 12,611 | Derivation Code = 3 MS2 TDMS; Reference = {68_3793} Previous AADT = 12636 | 11 - | - | 381 | 1,480 | 15% | 17,310 |
| - | - | 2 - Mainline Ramp | I 010145L | I-10 Exit 145 L-Ramp | 0.000 | 7th St | 0.069 | I-10 Exit 145 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010145P | I-10 Exit 145 P-Ramp | 0.000 | 7th St | 0.062 | I-10 Exit 145 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010145T | I-10 Exit 145 T-Ramp | 0.000 | I-10 Exit 145 A-Ramp | 0.066 | 7th St | - | - | - | - | - | - | - | - |
| {68_3782} | 3782 | 2 - Mainline Ramp | I 010145W | I-10 Exit 145 W-Ramp | 0.000 | I-10 nonCard | 0.233 | 3rd St | 6,601 | Derivation Code = 3 MS2 TDMS; Reference = {68_3782} Previous AADT = 6109 | 11 - | - | 199 | 265 | 7% | 10,390 |
| - | - | 2 - Mainline Ramp | I 010145X | I-10 Exit 145 X-Ramp | 0.000 | I-10 Exit 145 C-Ramp | 0.068 | 7th St | - | - | - | - | - | - | - | - |
| {68_3781} | 3781 | 2 - Mainline Ramp | I 010145Y | I-10 Exit 145 Y-Ramp | 0.000 | 3rd St | 0.231 | I-10 | 6,668 | Derivation Code = 3 MS2 TDMS; Reference = {68_3781} Previous AADT = 6171 | 15 - | - | 200 | 269 | 7% | 10,496 |
| {68_3800} | 3800 | 2 - Mainline Ramp | I 010146A | I-10 Exit 146 A-Ramp | 0.000 | I-10 | 0.196 | 16th St | 6,400 | Derivation Code = 3 MS2 TDMS; Reference = {68_3800} Previous AADT = 6413 | 8 - | - | 225 | 301 | 8% | 8,785 |
| {68_3803} | 3803 | 2 - Mainline Ramp | I 010146I | I-10 Exit 146 I-Ramp | 0.000 | 16th St | 0.198 | I-10 nonCard | 7,864 | Derivation Code = 3 MS2 TDMS; Reference = {68_3803} Previous AADT = 7880 | 10 - | - | 238 | 923 | 15% | 10,794 |
| {68_3840} | 3840 | 2 - Mainline Ramp | I 010148A | I-10 Exit 148 A-Ramp | 0.000 | I-10 | 0.176 | I-10 Front | 14,899 | Derivation Code = 3 MS2 TDMS; Reference = {68_3840} Previous AADT = 14929 | 10 - | - | 524 | 699 | 8% | 20,451 |
| {68_3842} | 3842 | 2 - Mainline Ramp | I 010148C | I-10 Exit 148 C-Ramp | 0.000 | I-10 nonCard | 0.116 | I-10 Front nonCard | 7,294 | Derivation Code = 3 MS2 TDMS; Reference = {68_3842} Previous AADT = 7309 | 7 - | - | 271 | 400 | 9% | 10,012 |
| {68_3841} | 3841 | 2 - Mainline Ramp | I 010148G | I-10 Exit 148 G-Ramp | 0.000 | I-10 Front | 0.105 | I-10 | 6,869 | Derivation Code = 3 MS2 TDMS; Reference = {68_3841} Previous AADT = 6883 | 12 - | - | 208 | 808 | 15% | 9,429 |
| {68_3843} | 3843 | 2 - Mainline Ramp | I 010148I | I-10 Exit 148 I-Ramp | 0.000 | I-10 Front nonCard | 0.421 | I-10 nonCard | 3,624 | Derivation Code = 3 MS2 TDMS; Reference = {68_3843} Previous AADT = 3631 | 11 - | - | 108 | 426 | 15% | 4,974 |
| {68_3850} | 3850 | 2 - Mainline Ramp | I 010149A | I-10 Exit 149 A-Ramp | 0.000 | I-10 | 0.870 | Sky Harbor Blvd (A) | 18,550 | Derivation Code = 3 MS2 TDMS; Reference = {68_3850} Previous AADT = 18587 | 9 - | 56 | 691 | 1,019 | 9% | 25,462 |
| {68_3852} | 3852 | 2 - Mainline Ramp | I 010149C | I-10 Exit 149 C-Ramp | 0.000 | I-10 nonCard | 0.182 | Buckeye Rd | 7,324 | Derivation Code = 3 MS2 TDMS; Reference = {68_3852} Previous AADT = 7339 | 10 - | - | 258 | 345 | 8% | 10,053 |
| {68_3851} | 3851 | 2 - Mainline Ramp | I 010149G | I-10 Exit 149 G-Ramp | 0.000 | Buckeye Rd | 0.191 | I-10 | 8,984 | Derivation Code = 3 MS2 TDMS; Reference = {68_3851} Previous AADT = 9002 | 11 - | - | 271 | 1,051 | 15% | 12,332 |
| {68_3853} | 3853 | 2 - Mainline Ramp | I 010149I | I-10 Exit 149 I-Ramp | 0.000 | Sky Harbor Blvd (B) | 0.630 | I-10 nonCard | 16,725 | Derivation Code = 1 MS2 TDMS; Reference = {68_3853} Previous AADT = 15320 | 8 - | 59 | 497 | 1,925 | 14% | 30,805 |
| {68_3870} | 3870 | 2 - Mainline Ramp | I 010150A | I-10 Exit 150 A-Ramp | 0.000 | I-10 | 0.243 | I-17 | 12,735 | Derivation Code = 3 MS2 TDMS; Reference = {68_3870} Previous AADT = 12761 | 8 - | 53 | 458 | 609 | 8% | 17,480 |
| {68_3872} | 3872 | 2 - Mainline Ramp | I 010150C | I-10 Exit 150 C-Ramp | 0.000 | I-10 nonCard | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|------------|-----------------------|-------------|--------------------------|-----------|----------------------------------|--------------|--|---------------|---------------|---------------------------|--------------------------|------------------|-------------------------|
| {68_3891} | 3891 | 2 - Mainline Ramp | I 010151G | I-10 Exit 151 G-Ramp | 0.000 | I-10 Exit 151 A-Ramp | 0.286 | I-10 | 7,891 | Derivation Code = 3 MS2 TDMS; Reference = {68_3891} Previous AAADT = 7907 | 12 | - | 238 | 927 | 15% | 10,831 |
| {68_3893} | 3893 | 2 - Mainline Ramp | I 010151J | I-10 Exit 151 J-Ramp | 0.000 | I-10 Exit 151 C-Ramp | 0.184 | I-10 nonCard | 15,040 | Derivation Code = 3 MS2 TDMS; Reference = {68_3893} Previous AAADT = 15070 | 14 | - | 455 | 1,763 | 15% | 20,644 |
| {68_3900} | 3900 | 2 - Mainline Ramp | I 010152A | I-10 Exit 152 A-Ramp | 0.000 | I-10 | 0.244 | 40th St | 10,046 | Derivation Code = 3 MS2 TDMS; Reference = {68_3900} Previous AAADT = 10066 | 15 | - | 355 | 475 | 8% | 13,789 |
| {68_3902} | 3902 | 2 - Mainline Ramp | I 010152C | I-10 Exit 152 C-Ramp | 0.000 | I-10 nonCard | 0.218 | I-10 Exit 152 J-Ramp | 8,704 | Derivation Code = 3 MS2 TDMS; Reference = {68_3902} Previous AAADT = 8721 | 16 | - | 307 | 407 | 8% | 11,947 |
| {68_3905} | 3905 | 2 - Mainline Ramp | I 010152F | I-10 Exit 152 F-Ramp | 0.000 | 40th St | 0.155 | I-10 | 4,281 | Derivation Code = 3 MS2 TDMS; Reference = {68_3905} Previous AAADT = 4126 | 22 | - | 345 | 56 | 9% | 6,738 |
| {68_3901} | 3901 | 2 - Mainline Ramp | I 010152G | I-10 Exit 152 G-Ramp | 0.000 | 40th St | 0.187 | I-10 | 4,809 | Derivation Code = 3 MS2 TDMS; Reference = {68_3901} Previous AAADT = 4819 | 17 | - | 144 | 563 | 15% | 6,601 |
| {68_3903} | 3903 | 2 - Mainline Ramp | I 010152J | I-10 Exit 152 J-Ramp | 0.000 | I-10 Exit 152 C-Ramp | 0.234 | I-10 nonCard | 12,728 | Derivation Code = 3 MS2 TDMS; Reference = {68_3903} Previous AAADT = 12754 | 11 | - | 384 | 1,493 | 15% | 17,471 |
| {68_3912} | 3912 | 2 - Mainline Ramp | I 010153C1 | I-10 Exit 153 C1-Ramp | 0.000 | I-10 nonCard | 0.582 | SR-143 | 25,303 | Derivation Code = 3 MS2 TDMS; Reference = {68_3912} Previous AAADT = 25354 | 11 | - | 905 | 1,206 | 8% | 34,731 |
| {68_3922} | 3922 | 2 - Mainline Ramp | I 010153C2 | I-10 Exit 153 C2-Ramp | 0.000 | I-10 nonCard | 0.265 | Wb 10 Ex 153B On Ramp | 10,698 | Derivation Code = 3 MS2 TDMS; Reference = {68_3922} Previous AAADT = 10719 | 9 | - | 376 | 501 | 8% | 14,684 |
| {68_3915} | 3915 | 2 - Mainline Ramp | I 010153F | I-10 Exit 153 F-Ramp | 0.000 | SR-143 nonCard | 0.596 | I-10 | 23,506 | Derivation Code = 3 MS2 TDMS; Reference = {68_3915} Previous AAADT = 22658 | 9 | - | 1,920 | 313 | 9% | 36,999 |
| {68_3911} | 3911 | 2 - Mainline Ramp | I 010153G | I-10 Exit 153 G-Ramp | 0.000 | I-10 Front | 0.245 | I-10 | 16,513 | Derivation Code = 3 MS2 TDMS; Reference = {68_3911} Previous AAADT = 16546 | 15 | - | 499 | 1,942 | 15% | 22,666 |
| {68_3913} | 3913 | 2 - Mainline Ramp | I 010153I1 | I-10 Exit 153 J1-Ramp | 0.000 | SR-143 nonCard | 0.239 | I-10 nonCard | 8,237 | Derivation Code = 3 MS2 TDMS; Reference = {68_3913} Previous AAADT = 8528 | 10 | - | 723 | 118 | 10% | 11,306 |
| {68_3923} | 3923 | 2 - Mainline Ramp | I 010153J2 | I-10 Exit 153 J2-Ramp | 0.000 | Broadway Rd | 0.535 | I-10 nonCard | 12,267 | Derivation Code = 3 MS2 TDMS; Reference = {68_3923} Previous AAADT = 12292 | 9 | - | 371 | 1,440 | 15% | 16,838 |
| | | 2 - Mainline Ramp | I 010153P | I-10 Exit 153 P-Ramp | 0.000 | Broadway Rd | 0.042 | I-10 Exit 153 G-Ramp | | | | | | | | |
| | | 2 - Mainline Ramp | I 010153X | I-10 Exit 153 X-Ramp | 0.000 | I-10 Exit 153 C2-Ramp | 0.034 | Broadway Rd | | | | | | | | |
| {68_3945} | 3945 | 2 - Mainline Ramp | I 010155A1 | I-10 Exit 155 A1-Ramp | 0.000 | I-10 | 0.375 | US-60 Exit 172 C1-Ramp | 6,475 | Derivation Code = 3 MS2 TDMS; Reference = {68_3945} Previous AAADT = 6488 | 9 | - | 232 | 308 | 8% | 8,888 |
| {68_3940} | 3940 | 2 - Mainline Ramp | I 010155A1 | I-10 Exit 155 A1-Ramp | 0.709 | US-60 Exit 172 C1-Ramp | 0.897 | I-10 Exit 155 G-Ramp | 13,863 | Derivation Code = 3 MS2 TDMS; Reference = {68_3940} Previous AAADT = 13891 | 7 | - | 499 | 663 | 8% | 19,029 |
| {68_3947} | 3947 | 2 - Mainline Ramp | I 010155C1 | I-10 Exit 155 C1-Ramp | 0.000 | I-10 nonCard | 0.522 | I-10 Exit 155 J1-Ramp | 17,680 | Derivation Code = 3 MS2 TDMS; Reference = {68_3947} Previous AAADT = 17715 | 8 | - | 1,232 | 1,681 | 16% | 24,268 |
| {68_3946} | 3946 | 2 - Mainline Ramp | I 010155C1 | I-10 Exit 155 C1-Ramp | 0.522 | I-10 Exit 155 J1-Ramp | 0.779 | US-60 | 24,157 | Derivation Code = 3 MS2 TDMS; Reference = {68_3946} Previous AAADT = 24205 | 8 | - | 864 | 1,151 | 8% | 38,024 |
| {68_3942} | 3942 | 2 - Mainline Ramp | I 010155C2 | I-10 Exit 155 C2-Ramp | 0.000 | I-10 nonCard | 0.262 | I-10 Exit 155 J1-Ramp | 16,875 | Derivation Code = 3 MS2 TDMS; Reference = {68_3942} Previous AAADT = 16909 | 9 | - | 607 | 808 | 8% | 23,163 |
| {68_3941} | 3941 | 2 - Mainline Ramp | I 010155G | I-10 Exit 155 G-Ramp | 0.000 | I-10 Exit 155 A1-Ramp | 0.278 | I-10 | 18,633 | Derivation Code = 3 MS2 TDMS; Reference = {68_3941} Previous AAADT = 18670 | 9 | - | 564 | 2,189 | 15% | 25,576 |
| {68_3943} | 3943 | 2 - Mainline Ramp | I 010155J1 | I-10 Exit 155 J1-Ramp | 0.000 | I-10 Exit 155 C2-Ramp | 0.142 | I-10 Exit 155 C1-Ramp | 18,253 | Derivation Code = 3 MS2 TDMS; Reference = {68_3943} Previous AAADT = 18290 | 8 | - | 554 | 2,147 | 15% | 25,054 |
| {68_3948} | 3948 | 2 - Mainline Ramp | I 010155J1 | I-10 Exit 155 J1-Ramp | 0.504 | I-10 Exit 155 C1-Ramp | 0.637 | I-10 nonCard | 10,665 | Derivation Code = 3 MS2 TDMS; Reference = {68_3948} Previous AAADT = 10686 | 9 | - | 383 | 509 | 8% | 14,639 |
| {68_3950} | 3950 | 2 - Mainline Ramp | I 010157A | I-10 Exit 157 A-Ramp | 0.000 | I-10 | 0.224 | I-10 Exit 157 G-Ramp | 20,364 | Derivation Code = 3 MS2 TDMS; Reference = {68_3950} Previous AAADT = 20405 | 8 | - | 733 | 978 | 8% | 27,952 |
| {68_3952} | 3952 | 2 - Mainline Ramp | I 010157C | I-10 Exit 157 C-Ramp | 0.000 | I-10 nonCard | 0.197 | I-10 Exit 157 J-Ramp | 7,618 | Derivation Code = 3 MS2 TDMS; Reference = {68_3952} Previous AAADT = 7633 | 9 | - | 273 | 363 | 8% | 10,457 |
| {68_3951} | 3951 | 2 - Mainline Ramp | I 010157G | I-10 Exit 157 G-Ramp | 0.000 | I-10 Exit 157 A-Ramp | 0.210 | I-10 | 10,544 | Derivation Code = 3 MS2 TDMS; Reference = {68_3951} Previous AAADT = 10565 | 14 | - | 319 | 1,239 | 15% | 14,473 |
| {68_3953} | 3953 | 2 - Mainline Ramp | I 010157J | I-10 Exit 157 J-Ramp | 0.000 | I-10 Exit 157 C-Ramp | 0.181 | I-10 nonCard | 21,295 | Derivation Code = 3 MS2 TDMS; Reference = {68_3953} Previous AAADT = 21338 | 9 | - | 647 | 2,502 | 15% | 29,230 |
| {68_3960} | 3960 | 2 - Mainline Ramp | I 010158A | I-10 Exit 158 A-Ramp | 0.000 | I-10 | 0.189 | I-10 Exit 158 G-Ramp | 11,330 | Derivation Code = 3 MS2 TDMS; Reference = {68_3960} Previous AAADT = 11353 | 9 | - | 407 | 543 | 8% | 15,552 |
| {68_3962} | 3962 | 2 - Mainline Ramp | I 010158C | I-10 Exit 158 C-Ramp | 0.000 | I-10 nonCard | 0.186 | I-10 Exit 158 J-Ramp | 7,239 | Derivation Code = 3 MS2 TDMS; Reference = {68_3962} Previous AAADT = 7254 | 12 | - | 260 | 347 | 8% | 9,936 |
| {68_3961} | 3961 | 2 - Mainline Ramp | I 010158G | I-10 Exit 158 G-Ramp | 0.000 | I-10 Exit 158 A-Ramp | 0.214 | I-10 | 7,202 | Derivation Code = 3 MS2 TDMS; Reference = {68_3961} Previous AAADT = 7216 | 12 | - | 218 | 846 | 15% | 9,886 |
| {68_3963} | 3963 | 2 - Mainline Ramp | I 010158I | I-10 Exit 158 I-Ramp | 0.000 | I-10 Exit 158 C-Ramp | 0.271 | I-10 nonCard | 14,713 | Derivation Code = 3 MS2 TDMS; Reference = {68_3963} Previous AAADT = 14742 | 13 | - | 446 | 1,730 | 15% | 20,195 |
| {68_3970} | 3970 | 2 - Mainline Ramp | I 010159A | I-10 Exit 159 A-Ramp | 0.000 | I-10 | 0.304 | I-10 Exit 159 G-Ramp | 17,047 | Derivation Code = 3 MS2 TDMS; Reference = {68_3970} Previous AAADT = 17081 | 8 | - | 614 | 821 | 8% | 23,399 |
| {68_3972} | 3972 | 2 - Mainline Ramp | I 010159C | I-10 Exit 159 C-Ramp | 0.000 | I-10 nonCard | 0.224 | I-10 Exit 159 J-Ramp | 10,698 | Derivation Code = 3 MS2 TDMS; Reference = {68_3972} Previous AAADT = 10719 | 14 | - | 384 | 509 | 8% | 14,684 |
| {68_3971} | 3971 | 2 - Mainline Ramp | I 010159G | I-10 Exit 159 G-Ramp | 0.000 | I-10 Exit 159 A-Ramp | 0.211 | I-10 | 9,568 | Derivation Code = 3 MS2 TDMS; Reference = {68_3971} Previous AAADT = 9587 | 10 | - | 289 | 1,123 | 15% | 13,133 |
| {68_3973} | 3973 | 2 - Mainline Ramp | I 010159J | I-10 Exit 159 J-Ramp | 0.000 | I-10 Exit 159 C-Ramp | 0.180 | I-10 nonCard | 18,853 | Derivation Code = 3 MS2 TDMS; Reference = {68_3973} Previous AAADT = 18891 | 9 | - | 572 | 2,217 | 15% | 25,878 |
| {68_3980} | 3980 | 2 - Mainline Ramp | I 010160A | I-10 Exit 160 A-Ramp | 0.000 | I-10 | 0.271 | I-10 Exit 160 G-Ramp | 19,957 | Derivation Code = 3 MS2 TDMS; Reference = {68_3980} Previous AAADT = 19997 | 7 | - | 775 | 1,145 | 10% | 27,393 |
| {68_3982} | 3982 | 2 - Mainline Ramp | I 010160C | I-10 Exit 160 C-Ramp | 0.000 | I-10 nonCard | 0.558 | I-10 Exit 160 J-Ramp | 4,539 | Derivation Code = 3 MS2 TDMS; Reference = {68_3982} Previous AAADT = 4548 | 12 | - | 162 | 216 | 8% | 6,230 |
| {68_3981} | 3981 | 2 - Mainline Ramp | I 010160G | I-10 Exit 160 G-Ramp | 0.000 | I-10 Exit 160 A-Ramp | 0.531 | I-10 | 5,239 | Derivation Code = 3 MS2 TDMS; Reference = {68_3981} Previous AAADT = 5249 | 13 | - | 158 | 616 | 15% | 7,191 |
| {68_3983} | 3983 | 2 - Mainline Ramp | I 010160J | I-10 Exit 160 J-Ramp | 0.000 | I-10 Exit 160 C-Ramp | 0.237 | I-10 nonCard | 17,298 | Derivation Code = 3 MS2 TDMS; Reference = {68_3983} Previous AAADT = 17333 | 8 | - | 523 | 2,034 | 15% | 23,744 |
| {68_8560} | 8560 | 2 - Mainline Ramp | I 010161A | I-10 Exit 161 A-Ramp | 0.000 | I-10 | 1.033 | 50 ft SW of Wb Sr202 Ex 55 On R* | 6,318 | Derivation Code = 3 MS2 TDMS; Reference = {68_8560} Previous AAADT = 6331 | 9 | - | 240 | 353 | 9% | 8,672 |
| {68_8561} | 8561 | 2 - Mainline Ramp | I 010161A1 | I-10 Exit 161 A1-Ramp | 0.000 | I-10 Exit 161 A-Ramp | 0.675 | I-10 Exit 161 C-Ramp | 22,430 | Derivation Code = 3 MS2 TDMS; Reference = {68_8561} Previous AAADT = 22475 | 10 | - | 802 | 1,071 | 8% | 30,788 |
| {68_8562} | 8562 | 2 - Mainline Ramp | I 010161C | I-10 Exit 161 C-Ramp | 0.000 | I-10 nonCard | 0.489 | I-10 Exit 161 A1-Ramp | 12,589 | Derivation Code = 3 MS2 TDMS; Reference = {68_8562} Previous AAADT = 12614 | 8 | - | 450 | 599 | 8% | 17,280 |
| {68_8563} | 8563 | 2 - Mainline Ramp | I 010161C | I-10 Exit 161 C-Ramp | 0.489 | I-10 Exit 161 A1-Ramp | 0.707 | SR-202 nonCard | 23,392 | Derivation Code = 3 MS2 TDMS; Reference = {68_8563} Previous AAADT = 23439 | 10 | - | 837 | 1,117 | 8% | 36,820 |
| {68_8564} | 8564 | 2 - Mainline Ramp | I 010161C1 | I-10 Exit 161 C1-Ramp | 0.000 | I-10 Exit 161 C-Ramp | 0.511 | I-10 Exit 161 A-Ramp | 1,649 | Derivation Code = 3 MS2 TDMS; Reference = {68_8564} Previous AAADT = 1652 | 11 | - | 61 | 89 | 9% | 2,263 |
| {68_3990} | 3990 | 2 - Mainline Ramp | I 010162A | I-10 Exit 162 A-Ramp | 0.000 | I-10 | 0.250 | Wild Horse Pass (0) Blvd | 11,539 | Derivation Code = 3 MS2 TDMS; Reference = {68_3990} Previous AAADT = 11562 | 9 | - | 438 | 644 | 9% | 15,839 |
| {68_3992} | 3992 | 2 - Mainline Ramp | I 010162C | I-10 Exit 162 C-Ramp | 0.000 | I-10 nonCard | 0.214 | I-10 Exit 162 J-Ramp | 4,154 | Derivation Code = 3 MS2 TDMS; Reference = {68_3992} Previous AAADT = 4162 | 8 | - | 148 | 198 | 8% | 5,702 |
| {68_3991} | 3991 | 2 - Mainline Ramp | I 010162G | I-10 Exit 162 G-Ramp | 0.000 | Wild Horse Pass (0) Blvd | 0.219 | I-10 | 4,563 | Derivation Code = 3 MS2 TDMS; Reference = {68_3991} Previous AAADT = 4572 | 10 | - | 138 | 537 | 15% | 6,263 |
| {68_3993} | 3993 | 2 - Mainline Ramp | I 010162J | I-10 Exit 162 J-Ramp | 0.000 | I-10 Exit 162 C-Ramp | 0.255 | I-10 nonCard | 10,394 | Derivation Code = 3 MS2 TDMS; Reference = {68_3993} Previous AAADT = 10415 | 8 | - | 315 | 1,273 | 15% | 14,267 |
| {68_4000} | 4000 | 2 - Mainline Ramp | I 010164A | I-10 Exit 164 A-Ramp | 0.000 | I-10 | 0.272 | Maricopa (347) Hwy | 24,463 | Derivation Code = 3 MS2 TDMS; Reference = {68_4000} Previous AAADT = 25090 | 8 | - | 789 | 4,250 | 21% | 33,578 |
| {68_4002} | 4002 | 2 - Mainline Ramp | I 010164C | I-10 Exit 164 C-Ramp | 0.000 | I-10 nonCard | 0.277 | SR-347 | 578 | Derivation Code = 3 MS2 TDMS; Reference = {68_4002} Previous AAADT = 579 | 20 | - | 19 | 28 | 8% | 793 |
| {68_4001} | 4001 | 2 - Mainline Ramp | I 010164G | I-10 Exit 164 G-Ramp | 0.000 | Maricopa (347) Hwy | 0.253 | I-10 | 707 | Derivation Code = 3 MS2 TDMS; Reference = {68_4001} Previous AAADT = 701 | 12 | - | 57 | 55 | 16% | 970 |
| {68_4003} | 4003 | 2 - Mainline Ramp | I 010164J | I-10 Exit 164 J-Ramp | 0.000 | Queen Creek Rd | 0.245 | I-10 nonCard | 18,936 | Derivation Code = 3 MS2 TDMS; Reference = {68_4003} Previous AAADT = 18974 | 11 | - | 575 | 2,228 | 15% | 25,992 |
| {68_4010} | 4010 | 2 - Mainline Ramp | I 010167A | I-10 Exit 167 A-Ramp | 0.000 | I-10 | 0.256 | Riggs Rd | 7,400 | Derivation Code = 3 MS2 TDMS; Reference = {68_4010} Previous AAADT = 7590 | 14 | - | 316 | 1,704 | 27% | 10,157 |
| {68_4012} | 4012 | 2 - Mainline Ramp | I 010167C | I-10 Exit 167 C-Ramp | 0.000 | I-10 nonCard | 0.237 | Riggs Rd | 2,352 | Derivation Code = 3 MS2 TDMS; Reference = {68_4012} Previous AAADT = 2264 | 10 | - | 100 | 540 | 27% | 3,695 |
| {68_4011} | 4011 | 2 - Mainline Ramp | I 010167G | I-10 Exit 167 G-Ramp | 0.000 | Riggs Rd | 0.249 | I-10 | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT | |
|-----------|--------|--------------------|------------|------------------------|-------------|-----------------------|-----------|-----------------------|-----------|---|------------|------------|---------------------|--------------------|------------|-------------------|--------|
| | 900004 | 2 - Mainline Ramp | I 010181G | I-10 Exit 181 G-Ramp | 0.000 | I-10 Exit 181 R1-Ramp | 0.061 | I-10 | 307 | Applied Growth Factor = 0.011 to Previous Year Previous AAADT = 304 | - | - | - | - | - | 625 | |
| | 900004 | 2 - Mainline Ramp | I 010181R2 | I-10 Exit 181 R2-Ramp | 0.000 | I-10 Exit 181 R1-Ramp | 0.187 | I-10 Exit 181 R1-Ramp | 307 | Applied Growth Factor = 0.011 to Previous Year Previous AAADT = 304 | - | - | - | - | - | 704 | |
| (68_9924) | 9924 | 2 - Mainline Ramp | I 010183C | I-10 Exit 183 C-Ramp | 0.000 | I-10 nonCard | 0.071 | I-10 Exit 183 S1-Ramp | 1,757 | Derivation Code = 3 MS2 TDMS; Reference = (68_9924) Previous AAADT = 1691 | - | 16 | - | 54 | 193 | 14% | 3,574 |
| | - | 2 - Mainline Ramp | I 010183J | I-10 Exit 183 J-Ramp | 0.000 | I-10 Exit 183 S2-Ramp | 0.041 | I-10 nonCard | 3,290 | Applied Growth Factor = 0.011 to Previous Year Previous AAADT = 3255 | - | - | - | - | - | 6,693 | |
| | - | 2 - Mainline Ramp | I 010183S1 | I-10 Exit 183 S1-Ramp | 0.000 | I-10 Exit 183 S2-Ramp | 0.263 | I-10 Exit 183 S2-Ramp | - | - | - | - | - | - | - | - | |
| | - | 2 - Mainline Ramp | I 010183S2 | I-10 Exit 183 S2-Ramp | 0.000 | I-10 Exit 183 S1-Ramp | 0.207 | I-10 Exit 183 S1-Ramp | - | - | - | - | - | - | - | - | |
| (68_4040) | 4040 | 2 - Mainline Ramp | I 010185A | I-10 Exit 185 A-Ramp | 0.000 | I-10 | 0.277 | I-10 Exit 185 G-Ramp | 7,608 | Derivation Code = 3 MS2 TDMS; Reference = (68_4040) Previous AAADT = 7623 | - | 11 | - | 215 | 833 | 14% | 11,993 |
| (68_4042) | 4042 | 2 - Mainline Ramp | I 010185C | I-10 Exit 185 C-Ramp | 0.000 | I-10 nonCard | 0.223 | I-10 Exit 185 J-Ramp | 1,452 | Derivation Code = 3 MS2 TDMS; Reference = (68_4042) Previous AAADT = 1455 | - | 13 | - | 121 | 18 | 10% | 2,289 |
| (68_4041) | 4041 | 2 - Mainline Ramp | I 010185G | I-10 Exit 185 G-Ramp | 0.000 | I-10 Exit 185 A-Ramp | 0.218 | I-10 | 1,768 | Derivation Code = 3 MS2 TDMS; Reference = (68_4041) Previous AAADT = 1639 | - | 9 | - | 143 | 66 | 12% | 2,787 |
| (68_4043) | 4043 | 2 - Mainline Ramp | I 010185J | I-10 Exit 185 J-Ramp | 0.000 | I-10 Exit 185 C-Ramp | 0.176 | I-10 nonCard | 6,054 | Derivation Code = 3 MS2 TDMS; Reference = (68_4043) Previous AAADT = 5265 | - | 9 | - | 483 | 224 | 12% | 12,316 |
| | - | 2 - Mainline Ramp | I 010185T | I-10 Exit 185 T-Ramp | 0.000 | I-10 Exit 185 A-Ramp | 0.040 | SR-387 | - | - | - | - | - | - | - | - | |
| (68_4050) | 4050 | 2 - Mainline Ramp | I 010190A | I-10 Exit 190 A-Ramp | 0.000 | I-10 | 0.235 | I-10 Exit 190 G-Ramp | 2,450 | Derivation Code = 3 MS2 TDMS; Reference = (68_4050) Previous AAADT = 2340 | - | 12 | - | 74 | 292 | 15% | 3,862 |
| (68_4052) | 4052 | 2 - Mainline Ramp | I 010190C | I-10 Exit 190 C-Ramp | 0.000 | I-10 nonCard | 0.259 | I-10 Exit 190 J-Ramp | 1,550 | Derivation Code = 3 MS2 TDMS; Reference = (68_4052) Previous AAADT = 1480 | - | 11 | - | 142 | 21 | 11% | 2,443 |
| (68_4051) | 4051 | 2 - Mainline Ramp | I 010190G | I-10 Exit 190 G-Ramp | 0.000 | I-10 Exit 190 A-Ramp | 0.302 | I-10 | 1,933 | Derivation Code = 3 MS2 TDMS; Reference = (68_4051) Previous AAADT = 1846 | - | 9 | - | 57 | 224 | 15% | 3,047 |
| (68_4053) | 4053 | 2 - Mainline Ramp | I 010190J | I-10 Exit 190 J-Ramp | 0.000 | I-10 Exit 190 C-Ramp | 0.322 | I-10 nonCard | 2,644 | Derivation Code = 3 MS2 TDMS; Reference = (68_4053) Previous AAADT = 2525 | - | 13 | - | 79 | 310 | 15% | 4,168 |
| (68_4060) | 4060 | 2 - Mainline Ramp | I 010194A | I-10 Exit 194 A-Ramp | 0.000 | I-10 | 0.172 | I-10 Exit 194 G-Ramp | 4,838 | Derivation Code = 3 MS2 TDMS; Reference = (68_4060) Previous AAADT = 4621 | - | 9 | - | 149 | 582 | 15% | 7,627 |
| (68_4062) | 4062 | 2 - Mainline Ramp | I 010194C | I-10 Exit 194 C-Ramp | 0.000 | I-10 nonCard | 0.179 | I-10 Exit 194 J-Ramp | 4,201 | Derivation Code = 3 MS2 TDMS; Reference = (68_4062) Previous AAADT = 4012 | - | 9 | - | 386 | 62 | 11% | 6,622 |
| (68_4061) | 4061 | 2 - Mainline Ramp | I 010194G | I-10 Exit 194 G-Ramp | 0.000 | I-10 Exit 194 A-Ramp | 0.149 | I-10 | 6,397 | Derivation Code = 3 MS2 TDMS; Reference = (68_4061) Previous AAADT = 6110 | - | 10 | - | 191 | 747 | 15% | 10,084 |
| (68_4063) | 4063 | 2 - Mainline Ramp | I 010194I | I-10 Exit 194 I-Ramp | 0.000 | I-10 Exit 194 C-Ramp | 0.154 | I-10 nonCard | 4,709 | Derivation Code = 3 MS2 TDMS; Reference = (68_4063) Previous AAADT = 4498 | - | 10 | - | 142 | 549 | 15% | 7,423 |
| (68_4070) | 4070 | 2 - Mainline Ramp | I 010198A | I-10 Exit 198 A-Ramp | 0.000 | I-10 | 0.273 | I-10 Exit 198 F-Ramp | 1,558 | Derivation Code = 3 MS2 TDMS; Reference = (68_4070) Previous AAADT = 1488 | - | 10 | - | 142 | 21 | 10% | 2,456 |
| (68_4072) | 4072 | 2 - Mainline Ramp | I 010198D | I-10 Exit 198 D-Ramp | 0.000 | I-10 nonCard | 0.396 | SR-84 | 629 | Derivation Code = 3 MS2 TDMS; Reference = (68_4072) Previous AAADT = 601 | - | 11 | - | 18 | 74 | 15% | 1,280 |
| (68_4071) | 4071 | 2 - Mainline Ramp | I 010198F | I-10 Exit 198 F-Ramp | 0.000 | I-10 Exit 198 A-Ramp | 0.195 | I-10 | 643 | Derivation Code = 3 MS2 TDMS; Reference = (68_4071) Previous AAADT = 614 | - | 12 | - | 63 | 10 | 11% | 1,014 |
| (68_4073) | 4073 | 2 - Mainline Ramp | I 010198J | I-10 Exit 198 J-Ramp | 0.000 | SR-84 | 0.707 | I-10 nonCard | 1,655 | Derivation Code = 3 MS2 TDMS; Reference = (68_4073) Previous AAADT = 1745 | - | 11 | - | 56 | 224 | 17% | 3,832 |
| (68_3170) | 3170 | 2 - Mainline Ramp | I 010199A | I-10 Exit 199 A-Ramp | 0.000 | I-10 | 0.261 | I-10 nonCard | 426 | Derivation Code = 3 MS2 TDMS; Reference = (68_3170) Previous AAADT = 407 | - | 11 | 100 | 38 | 5 | 10% | 867 |
| (68_3172) | 3172 | 2 - Mainline Ramp | I 010199C1 | I-10 Exit 199 C1-Ramp | 0.000 | I-10 Exit 200 J-Ramp | 0.111 | I-8 nonCard | 2,091 | Derivation Code = 3 MS2 TDMS; Reference = (68_3172) Previous AAADT = 1794 | - | 9 | - | 115 | 62 | 8% | 4,254 |
| (68_4080) | 4080 | 2 - Mainline Ramp | I 010200A | I-10 Exit 200 A-Ramp | 0.000 | I-10 | 0.312 | I-10 Exit 200 G-Ramp | 7,102 | Derivation Code = 3 MS2 TDMS; Reference = (68_4080) Previous AAADT = 6783 | - | 9 | - | 596 | 97 | 10% | 14,447 |
| (68_4082) | 4082 | 2 - Mainline Ramp | I 010200C | I-10 Exit 200 C-Ramp | 0.000 | I-10 nonCard | 0.384 | I-10 Exit 200 J-Ramp | 2,670 | Derivation Code = 3 MS2 TDMS; Reference = (68_4082) Previous AAADT = 2550 | - | 11 | - | 224 | 35 | 10% | 5,432 |
| (68_4081) | 4081 | 2 - Mainline Ramp | I 010200G | I-10 Exit 200 G-Ramp | 0.000 | I-10 Exit 200 A-Ramp | 0.238 | I-10 | 3,203 | Derivation Code = 1 MS2 TDMS; Reference = (68_4081) Previous AAADT = 3513 | - | 8 | - | 224 | 119 | 11% | 6,516 |
| (68_4083) | 4083 | 2 - Mainline Ramp | I 010200J | I-10 Exit 200 J-Ramp | 0.000 | I-10 Exit 200 C-Ramp | 1.230 | I-10 nonCard | 2,331 | Derivation Code = 1 MS2 TDMS; Reference = (68_4083) Previous AAADT = 6929 | - | 10 | - | 641 | 298 | 40% | 4,742 |
| (68_4090) | 4090 | 2 - Mainline Ramp | I 010203A | I-10 Exit 203 A-Ramp | 0.000 | I-10 | 0.244 | I-10 Exit 203 G-Ramp | 2,281 | Derivation Code = 3 MS2 TDMS; Reference = (68_4090) Previous AAADT = 2179 | - | 8 | - | 209 | 32 | 11% | 4,640 |
| (68_4092) | 4092 | 2 - Mainline Ramp | I 010203C | I-10 Exit 203 C-Ramp | 0.000 | I-10 nonCard | 0.202 | I-10 Exit 203 J-Ramp | 1,865 | Derivation Code = 3 MS2 TDMS; Reference = (68_4092) Previous AAADT = 1781 | - | 8 | - | 56 | 224 | 15% | 2,940 |
| (68_4091) | 4091 | 2 - Mainline Ramp | I 010203G | I-10 Exit 203 G-Ramp | 0.000 | I-10 Exit 203 A-Ramp | 0.246 | I-10 | 1,989 | Derivation Code = 1 MS2 TDMS; Reference = (68_4091) Previous AAADT = 2079 | - | 9 | - | 65 | 257 | 16% | 3,135 |
| (68_4093) | 4093 | 2 - Mainline Ramp | I 010203I | I-10 Exit 203 I-Ramp | 0.000 | I-10 Exit 203 C-Ramp | 0.189 | I-10 nonCard | 3,078 | Derivation Code = 1 MS2 TDMS; Reference = (68_4093) Previous AAADT = 2830 | - | 9 | - | 90 | 347 | 14% | 4,852 |
| (68_4100) | 4100 | 2 - Mainline Ramp | I 010208A | I-10 Exit 208 A-Ramp | 0.000 | I-10 | 0.209 | I-10 Exit 208 G-Ramp | 2,803 | Derivation Code = 1 MS2 TDMS; Reference = (68_4100) Previous AAADT = 2760 | - | 10 | - | 92 | 352 | 16% | 4,419 |
| (68_4102) | 4102 | 2 - Mainline Ramp | I 010208C | I-10 Exit 208 C-Ramp | 0.000 | I-10 nonCard | 0.250 | S Sunshine Blvd | 2,275 | Derivation Code = 1 MS2 TDMS; Reference = (68_4102) Previous AAADT = 2910 | - | 9 | - | 97 | 373 | 21% | 3,586 |
| (68_4101) | 4101 | 2 - Mainline Ramp | I 010208G | I-10 Exit 208 G-Ramp | 0.000 | I-10 Exit 208 A-Ramp | 0.265 | I-10 | 2,354 | Derivation Code = 1 MS2 TDMS; Reference = (68_4101) Previous AAADT = 2802 | - | 10 | - | 87 | 345 | 18% | 3,711 |
| (68_4103) | 4103 | 2 - Mainline Ramp | I 010208I | I-10 Exit 208 I-Ramp | 0.000 | I-10 Exit 208 X-Ramp | 0.210 | I-10 nonCard | 2,517 | Derivation Code = 1 MS2 TDMS; Reference = (68_4103) Previous AAADT = 3090 | - | 8 | - | 97 | 381 | 19% | 3,968 |
| | - | 2 - Mainline Ramp | I 010208X | I-10 Exit 208 X-Ramp | 0.000 | I-10 Exit 208 C-Ramp | 0.028 | I-10 Exit 208 J-Ramp | 2,922 | Applied Growth Factor = 0.047 to Previous Year Previous AAADT = 2791 | - | - | - | 108 | 301 | 14% | 4,606 |
| | - | 2 - Mainline Ramp | I 010210G | I-10 Exit 210 G-Ramp | 0.000 | I-10 nonCard | 0.480 | SR-84 | 2,630 | Applied Growth Factor = 0.011 to Previous Year Previous AAADT = 2602 | - | 9 | 51 | 312 | 179 | 19% | 6,612 |
| (68_4150) | 4150 | 2 - Mainline Ramp | I 010219A | I-10 Exit 219 A-Ramp | 0.000 | I-10 | 0.221 | I-10 Exit 219 G-Ramp | 1,097 | Derivation Code = 3 MS2 TDMS; Reference = (68_4150) Previous AAADT = 1048 | - | 9 | - | 92 | 14 | 10% | 2,232 |
| (68_4152) | 4152 | 2 - Mainline Ramp | I 010219C | I-10 Exit 219 C-Ramp | 0.000 | I-10 nonCard | 0.250 | I-10 Exit 219 J-Ramp | 1,108 | Derivation Code = 3 MS2 TDMS; Reference = (68_4152) Previous AAADT = 1058 | - | 11 | - | 93 | 14 | 10% | 2,254 |
| (68_4151) | 4151 | 2 - Mainline Ramp | I 010219G | I-10 Exit 219 G-Ramp | 0.000 | I-10 Exit 219 A-Ramp | 0.262 | I-10 | 1,069 | Derivation Code = 3 MS2 TDMS; Reference = (68_4151) Previous AAADT = 917 | - | 10 | - | 58 | 31 | 8% | 2,175 |
| (68_4153) | 4153 | 2 - Mainline Ramp | I 010219I | I-10 Exit 219 I-Ramp | 0.000 | I-10 Exit 219 C-Ramp | 0.220 | I-10 nonCard | 1,854 | Derivation Code = 3 MS2 TDMS; Reference = (68_4153) Previous AAADT = 1591 | - | 12 | - | 101 | 54 | 8% | 3,772 |
| (68_4160) | 4160 | 2 - Mainline Ramp | I 010226A | I-10 Exit 226 A-Ramp | 0.000 | I-10 | 0.109 | I-10 Front | 399 | Derivation Code = 3 MS2 TDMS; Reference = (68_4160) Previous AAADT = 381 | - | 12 | - | 32 | 5 | 9% | 812 |
| (68_4162) | 4162 | 2 - Mainline Ramp | I 010226C | I-10 Exit 226 C-Ramp | 0.000 | I-10 nonCard | 0.183 | I-10 Exit 226 J-Ramp | 2,360 | Derivation Code = 3 MS2 TDMS; Reference = (68_4162) Previous AAADT = 2025 | - | 13 | - | 188 | 86 | 12% | 4,801 |
| (68_4161) | 4161 | 2 - Mainline Ramp | I 010226G | I-10 Exit 226 G-Ramp | 0.000 | I-10 Front | 0.313 | I-10 | 1,975 | Derivation Code = 3 MS2 TDMS; Reference = (68_4161) Previous AAADT = 1694 | - | 13 | - | 49 | 193 | 12% | 4,018 |
| (68_4163) | 4163 | 2 - Mainline Ramp | I 010226I | I-10 Exit 226 I-Ramp | 0.000 | I-10 Exit 226 C-Ramp | 0.181 | I-10 nonCard | 449 | Derivation Code = 3 MS2 TDMS; Reference = (68_4163) Previous AAADT = 385 | - | 15 | - | 11 | 45 | 12% | 913 |
| (68_4165) | 4165 | 2 - Mainline Ramp | I 010228C | I-10 Exit 228 C-Ramp | 0.000 | I-10 nonCard | 0.145 | E Camino Adelante | 9 | Derivation Code = 3 MS2 TDMS; Reference = (68_4165) Previous AAADT = 83 | - | 17 | - | 5 | 3 | 8% | 195 |
| (68_4180) | 4180 | 2 - Mainline Ramp | I 010232A | I-10 Exit 232 A-Ramp | 0.000 | I-10 | 0.217 | E Pinal Airpark Rd | 595 | Derivation Code = 3 MS2 TDMS; Reference = (68_4180) Previous AAADT = 510 | - | 12 | - | 14 | 57 | 12% | 1,210 |
| (68_4182) | 4182 | 2 - Mainline Ramp | I 010232D | I-10 Exit 232 D-Ramp | 0.000 | I-10 nonCard | 0.159 | I-10 Exit 232 I-Ramp | 992 | Derivation Code = 3 MS2 TDMS; Reference = (68_4182) Previous AAADT = 850 | - | 21 | - | 25 | 98 | 12% | 2,018 |
| (68_4181) | 4181 | 2 - Mainline Ramp | I 010232G | I-10 Exit 232 G-Ramp | 0.000 | E Pinal Airpark Rd | 0.291 | I-10 | 429 | Derivation Code = 3 MS2 TDMS; Reference = (68_4181) Previous AAADT = 369 | - | 20 | - | 33 | 14 | 11% | 873 |
| (68_4183) | 4183 | 2 - Mainline Ramp | I 010232I | I-10 Exit 232 I-Ramp | 0.002 | E I-10 Exit 232 NB | 0.160 | I-10 nonCard | 430 | Derivation Code = 3 MS2 TDMS; Reference = (68_4183) Previous AAADT = 426 | - | 13 | - | 27 | 14 | 10% | 986 |
| | - | 2 - Mainline Ramp | I 010232P | I-10 Exit 232 P-Ramp | 0.000 | I-10 Exit 232 T-Ramp | 0.023 | I-10 Exit 232 G-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AAADT = 3402 | - | - | - | - | - | 7,244 | |
| | - | 2 - Mainline Ramp | I 010232T | I-10 Exit 232 T-Ramp | 0.000 | I-10 Exit 232 A-Ramp | 0.023 | I-10 Exit 232 P-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AAADT = 3402 | - | - | - | - | - | 7,244 | |
| (68_4190) | 4190 | 2 - Mainline Ramp | I 010236A | I-10 Exit 236 A-Ramp | 0.000 | I-10 | 0.380 | I-10 Exit 236 G-Ramp | 1,182 | Derivation Code = 3 MS2 TDMS; Reference = (68_4190) Previous AAADT = 1129 | - | 10 | - | 106 | 16 | 10% | 1,761 |
| (68_4192) | 4192 | 2 - Mainline Ramp | I 010236C | I-10 Exit 236 C-Ramp</ | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|-----------|----------------------|-------------|----------------------|-----------|----------------------------------|-----------|--|------------|------------|---------------------|--------------------|------------|-------------------|
| [68_4203] | 4203 | 2 - Mainline Ramp | I 010240I | I-10 Exit 240 J-Ramp | 0.000 | I-10 Front nonCard | 0.090 | I-10 nonCard | 1,938 | Derivation Code = 3 MS2 TDMS; Reference = [68_4203] Previous AAADT = 1851 | 11 | - | 57 | 224 | 14% | 2,679 |
| [68_4210] | 4210 | 2 - Mainline Ramp | I 010242A | I-10 Exit 242 A-Ramp | 0.000 | I-10 | 0.169 | I-10 Exit 242 G-Ramp | 422 | Derivation Code = 3 MS2 TDMS; Reference = [68_4210] Previous AAADT = 403 | 15 | - | 14 | 52 | 16% | 583 |
| [68_4212] | 4212 | 2 - Mainline Ramp | I 010242C | I-10 Exit 242 C-Ramp | 0.000 | I-10 nonCard | 0.151 | I-10 Front nonCard | 3,350 | Derivation Code = 3 MS2 TDMS; Reference = [68_4212] Previous AAADT = 3200 | 9 | - | 307 | 50 | 11% | 4,631 |
| [68_4211] | 4211 | 2 - Mainline Ramp | I 010242G | I-10 Exit 242 G-Ramp | 0.000 | I-10 Exit 242 A-Ramp | 0.132 | I-10 | 3,780 | Derivation Code = 3 MS2 TDMS; Reference = [68_4211] Previous AAADT = 3610 | 15 | - | 114 | 443 | 15% | 5,225 |
| [68_4213] | 4213 | 2 - Mainline Ramp | I 010242J | I-10 Exit 242 J-Ramp | 0.000 | I-10 Front nonCard | 0.137 | I-10 nonCard | 372 | Derivation Code = 3 MS2 TDMS; Reference = [68_4213] Previous AAADT = 355 | 11 | - | 32 | 5 | 10% | 514 |
| [68_8060] | 8060 | 2 - Mainline Ramp | I 010244A | I-10 Exit 244 A-Ramp | 0.000 | I-10 | 0.197 | I-10 Front | 2,600 | Derivation Code = 3 MS2 TDMS; Reference = [68_8060] Previous AAADT = 2483 | 12 | - | 238 | 38 | 11% | 3,594 |
| [68_8062] | 8062 | 2 - Mainline Ramp | I 010244C | I-10 Exit 244 C-Ramp | 0.000 | I-10 nonCard | 0.028 | I-10 Front nonCard | 11,978 | Derivation Code = 3 MS2 TDMS; Reference = [68_8062] Previous AAADT = 11440 | 14 | - | 1,100 | 177 | 11% | 16,557 |
| [68_8061] | 8061 | 2 - Mainline Ramp | I 010244G | I-10 Exit 244 G-Ramp | 0.000 | I-10 Front | 0.175 | I-10 | 11,491 | Derivation Code = 3 MS2 TDMS; Reference = [68_8061] Previous AAADT = 10975 | 16 | - | 346 | 1,342 | 15% | 15,884 |
| [68_8063] | 8063 | 2 - Mainline Ramp | I 010244J | I-10 Exit 244 J-Ramp | 0.000 | I-10 Front nonCard | 0.060 | I-10 nonCard | 3,406 | Derivation Code = 3 MS2 TDMS; Reference = [68_8063] Previous AAADT = 3253 | 11 | - | 103 | 397 | 15% | 4,708 |
| [68_4220] | 4220 | 2 - Mainline Ramp | I 010246A | I-10 Exit 246 A-Ramp | 0.000 | I-10 | 0.064 | I-10 Front | 6,331 | Derivation Code = 3 MS2 TDMS; Reference = [68_4220] Previous AAADT = 6047 | 10 | - | 194 | 745 | 15% | 8,752 |
| [68_4222] | 4222 | 2 - Mainline Ramp | I 010246C | I-10 Exit 246 C-Ramp | 0.000 | I-10 nonCard | 0.278 | I-10 Front nonCard | 11,942 | Derivation Code = 3 MS2 TDMS; Reference = [68_4222] Previous AAADT = 11406 | 13 | - | 370 | 1,433 | 15% | 16,508 |
| [68_4221] | 4221 | 2 - Mainline Ramp | I 010246G | I-10 Exit 246 G-Ramp | 0.000 | I-10 Front | 0.102 | I-10 | 13,336 | Derivation Code = 3 MS2 TDMS; Reference = [68_4221] Previous AAADT = 12737 | 12 | - | 401 | 1,554 | 15% | 18,435 |
| [68_4223] | 4223 | 2 - Mainline Ramp | I 010246J | I-10 Exit 246 J-Ramp | 0.000 | I-10 Front nonCard | 0.214 | I-10 nonCard | 895 | Derivation Code = 3 MS2 TDMS; Reference = [68_4223] Previous AAADT = 855 | 13 | - | 26 | 105 | 15% | 1,237 |
| [68_4230] | 4230 | 2 - Mainline Ramp | I 010248A | I-10 Exit 248 A-Ramp | 0.000 | I-10 | 0.133 | I-10 Front | 4,495 | Derivation Code = 3 MS2 TDMS; Reference = [68_4230] Previous AAADT = 4293 | 10 | - | 139 | 540 | 15% | 6,214 |
| [68_4232] | 4232 | 2 - Mainline Ramp | I 010248C | I-10 Exit 248 C-Ramp | 0.000 | I-10 nonCard | 0.048 | I-10 Front nonCard | 9,061 | Derivation Code = 3 MS2 TDMS; Reference = [68_4232] Previous AAADT = 8654 | 14 | - | 279 | 1,086 | 15% | 12,525 |
| [68_4231] | 4231 | 2 - Mainline Ramp | I 010248G | I-10 Exit 248 G-Ramp | 0.000 | I-10 Front | 0.193 | I-10 | 10,495 | Derivation Code = 3 MS2 TDMS; Reference = [68_4231] Previous AAADT = 10024 | 12 | - | 315 | 1,222 | 15% | 14,508 |
| [68_4233] | 4233 | 2 - Mainline Ramp | I 010248J | I-10 Exit 248 J-Ramp | 0.000 | I-10 Front nonCard | 0.057 | 50 ft NW of W 110 Exit 248 On R* | 8,843 | Derivation Code = 3 MS2 TDMS; Reference = [68_4233] Previous AAADT = 8446 | 12 | - | 266 | 1,032 | 15% | 12,224 |
| [68_4240] | 4240 | 2 - Mainline Ramp | I 010250A | I-10 Exit 250 A-Ramp | 0.000 | I-10 | 0.109 | I-10 Front | 6,815 | Derivation Code = 3 MS2 TDMS; Reference = [68_4240] Previous AAADT = 6509 | 10 | - | 211 | 820 | 15% | 9,421 |
| [68_4242] | 4242 | 2 - Mainline Ramp | I 010250C | I-10 Exit 250 C-Ramp | 0.000 | I-10 nonCard | 0.100 | I-10 Front nonCard | 8,197 | Derivation Code = 3 MS2 TDMS; Reference = [68_4242] Previous AAADT = 7829 | 12 | - | 753 | 121 | 11% | 11,331 |
| [68_4241] | 4241 | 2 - Mainline Ramp | I 010250G | I-10 Exit 250 G-Ramp | 0.000 | I-10 Front | 0.153 | I-10 | 11,215 | Derivation Code = 3 MS2 TDMS; Reference = [68_4241] Previous AAADT = 10712 | 11 | - | 338 | 1,310 | 15% | 15,503 |
| [68_4243] | 4243 | 2 - Mainline Ramp | I 010250J | I-10 Exit 250 J-Ramp | 0.000 | I-10 Front nonCard | 0.101 | 30 ft NW of W 110 Exit 250 On R* | 8,726 | Derivation Code = 3 MS2 TDMS; Reference = [68_4243] Previous AAADT = 8334 | 12 | - | 262 | 1,017 | 15% | 12,062 |
| [68_4250] | 4250 | 2 - Mainline Ramp | I 010251A | I-10 Exit 251 A-Ramp | 0.000 | I-10 | 0.144 | I-10 Front | 641 | Derivation Code = 3 MS2 TDMS; Reference = [68_4250] Previous AAADT = 612 | 11 | - | 18 | 78 | 15% | 886 |
| [68_4252] | 4252 | 2 - Mainline Ramp | I 010251C | I-10 Exit 251 C-Ramp | 0.013 | I-10 nonCard | 0.064 | I-10 Front nonCard | 4,105 | Derivation Code = 3 MS2 TDMS; Reference = [68_4252] Previous AAADT = 3921 | 14 | - | - | - | - | 5,674 |
| [68_4251] | 4251 | 2 - Mainline Ramp | I 010251G | I-10 Exit 251 G-Ramp | 0.000 | I-10 Front | 0.100 | I-10 | 777 | Derivation Code = 3 MS2 TDMS; Reference = [68_4251] Previous AAADT = 742 | 45 | - | 23 | 87 | 14% | 1,074 |
| [68_4253] | 4253 | 2 - Mainline Ramp | I 010251J | I-10 Exit 251 J-Ramp | 0.000 | I-10 Front nonCard | 0.083 | I-10 nonCard | 315 | Derivation Code = 3 MS2 TDMS; Reference = [68_4253] Previous AAADT = 301 | 21 | - | 28 | 4 | 10% | 435 |
| [68_4260] | 4260 | 2 - Mainline Ramp | I 010252A | I-10 Exit 252 A-Ramp | 0.015 | I-10 | 0.064 | I-10 Front | 4,386 | Derivation Code = 3 MS2 TDMS; Reference = [68_4260] Previous AAADT = 4189 | 10 | - | - | - | - | 6,063 |
| [68_4262] | 4262 | 2 - Mainline Ramp | I 010252C | I-10 Exit 252 C-Ramp | 0.016 | I-10 nonCard | 0.021 | I-10 Front nonCard | 9,912 | Derivation Code = 3 MS2 TDMS; Reference = [68_4262] Previous AAADT = 9467 | 11 | - | - | - | - | 13,702 |
| [68_4261] | 4261 | 2 - Mainline Ramp | I 010252G | I-10 Exit 252 G-Ramp | 0.008 | I-10 Front | 0.034 | I-10 | 9,557 | Derivation Code = 3 MS2 TDMS; Reference = [68_4261] Previous AAADT = 9128 | 14 | - | - | - | - | 13,211 |
| [68_4263] | 4263 | 2 - Mainline Ramp | I 010252J | I-10 Exit 252 J-Ramp | 0.007 | I-10 Front nonCard | 0.149 | I-10 nonCard | 5,247 | Derivation Code = 3 MS2 TDMS; Reference = [68_4263] Previous AAADT = 5784 | 12 | - | - | - | - | 7,253 |
| [68_4272] | 4272 | 2 - Mainline Ramp | I 010254A | I-10 Exit 254 A-Ramp | 0.000 | I-10 Front | 0.310 | I-10 | - | - | - | - | - | - | - | - |
| [68_4271] | 4271 | 2 - Mainline Ramp | I 010254C | I-10 Exit 254 C-Ramp | 0.000 | I-10 nonCard | 0.157 | I-10 Front nonCard | 9,751 | Derivation Code = 3 MS2 TDMS; Reference = [68_4272] Previous AAADT = 9313 | 11 | - | 301 | 1,168 | 15% | 13,479 |
| [68_4273] | 4273 | 2 - Mainline Ramp | I 010254G | I-10 Exit 254 G-Ramp | 0.000 | I-10 Front | 0.142 | I-10 | 15,847 | Derivation Code = 3 MS2 TDMS; Reference = [68_4271] Previous AAADT = 15136 | 12 | - | 480 | 1,865 | 15% | 21,906 |
| [68_4280] | 4280 | 2 - Mainline Ramp | I 010255A | I-10 Exit 254 J-Ramp | 0.000 | I-10 Front nonCard | 0.130 | I-10 nonCard | 4,536 | Derivation Code = 3 MS2 TDMS; Reference = [68_4273] Previous AAADT = 4332 | 12 | - | 136 | 531 | 15% | 6,270 |
| [68_4282] | 4282 | 2 - Mainline Ramp | I 010255A | I-10 Exit 255 A-Ramp | 0.000 | I-10 | 0.060 | I-10 Front | 3,254 | Derivation Code = 3 MS2 TDMS; Reference = [68_4280] Previous AAADT = 3108 | 38 | - | 100 | 390 | 15% | 4,498 |
| [68_4281] | 4281 | 2 - Mainline Ramp | I 010255C | I-10 Exit 255 C-Ramp | 0.000 | I-10 nonCard | 0.139 | I-10 Front nonCard | 16,221 | Derivation Code = 3 MS2 TDMS; Reference = [68_4282] Previous AAADT = 15493 | 10 | - | 487 | 1,894 | 15% | 22,423 |
| [68_4283] | 4283 | 2 - Mainline Ramp | I 010255G | I-10 Exit 255 G-Ramp | 0.000 | I-10 Front | 0.137 | I-10 | 17,385 | Derivation Code = 3 MS2 TDMS; Reference = [68_4281] Previous AAADT = 16605 | 13 | - | 522 | 2,031 | 15% | 24,032 |
| [68_4285] | 4285 | 2 - Mainline Ramp | I 010255J | I-10 Exit 255 J-Ramp | 0.000 | I-10 Front nonCard | 0.064 | I-10 nonCard | 3,116 | Derivation Code = 3 MS2 TDMS; Reference = [68_4283] Previous AAADT = 2976 | 13 | - | 94 | 362 | 15% | 4,307 |
| [68_4290] | 4290 | 2 - Mainline Ramp | I 010255X | I-10 Exit 255 X-Ramp | 0.000 | I-10 Front nonCard | 0.038 | SR-77 | 19,355 | Derivation Code = 3 MS2 TDMS; Reference = [68_4285] Previous AAADT = 20115 | 10 | - | 1,928 | 313 | 12% | 25,976 |
| [68_4292] | 4292 | 2 - Mainline Ramp | I 010256A | I-10 Exit 256 A-Ramp | 0.000 | I-10 | 0.072 | I-10 Front | 7,235 | Derivation Code = 3 MS2 TDMS; Reference = [68_4290] Previous AAADT = 6910 | 10 | - | 664 | 107 | 11% | 10,001 |
| [68_4291] | 4291 | 2 - Mainline Ramp | I 010256C | I-10 Exit 256 C-Ramp | 0.000 | I-10 nonCard | 0.131 | I-10 Front nonCard | 8,547 | Derivation Code = 3 MS2 TDMS; Reference = [68_4292] Previous AAADT = 8163 | 14 | - | 270 | 1,045 | 15% | 11,815 |
| [68_4293] | 4293 | 2 - Mainline Ramp | I 010256G | I-10 Exit 256 G-Ramp | 0.000 | I-10 Front | 0.044 | I-10 | 3,090 | Derivation Code = 3 MS2 TDMS; Reference = [68_4291] Previous AAADT = 2951 | 10 | - | 92 | 357 | 15% | 4,271 |
| [68_4300] | 4300 | 2 - Mainline Ramp | I 010256J | I-10 Exit 256 J-Ramp | 0.000 | I-10 Front nonCard | 0.059 | I-10 nonCard | 8,138 | Derivation Code = 3 MS2 TDMS; Reference = [68_4293] Previous AAADT = 7773 | 9 | - | 246 | 955 | 15% | 11,249 |
| [68_4302] | 4302 | 2 - Mainline Ramp | I 010257A | I-10 Exit 257 A-Ramp | 0.000 | I-10 | 0.080 | I-10 Front | 10,554 | Derivation Code = 3 MS2 TDMS; Reference = [68_4300] Previous AAADT = 10080 | 14 | - | 970 | 157 | 11% | 14,589 |
| [68_4301] | 4301 | 2 - Mainline Ramp | I 010257C | I-10 Exit 257 C-Ramp | 0.000 | I-10 nonCard | 0.141 | I-10 Front nonCard | 10,656 | Derivation Code = 3 MS2 TDMS; Reference = [68_4302] Previous AAADT = 10178 | 9 | - | 329 | 1,279 | 15% | 14,730 |
| [68_4303] | 4303 | 2 - Mainline Ramp | I 010257G | I-10 Exit 257 G-Ramp | 0.000 | I-10 Front | 0.086 | I-10 | 9,304 | Derivation Code = 3 MS2 TDMS; Reference = [68_4301] Previous AAADT = 8886 | 9 | - | 280 | 1,085 | 15% | 12,861 |
| [68_4320] | 4320 | 2 - Mainline Ramp | I 010257J | I-10 Exit 257 J-Ramp | 0.000 | I-10 Front nonCard | 0.125 | I-10 nonCard | 13,276 | Derivation Code = 3 MS2 TDMS; Reference = [68_4303] Previous AAADT = 12680 | 11 | - | 398 | 1,548 | 15% | 18,352 |
| [68_4322] | 4322 | 2 - Mainline Ramp | I 010258A | I-10 Exit 258 A-Ramp | 0.000 | I-10 | 0.144 | I-10 Front | 10,033 | Derivation Code = 3 MS2 TDMS; Reference = [68_4320] Previous AAADT = 9583 | 15 | - | 312 | 1,204 | 15% | 13,869 |
| [68_4321] | 4321 | 2 - Mainline Ramp | I 010258C | I-10 Exit 258 C-Ramp | 0.000 | I-10 nonCard | 0.193 | I-10 Front nonCard | 10,595 | Derivation Code = 3 MS2 TDMS; Reference = [68_4322] Previous AAADT = 10119 | 15 | - | 973 | 159 | 11% | 14,646 |
| [68_4330] | 4330 | 2 - Mainline Ramp | I 010258G | I-10 Exit 258 G-Ramp | 0.000 | I-10 Front | 0.169 | I-10 | 12,540 | Derivation Code = 3 MS2 TDMS; Reference = [68_4321] Previous AAADT = 11977 | 10 | - | 376 | 1,464 | 15% | 17,334 |
| [68_4333] | 4333 | 2 - Mainline Ramp | I 010258J | I-10 Exit 258 J-Ramp | 0.000 | I-10 Front nonCard | 0.093 | I-10 nonCard | 11,170 | Derivation Code = 3 MS2 TDMS; Reference = [68_4323] Previous AAADT = 10669 | 13 | - | 336 | 1,303 | 15% | 15,441 |
| [68_4342] | 4342 | 2 - Mainline Ramp | I 010259A | I-10 Exit 259 A-Ramp | 0.000 | I-10 | 0.169 | I-10 Front | 10,501 | Derivation Code = 3 MS2 TDMS; Reference = [68_4330] Previous AAADT = 10030 | 11 | - | 966 | 156 | 11% | 14,516 |
| [68_4343] | 4343 | 2 - Mainline Ramp | I 010259C | I-10 Exit 259 C-Ramp | 0.000 | I-10 Front nonCard | 0.152 | I-10 nonCard | 13,636 | Derivation Code = 3 MS2 TDMS; Reference = [68_4333] Previous AAADT = 13024 | 9 | - | 410 | 1,594 | 15% | 18,849 |
| [68_4346] | 4346 | 2 - Mainline Ramp | I 010260C | I-10 Exit 260 C-Ramp | 0.000 | I-10 nonCard | 0.213 | I-10 Front nonCard | 3,616 | Derivation Code = 3 MS2 TDMS; Reference = [68_4342] Previous AAADT = 3454 | 12 | - | 331 | 52 | 11% | 4,998 |
| [68_4341] | 4341 | 2 - Mainline Ramp | I 010260G | I-10 Exit 260 G-Ramp | 0.000 | I-10 nonCard | 0.958 | I-19 nonCard | 10,372 | Derivation Code = 3 MS2 TDMS; Reference = [68_4346] Previous AAADT = 9906 | 10 | - | 321 | 1,244 | 15% | 14,337 |
| [68_4350] | 4350 | 2 - Mainline Ramp | I 010260J | I-10 Exit 260 J-Ramp | 0.000 | I-10 Front | 0.076 | I-10 | 3,779 | Derivation Code = 3 MS2 TDMS; Reference = [68_4341] Previous AAADT = 3609 | 15 | - | 113 | 441 | 15% | 5,224 |
| [68_4355] | 4355 | 2 - Mainline Ramp | I 010261A | I-10 Exit 261 A-Ramp | 0.000 | I-10 | 0.236 | I-10 Front | 7,660 | Derivation Code = 3 MS2 TDMS; Reference = [| | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|-----------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| | | | | | | | | | | | | | | | | |
| {68_4361} | 4361 | 2 - Mainline Ramp | I 010262G | I-10 Exit 262 G-Ramp | 0.000 | S Park Ave | 0.149 | I-10 | 3,146 | Derivation Code = 3 MS2 TDMS; Reference = {68_4361} Previous AADT = 3005 | 11 | - | 95 | 370 | 15% | 4,349 |
| {68_4363} | 4363 | 2 - Mainline Ramp | I 010262I | I-10 Exit 262 I-Ramp | 0.000 | S Park Ave | 0.277 | I-10 nonCard | 6,277 | Derivation Code = 3 MS2 TDMS; Reference = {68_4363} Previous AADT = 6515 | 12 | - | 546 | 87 | 10% | 9,568 |
| {68_4370} | 4370 | 2 - Mainline Ramp | I 010263A | I-10 Exit 263 A-Ramp | 0.000 | I-10 | 0.427 | 40 ft SE of E 110 Exit 263A Off* | 7,595 | Derivation Code = 3 MS2 TDMS; Reference = {68_4370} Previous AADT = 7254 | 10 | - | 698 | 114 | 11% | 10,499 |
| {68_4376} | 4376 | 2 - Mainline Ramp | I 010263B | I-10 Exit 263 B-Ramp | 0.000 | I-10 | 0.160 | S Kino Pkwy | 7,212 | Derivation Code = 3 MS2 TDMS; Reference = {68_4376} Previous AADT = 6888 | 12 | - | 224 | 864 | 15% | 9,969 |
| {68_4372} | 4372 | 2 - Mainline Ramp | I 010263C | I-10 Exit 263 C-Ramp | 0.000 | I-10 nonCard | 0.174 | I-10 Exit 263 J2-Ramp | 4,289 | Derivation Code = 3 MS2 TDMS; Reference = {68_4372} Previous AADT = 4096 | 14 | - | 394 | 63 | 11% | 5,929 |
| {68_4375} | 4375 | 2 - Mainline Ramp | I 010263F | I-10 Exit 263 F-Ramp | 0.000 | 40 ft NE of E 110 Exit 263 On R* | 0.207 | I-10 | 7,730 | Derivation Code = 3 MS2 TDMS; Reference = {68_4375} Previous AADT = 8833 | 12 | - | 237 | 39 | 10% | 4,161 |
| {68_4371} | 4371 | 2 - Mainline Ramp | I 010263G | I-10 Exit 263 G-Ramp | 0.000 | S Kino Pkwy | 0.229 | I-10 | 2,803 | Derivation Code = 3 MS2 TDMS; Reference = {68_4371} Previous AADT = 2843 | 11 | - | 26 | 104 | 15% | 1,221 |
| {68_4373} | 4373 | 2 - Mainline Ramp | I 010263I1 | I-10 Exit 263 I1-Ramp | 0.000 | 30 ft N of W 110 Exit 263 On Ra* | 0.267 | I-10 nonCard | 7,918 | Derivation Code = 3 MS2 TDMS; Reference = {68_4373} Previous AADT = 7563 | 10 | - | 239 | 931 | 15% | 10,945 |
| {68_4377} | 4377 | 2 - Mainline Ramp | I 010263J2 | I-10 Exit 263 J2-Ramp | 0.000 | I-10 Exit 263 T-Ramp | 0.168 | I-10 nonCard | 6,595 | Derivation Code = 3 MS2 TDMS; Reference = {68_4377} Previous AADT = 6299 | 12 | - | 201 | 775 | 15% | 9,116 |
| {68_4380} | 4380 | 2 - Mainline Ramp | I 010264A | I-10 Exit 264 A-Ramp | 0.000 | I-10 | 0.226 | S Palo Verde Rd | 3,582 | Derivation Code = 3 MS2 TDMS; Reference = {68_4380} Previous AADT = 3421 | 18 | - | 327 | 52 | 11% | 4,951 |
| {68_4385} | 4385 | 2 - Mainline Ramp | I 010264B | I-10 Exit 264 B-Ramp | 0.000 | I-10 | 0.142 | S Palo Verde Rd | 4,200 | Derivation Code = 3 MS2 TDMS; Reference = {68_4385} Previous AADT = 4011 | 13 | - | 129 | 501 | 15% | 5,806 |
| {68_4382} | 4382 | 2 - Mainline Ramp | I 010264C | I-10 Exit 264 C-Ramp | 0.000 | I-10 nonCard | 0.230 | E Irvington Rd | 2,455 | Derivation Code = 3 MS2 TDMS; Reference = {68_4382} Previous AADT = 2345 | 15 | - | 224 | 36 | 11% | 3,394 |
| {68_4381} | 4381 | 2 - Mainline Ramp | I 010264F | I-10 Exit 264 F-Ramp | 0.000 | S Palo Verde Rd | 0.164 | I-10 | 1,964 | Derivation Code = 3 MS2 TDMS; Reference = {68_4381} Previous AADT = 2039 | 10 | - | 170 | 28 | 10% | 2,783 |
| {68_4386} | 4386 | 2 - Mainline Ramp | I 010264I | I-10 Exit 264 I-Ramp | 0.000 | E Irvington Rd | 0.173 | I-10 nonCard | 9,318 | Derivation Code = 3 MS2 TDMS; Reference = {68_4386} Previous AADT = 9670 | 11 | - | 809 | 132 | 10% | 13,204 |
| {68_4383} | 4383 | 2 - Mainline Ramp | I 010264J | I-10 Exit 264 J-Ramp | 0.000 | S Palo Verde Rd | 0.143 | I-10 nonCard | 4,068 | Derivation Code = 3 MS2 TDMS; Reference = {68_4383} Previous AADT = 3885 | 14 | - | 122 | 477 | 15% | 5,623 |
| {68_4390} | 4390 | 2 - Mainline Ramp | I 010265A | I-10 Exit 265 A-Ramp | 0.000 | I-10 | 0.108 | I-10 Front | 7,344 | Derivation Code = 3 MS2 TDMS; Reference = {68_4390} Previous AADT = 7014 | 9 | - | 674 | 110 | 11% | 10,152 |
| {68_4392} | 4392 | 2 - Mainline Ramp | I 010265C | I-10 Exit 265 C-Ramp | 0.000 | I-10 nonCard | 0.361 | S Alvernon Way | 5,898 | Derivation Code = 3 MS2 TDMS; Reference = {68_4392} Previous AADT = 5633 | 13 | - | 182 | 706 | 15% | 8,153 |
| {68_4391} | 4391 | 2 - Mainline Ramp | I 010265G | I-10 Exit 265 G-Ramp | 0.000 | I-10 Front | 0.246 | I-10 | 4,290 | Derivation Code = 3 MS2 TDMS; Reference = {68_4391} Previous AADT = 4097 | 15 | - | 129 | 504 | 15% | 5,930 |
| {68_4400} | 4400 | 2 - Mainline Ramp | I 010267A | I-10 Exit 267 A-Ramp | 0.000 | I-10 | 0.232 | I-10 Front | 4,105 | Derivation Code = 3 MS2 TDMS; Reference = {68_4400} Previous AADT = 3921 | 10 | - | 375 | 60 | 11% | 5,674 |
| {68_4402} | 4402 | 2 - Mainline Ramp | I 010267C | I-10 Exit 267 C-Ramp | 0.000 | I-10 nonCard | 0.048 | I-10 Front nonCard | 5,808 | Derivation Code = 3 MS2 TDMS; Reference = {68_4402} Previous AADT = 5547 | 11 | - | 180 | 697 | 15% | 8,029 |
| {68_4401} | 4401 | 2 - Mainline Ramp | I 010267G | I-10 Exit 267 G-Ramp | 0.000 | I-10 Front | 0.090 | I-10 | 4,697 | Derivation Code = 3 MS2 TDMS; Reference = {68_4401} Previous AADT = 4486 | 11 | - | 142 | 551 | 15% | 6,493 |
| {68_4403} | 4403 | 2 - Mainline Ramp | I 010267J | I-10 Exit 267 J-Ramp | 0.000 | I-10 Front nonCard | 0.289 | I-10 nonCard | 8,129 | Derivation Code = 3 MS2 TDMS; Reference = {68_4403} Previous AADT = 7764 | 14 | - | 246 | 954 | 15% | 11,237 |
| {68_4405} | 4405 | 2 - Mainline Ramp | I 010267P | I-10 Exit 267 P-Ramp | 0.000 | E Valencia Rd | 0.100 | I-10 Front | 9,461 | Derivation Code = 3 MS2 TDMS; Reference = {68_4405} Previous AADT = 9257 | 11 | - | 292 | 1,134 | 15% | 12,697 |
| {68_4410} | 4410 | 2 - Mainline Ramp | I 010268A | I-10 Exit 268 A-Ramp | 0.000 | I-10 Front | 0.061 | I-10 | 4,836 | Derivation Code = 3 MS2 TDMS; Reference = {68_4410} Previous AADT = 4619 | 9 | - | 149 | 580 | 15% | 6,685 |
| {68_4412} | 4412 | 2 - Mainline Ramp | I 010268C | I-10 Exit 268 C-Ramp | 0.000 | I-10 nonCard | 0.047 | I-10 Front nonCard | 3,507 | Derivation Code = 3 MS2 TDMS; Reference = {68_4412} Previous AADT = 3350 | 14 | - | 321 | 51 | 11% | 4,848 |
| {68_4411} | 4411 | 2 - Mainline Ramp | I 010268G | I-10 Exit 268 G-Ramp | 0.000 | I-10 Front | 0.051 | I-10 | 4,555 | Derivation Code = 3 MS2 TDMS; Reference = {68_4411} Previous AADT = 4351 | 13 | - | 138 | 533 | 15% | 6,296 |
| {68_4413} | 4413 | 2 - Mainline Ramp | I 010268J | I-10 Exit 268 J-Ramp | 0.000 | I-10 Front nonCard | 0.055 | I-10 nonCard | 5,930 | Derivation Code = 3 MS2 TDMS; Reference = {68_4413} Previous AADT = 5664 | 9 | - | 177 | 694 | 15% | 8,197 |
| {68_4420} | 4420 | 2 - Mainline Ramp | I 010269A | I-10 Exit 269 A-Ramp | 0.000 | I-10 | 0.042 | I-10 Front | 5,049 | Derivation Code = 3 MS2 TDMS; Reference = {68_4420} Previous AADT = 4822 | 12 | - | 154 | 604 | 15% | 6,979 |
| {68_4422} | 4422 | 2 - Mainline Ramp | I 010269C | I-10 Exit 269 C-Ramp | 0.000 | I-10 nonCard | 0.143 | I-10 Front nonCard | 2,033 | Derivation Code = 3 MS2 TDMS; Reference = {68_4422} Previous AADT = 1942 | 14 | - | 62 | 246 | 15% | 2,810 |
| {68_4421} | 4421 | 2 - Mainline Ramp | I 010269G | I-10 Exit 269 G-Ramp | 0.000 | I-10 Front | 0.150 | I-10 | 1,675 | Derivation Code = 3 MS2 TDMS; Reference = {68_4421} Previous AADT = 1600 | 13 | - | 50 | 195 | 15% | 2,315 |
| {68_4423} | 4423 | 2 - Mainline Ramp | I 010269J | I-10 Exit 269 J-Ramp | 0.000 | I-10 Front nonCard | 0.063 | I-10 nonCard | 4,868 | Derivation Code = 3 MS2 TDMS; Reference = {68_4423} Previous AADT = 4649 | 12 | - | 146 | 572 | 15% | 6,729 |
| {68_4430} | 4430 | 2 - Mainline Ramp | I 010270A | I-10 Exit 270 A-Ramp | 0.000 | I-10 | 0.202 | I-10 Front | 2,932 | Derivation Code = 3 MS2 TDMS; Reference = {68_4430} Previous AADT = 2800 | 11 | - | 270 | 43 | 11% | 4,053 |
| {68_4432} | 4432 | 2 - Mainline Ramp | I 010270C | I-10 Exit 270 C-Ramp | 0.000 | I-10 nonCard | 0.470 | I-10 Front nonCard | 2,943 | Derivation Code = 3 MS2 TDMS; Reference = {68_4432} Previous AADT = 2811 | 11 | - | 270 | 43 | 11% | 4,068 |
| {68_4431} | 4431 | 2 - Mainline Ramp | I 010270G | I-10 Exit 270 G-Ramp | 0.000 | I-10 Front | 0.220 | I-10 | 3,749 | Derivation Code = 3 MS2 TDMS; Reference = {68_4431} Previous AADT = 3581 | 11 | - | 113 | 439 | 15% | 5,182 |
| {68_4433} | 4433 | 2 - Mainline Ramp | I 010270J | I-10 Exit 270 J-Ramp | 0.000 | I-10 Front nonCard | 0.153 | I-10 nonCard | 3,107 | Derivation Code = 3 MS2 TDMS; Reference = {68_4433} Previous AADT = 2968 | 10 | - | 94 | 363 | 15% | 4,295 |
| {68_4440} | 4440 | 2 - Mainline Ramp | I 010273A | I-10 Exit 273 A-Ramp | 0.000 | I-10 | 0.330 | I-10 Exit 273 G-Ramp | 9,126 | Derivation Code = 3 MS2 TDMS; Reference = {68_4440} Previous AADT = 8716 | 12 | - | 281 | 1,092 | 15% | 12,615 |
| {68_4442} | 4442 | 2 - Mainline Ramp | I 010273C | I-10 Exit 273 C-Ramp | 0.000 | I-10 nonCard | 0.218 | I-10 Exit 273 J-Ramp | 1,044 | Derivation Code = 3 MS2 TDMS; Reference = {68_4442} Previous AADT = 997 | 9 | - | 95 | 15 | 11% | 1,443 |
| {68_4441} | 4441 | 2 - Mainline Ramp | I 010273G | I-10 Exit 273 G-Ramp | 0.000 | I-10 Exit 273 A-Ramp | 0.222 | I-10 | 1,346 | Derivation Code = 3 MS2 TDMS; Reference = {68_4441} Previous AADT = 1286 | 16 | - | 39 | 157 | 15% | 1,861 |
| {68_4443} | 4443 | 2 - Mainline Ramp | I 010273J | I-10 Exit 273 J-Ramp | 0.000 | I-10 Exit 273 C-Ramp | 0.238 | I-10 nonCard | 13,615 | Derivation Code = 3 MS2 TDMS; Reference = {68_4443} Previous AADT = 13004 | 12 | - | 412 | 1,601 | 15% | 18,820 |
| {68_4450} | 4450 | 2 - Mainline Ramp | I 010275A | I-10 Exit 275 A-Ramp | 0.009 | I-10 | 0.378 | I-10 Exit 275 G-Ramp | 3,750 | Derivation Code = 3 MS2 TDMS; Reference = {68_4450} Previous AADT = 3582 | 15 | - | - | - | - | 5,184 |
| {68_4452} | 4452 | 2 - Mainline Ramp | I 010275C | I-10 Exit 275 C-Ramp | 0.008 | I-10 nonCard | 0.411 | I-10 Exit 275 J-Ramp | 1,944 | Derivation Code = 3 MS2 TDMS; Reference = {68_4452} Previous AADT = 1857 | 10 | - | - | - | - | 2,687 |
| {68_4451} | 4451 | 2 - Mainline Ramp | I 010275G | I-10 Exit 275 G-Ramp | 0.004 | I-10 Exit 275 A-Ramp | 0.358 | I-10 | 2,744 | Derivation Code = 3 MS2 TDMS; Reference = {68_4451} Previous AADT = 2621 | 10 | - | - | - | - | 3,793 |
| {68_4453} | 4453 | 2 - Mainline Ramp | I 010275J | I-10 Exit 275 J-Ramp | 0.006 | I-10 Exit 275 C-Ramp | 0.408 | I-10 nonCard | 5,729 | Derivation Code = 3 MS2 TDMS; Reference = {68_4453} Previous AADT = 5472 | 16 | - | - | - | - | 7,919 |
| - | - | 2 - Mainline Ramp | I 010275L | - | 0.009 | - | 0.027 | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010275P | - | 0.009 | - | 0.036 | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010275T | - | 0.004 | - | 0.035 | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 010275X | - | 0.005 | - | 0.042 | - | - | - | - | - | - | - | - | - |
| {68_4460} | 4460 | 2 - Mainline Ramp | I 010279A | I-10 Exit 279 A-Ramp | 0.000 | I-10 | 0.221 | I-10 Exit 279 G-Ramp | 4,588 | Derivation Code = 3 MS2 TDMS; Reference = {68_4460} Previous AADT = 4382 | 16 | - | 142 | 551 | 15% | 6,342 |
| {68_4462} | 4462 | 2 - Mainline Ramp | I 010279C | I-10 Exit 279 C-Ramp | 0.000 | I-10 nonCard | 0.218 | I-10 Exit 279 J-Ramp | 865 | Derivation Code = 3 MS2 TDMS; Reference = {68_4462} Previous AADT = 826 | 13 | - | 79 | 12 | 11% | 1,196 |
| {68_4461} | 4461 | 2 - Mainline Ramp | I 010279G | I-10 Exit 279 G-Ramp | 0.000 | I-10 Exit 279 A-Ramp | 0.207 | I-10 | 743 | Derivation Code = 3 MS2 TDMS; Reference = {68_4461} Previous AADT = 710 | 12 | - | 21 | 86 | 14% | 1,027 |
| {68_4463} | 4463 | 2 - Mainline Ramp | I 010279J | I-10 Exit 279 J-Ramp | 0.000 | I-10 Exit 279 C-Ramp | 0.168 | I-10 nonCard | 5,356 | Derivation Code = 3 MS2 TDMS; Reference = {68_4463} Previous AADT = 5116 | 14 | - | 166 | 642 | 15% | 7,404 |
| {68_4470} | 4470 | 2 - Mainline Ramp | I 010281A | I-10 Exit 281 A-Ramp | 0.000 | I-10 | 0.285 | I-10 Exit 281 P-Ramp | 2,296 | Derivation Code = 3 MS2 TDMS; Reference = {68_4470} Previous AADT = 2193 | 13 | - | 71 | 276 | 15% | 3,174 |
| {68_4472} | 4472 | 2 - Mainline Ramp | I 010281D | I-10 Exit 281 D-Ramp | 0.000 | I-10 nonCard | 0.073 | I-10 Exit 281 J-Ramp | 333 | Derivation Code = 3 MS2 TDMS; Reference = {68_4472} Previous AADT = 318 | 17 | - | 30 | 4 | 10% | 496 |
| {68_4471} | 4471 | 2 - Mainline Ramp | I 010281G | I-10 Exit 281 G-Ramp | 0.000 | SR-83 | 0.130 | I-10 | 478 | Derivation Code = 3 MS2 TDMS; Reference = {68_4471} Previous AADT = 457 | 13 | - | 43 | 5 | 10% | 712 |
| {68_4473} | 4473 | 2 - Mainline Ramp | I 010281J | I-10 Exit 281 J-Ramp | 0.000 | SR-83 | 0.242 | I-10 nonCard | 2,408 | Derivation Code = 3 MS2 TDMS; Reference = {68_4473} Previous AADT = 2300 | 13 | - | 74 | 286 | 15% | 3,329 |
| - | - | 2 - Mainline Ramp | I 010281P | I-10 Exit 281 P-Ramp | 0.000 | I-10 Exit 281 A-Ramp | 0.028 | I-10 Exit 281 G-Ramp | - | - | - | - | - | - | - | - |
| {68_4480} | 4480 | 2 - Mainline Ramp | I 010291A | I-10 Exit 291 A-Ramp | 0.000 | I-10 | 0.233 | I-10 Exit 291 G-Ramp | 181 | Derivation Code = 3 MS2 TDMS; Reference = {68_4480} Previous AADT = 173 | 16 | - | 5 | 17 | 12% | 270 |
| {68_4482} | 4482 | 2 - Mainline Ramp | I 010291C | I-10 Exit 291 C-Ramp | 0.000 | I-10 nonCard | 0.210 | I-10 Exit 291 J-Ramp | 82 | Derivation Code = 3 MS2 TDMS; Reference = {68_4482} Previous AADT = 78 | 19 | - | 5 | 1 | 7% | 122 |
| {68_4481} | 4481 | 2 - Mainline Ramp | I 010291G | I-10 Exit 291 G-Ramp | 0.000 | I-10 Exit 291 A-Ramp | 0.257 | I-10 | 118 | Derivation Code = 3 MS2 TDMS; Reference = {68_4481} Previous AADT = 102 | 15 | - | 5 | 3 | 7% | 176 |
| {68_4483} | 4483 | 2 - Mainline Ramp | I 010291J | I-10 Exit 291 J-Ramp | 0.000 | I-10 Exit 291 C-Ramp | 0.263 | I-10 nonCard | 64 | Derivation Code = 3 MS2 TDMS; Reference = {68_4483} Previous AADT = 55 | 24 | - | 3 | 2 | 8% | 95 |
| {68_4490} | 4490 | 2 - Mainline Ramp | I 010292B | I-10 Exit 292 B-Ramp | 0.000 | I-10 | 0.095 | I-10 Exit 292 G-Ramp | 22 | Derivation Code = 3 MS2 TDMS; Reference = {68_4490} Previous AADT = 21 | 17 | - | - | 1 | 5% | 33 |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AAAD Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AAAD Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|-----------|----------------------|-------------|----------------------|-----------|----------------------|-----------|---|------------|------------|--------------------|-------------------|------------|-------------------|
| {68_4492} | 4492 | 2 - Mainline Ramp | I 010292C | I-10 Exit 292 C-Ramp | 0.000 | I-10 nonCard | 0.199 | I-10 Exit 292 I-Ramp | 65 | Derivation Code = 3 MS2 TDMS; Reference = {68_4492} Previous AAADT = 62 | 19 | - | 3 | 2 | 8% | 97 |
| {68_4491} | 4491 | 2 - Mainline Ramp | I 010292G | I-10 Exit 292 G-Ramp | 0.000 | 5 Empirita Rd | 0.186 | I-10 | 28 | Derivation Code = 3 MS2 TDMS; Reference = {68_4491} Previous AAADT = 24 | 23 | - | 1 | 1 | 7% | 42 |
| {68_4493} | 4493 | 2 - Mainline Ramp | I 010292I | I-10 Exit 292 I-Ramp | 0.068 | I-10 Exit 292 C-Ramp | 0.144 | I-10 nonCard | 20 | Derivation Code = 3 MS2 TDMS; Reference = {68_4493} Previous AAADT = 20 | 22 | - | 1 | 1 | 10% | 28 |
| {68_4500} | 4500 | 2 - Mainline Ramp | I 010297A | I-10 Exit 297 A-Ramp | 0.000 | I-10 | 0.201 | I-10 Exit 297 G-Ramp | 1,153 | Derivation Code = 3 MS2 TDMS; Reference = {68_4500} Previous AAADT = 1101 | 16 | - | 32 | 127 | 14% | 1,901 |
| {68_4502} | 4502 | 2 - Mainline Ramp | I 010297C | I-10 Exit 297 C-Ramp | 0.000 | I-10 nonCard | 0.177 | I-10 Exit 297 J-Ramp | 1,554 | Derivation Code = 3 MS2 TDMS; Reference = {68_4502} Previous AAADT = 1484 | 13 | - | 131 | 20 | 10% | 2,562 |
| {68_4501} | 4501 | 2 - Mainline Ramp | I 010297G | I-10 Exit 297 G-Ramp | 0.000 | I-10 Exit 297 A-Ramp | 0.153 | I-10 | 935 | Derivation Code = 1 MS2 TDMS; Reference = {68_4501} Previous AAADT = 687 | 15 | - | 48 | 190 | 25% | 1,542 |
| {68_4503} | 4503 | 2 - Mainline Ramp | I 010297I | I-10 Exit 297 I-Ramp | 0.000 | I-10 Exit 297 C-Ramp | 0.205 | I-10 nonCard | 1,154 | Derivation Code = 3 MS2 TDMS; Reference = {68_4503} Previous AAADT = 990 | 14 | - | 91 | 41 | 11% | 1,903 |
| {68_4510} | 4510 | 2 - Mainline Ramp | I 010299A | I-10 Exit 299 A-Ramp | 0.000 | I-10 | 0.117 | I-10 Exit 299 G-Ramp | 226 | Derivation Code = 3 MS2 TDMS; Reference = {68_4510} Previous AAADT = 216 | 14 | - | 17 | 2 | 8% | 373 |
| {68_4512} | 4512 | 2 - Mainline Ramp | I 010299C | I-10 Exit 299 C-Ramp | 0.000 | I-10 nonCard | 0.124 | I-10 Exit 299 J-Ramp | 166 | Derivation Code = 3 MS2 TDMS; Reference = {68_4512} Previous AAADT = 159 | 15 | - | 12 | 2 | 8% | 274 |
| {68_4511} | 4511 | 2 - Mainline Ramp | I 010299G | I-10 Exit 299 G-Ramp | 0.000 | I-10 Exit 299 A-Ramp | 0.127 | I-10 | 173 | Derivation Code = 3 MS2 TDMS; Reference = {68_4511} Previous AAADT = 148 | 13 | - | 8 | 5 | 8% | 285 |
| {68_4513} | 4513 | 2 - Mainline Ramp | I 010299I | I-10 Exit 299 I-Ramp | 0.000 | I-10 Exit 299 C-Ramp | 0.125 | I-10 nonCard | 165 | Derivation Code = 3 MS2 TDMS; Reference = {68_4513} Previous AAADT = 142 | 14 | - | 8 | 5 | 8% | 272 |
| {68_4530} | 4530 | 2 - Mainline Ramp | I 010302A | I-10 Exit 302 A-Ramp | 0.000 | I-10 | 0.363 | I-10 Exit 302 G-Ramp | 6,373 | Derivation Code = 3 MS2 TDMS; Reference = {68_4530} Previous AAADT = 6087 | 9 | - | 533 | 85 | 10% | 10,507 |
| {68_4532} | 4532 | 2 - Mainline Ramp | I 010302C | I-10 Exit 302 C-Ramp | 0.000 | I-10 Exit 302 J-Ramp | 0.205 | I-10 nonCard | 3,344 | Derivation Code = 3 MS2 TDMS; Reference = {68_4532} Previous AAADT = 3194 | 9 | - | 94 | 366 | 14% | 5,513 |
| {68_4531} | 4531 | 2 - Mainline Ramp | I 010302G | I-10 Exit 302 G-Ramp | 0.000 | I-10 Exit 302 A-Ramp | 0.210 | I-10 | 6,698 | Derivation Code = 3 MS2 TDMS; Reference = {68_4531} Previous AAADT = 5746 | 9 | - | 532 | 246 | 12% | 11,043 |
| {68_4533} | 4533 | 2 - Mainline Ramp | I 010302I | I-10 Exit 302 I-Ramp | 0.000 | I-10 nonCard | 0.297 | I-10 Exit 302 C-Ramp | 6,470 | Derivation Code = 3 MS2 TDMS; Reference = {68_4533} Previous AAADT = 5551 | 9 | - | 514 | 238 | 12% | 10,667 |
| {68_4541} | 4541 | 2 - Mainline Ramp | I 010303G | I-10 Exit 303 G-Ramp | 0.000 | I-10 Exit 303 J-Ramp | 0.120 | I-10 | 158 | Derivation Code = 3 MS2 TDMS; Reference = {68_4541} Previous AAADT = 136 | 17 | - | 7 | 5 | 8% | 261 |
| {68_4550} | 4550 | 2 - Mainline Ramp | I 010304A | I-10 Exit 304 A-Ramp | 0.000 | I-10 | 0.208 | I-10 Exit 304 G-Ramp | 699 | Derivation Code = 3 MS2 TDMS; Reference = {68_4550} Previous AAADT = 668 | 13 | - | 18 | 74 | 13% | 1,152 |
| {68_4552} | 4552 | 2 - Mainline Ramp | I 010304C | I-10 Exit 304 C-Ramp | 0.000 | I-10 nonCard | 0.203 | I-10 Exit 304 J-Ramp | 627 | Derivation Code = 3 MS2 TDMS; Reference = {68_4552} Previous AAADT = 599 | 12 | - | 51 | 8 | 9% | 1,034 |
| {68_4551} | 4551 | 2 - Mainline Ramp | I 010304G | I-10 Exit 304 G-Ramp | 0.000 | I-10 Exit 304 A-Ramp | 0.179 | I-10 | 547 | Derivation Code = 3 MS2 TDMS; Reference = {68_4551} Previous AAADT = 469 | 11 | - | 43 | 18 | 11% | 902 |
| {68_4553} | 4553 | 2 - Mainline Ramp | I 010304I | I-10 Exit 304 I-Ramp | 0.000 | I-10 Exit 304 C-Ramp | 0.223 | I-10 nonCard | 800 | Derivation Code = 3 MS2 TDMS; Reference = {68_4553} Previous AAADT = 686 | 11 | - | 63 | 29 | 12% | 1,319 |
| {68_4560} | 4560 | 2 - Mainline Ramp | I 010306A | I-10 Exit 306 A-Ramp | 0.000 | I-10 | 0.248 | I-10 Exit 306 G-Ramp | 573 | Derivation Code = 3 MS2 TDMS; Reference = {68_4560} Previous AAADT = 547 | 13 | - | 15 | 60 | 13% | 945 |
| {68_4562} | 4562 | 2 - Mainline Ramp | I 010306C | I-10 Exit 306 C-Ramp | 0.000 | I-10 nonCard | 0.375 | I-10 Exit 306 J-Ramp | 727 | Derivation Code = 3 MS2 TDMS; Reference = {68_4562} Previous AAADT = 694 | 13 | - | 60 | 10 | 10% | 1,199 |
| {68_4561} | 4561 | 2 - Mainline Ramp | I 010306G | I-10 Exit 306 G-Ramp | 0.000 | I-10 Exit 306 A-Ramp | 0.391 | I-10 | 1,022 | Derivation Code = 3 MS2 TDMS; Reference = {68_4561} Previous AAADT = 877 | 10 | - | 80 | 37 | 11% | 1,685 |
| {68_4563} | 4563 | 2 - Mainline Ramp | I 010306I | I-10 Exit 306 I-Ramp | 0.000 | I-10 Exit 306 C-Ramp | 0.201 | I-10 nonCard | 594 | Derivation Code = 3 MS2 TDMS; Reference = {68_4563} Previous AAADT = 470 | 11 | - | 43 | 18 | 11% | 904 |
| {68_4570} | 4570 | 2 - Mainline Ramp | I 010312A | I-10 Exit 312 A-Ramp | 0.000 | I-10 | 0.146 | I-10 Exit 312 G-Ramp | 113 | Derivation Code = 3 MS2 TDMS; Reference = {68_4570} Previous AAADT = 108 | 12 | - | 8 | 2 | 9% | 186 |
| {68_4572} | 4572 | 2 - Mainline Ramp | I 010312C | I-10 Exit 312 C-Ramp | 0.000 | I-10 nonCard | 0.219 | I-10 Front nonCard | 113 | Derivation Code = 3 MS2 TDMS; Reference = {68_4572} Previous AAADT = 108 | 15 | - | 8 | 2 | 9% | 186 |
| {68_4571} | 4571 | 2 - Mainline Ramp | I 010312G | I-10 Exit 312 G-Ramp | 0.000 | I-10 Exit 312 A-Ramp | 0.239 | I-10 | 98 | Derivation Code = 3 MS2 TDMS; Reference = {68_4571} Previous AAADT = 85 | 21 | - | 5 | 3 | 8% | 162 |
| {68_4573} | 4573 | 2 - Mainline Ramp | I 010312I | I-10 Exit 312 I-Ramp | 0.000 | I-10 Front nonCard | 0.168 | I-10 nonCard | 136 | Derivation Code = 3 MS2 TDMS; Reference = {68_4573} Previous AAADT = 116 | 33 | - | 6 | 3 | 7% | 224 |
| {68_4580} | 4580 | 2 - Mainline Ramp | I 010318A | I-10 Exit 318 A-Ramp | 0.000 | I-10 | 0.227 | I-10 Exit 318 G-Ramp | 1,148 | Derivation Code = 3 MS2 TDMS; Reference = {68_4580} Previous AAADT = 1096 | 11 | - | 32 | 128 | 14% | 1,893 |
| {68_4582} | 4582 | 2 - Mainline Ramp | I 010318D | I-10 Exit 318 D-Ramp | 0.000 | I-10 nonCard | 0.065 | I-10 Exit 318 J-Ramp | 43 | Derivation Code = 3 MS2 TDMS; Reference = {68_4582} Previous AAADT = 41 | 17 | - | 3 | 5 | 19% | 71 |
| {68_4581} | 4581 | 2 - Mainline Ramp | I 010318G | I-10 Exit 318 G-Ramp | 0.000 | I-10 Exit 318 A-Ramp | 0.221 | I-10 | 105 | Derivation Code = 3 MS2 TDMS; Reference = {68_4581} Previous AAADT = 90 | 24 | - | 5 | 3 | 8% | 173 |
| {68_4583} | 4583 | 2 - Mainline Ramp | I 010318I | I-10 Exit 318 I-Ramp | 0.000 | I-10 Exit 318 D-Ramp | 0.129 | I-10 nonCard | 847 | Derivation Code = 3 MS2 TDMS; Reference = {68_4583} Previous AAADT = 726 | 12 | - | 67 | 31 | 12% | 1,396 |
| {68_9980} | 9980 | 2 - Mainline Ramp | I 010320A | I-10 Exit 320 A-Ramp | 0.000 | I-10 | 0.219 | I-10 Exit 320 R-Ramp | 1,892 | Derivation Code = 3 MS2 TDMS; Reference = {68_9980} Previous AAADT = 1807 | 10 | - | 159 | 25 | 10% | 3,119 |
| {68_9982} | 9982 | 2 - Mainline Ramp | I 010320B | I-10 Exit 320 B-Ramp | 0.000 | I-10 Exit 320 R-Ramp | 0.157 | I-10 Exit 320 S-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AAADT = 3402 | - | - | - | - | - | 5,871 |
| {68_9982} | 9982 | 2 - Mainline Ramp | I 010320H | I-10 Exit 320 H-Ramp | 0.000 | I-10 Exit 320 S-Ramp | 0.152 | I-10 Exit 320 S-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AAADT = 3402 | - | - | - | - | - | 5,871 |
| {68_9982} | 9982 | 2 - Mainline Ramp | I 010320C | I-10 Exit 320 C-Ramp | 0.000 | I-10 nonCard | 0.193 | I-10 Exit 320 S-Ramp | 1,309 | Derivation Code = 3 MS2 TDMS; Reference = {68_9982} Previous AAADT = 1443 | 11 | - | 113 | 18 | 10% | 2,298 |
| {68_4600} | 4600 | 2 - Mainline Ramp | I 010320I | I-10 Exit 320 I-Ramp | 0.000 | I-10 Exit 320 S-Ramp | 0.123 | I-10 nonCard | - | - | - | - | - | - | - | - |
| {68_4602} | 4602 | 2 - Mainline Ramp | I 010320R | I-10 Exit 320 R-Ramp | 0.000 | I-10 Exit 320 A-Ramp | 0.231 | I-10 Exit 320 G-Ramp | - | - | - | - | - | - | - | - |
| {68_4601} | 4601 | 2 - Mainline Ramp | I 010320S | I-10 Exit 320 S-Ramp | 0.000 | I-10 Exit 320 C-Ramp | 0.263 | I-10 Exit 320 J-Ramp | - | - | - | - | - | - | - | - |
| {68_4602} | 4602 | 2 - Mainline Ramp | I 010322A | I-10 Exit 322 A-Ramp | 0.000 | I-10 | 0.225 | I-10 Exit 322 G-Ramp | 566 | Derivation Code = 3 MS2 TDMS; Reference = {68_4602} Previous AAADT = 541 | 12 | - | 15 | 62 | 14% | 933 |
| {68_4601} | 4601 | 2 - Mainline Ramp | I 010322C | I-10 Exit 322 C-Ramp | 0.000 | I-10 nonCard | 0.134 | I-10 Exit 322 J-Ramp | 373 | Derivation Code = 3 MS2 TDMS; Reference = {68_4601} Previous AAADT = 356 | 16 | - | 30 | 4 | 9% | 615 |
| {68_4603} | 4603 | 2 - Mainline Ramp | I 010322G | I-10 Exit 322 G-Ramp | 0.000 | I-10 Exit 322 A-Ramp | 0.150 | I-10 | 396 | Derivation Code = 1 MS2 TDMS; Reference = {68_4603} Previous AAADT = 552 | 14 | - | 15 | 63 | 20% | 653 |
| {68_4603} | 4603 | 2 - Mainline Ramp | I 010322I | I-10 Exit 322 I-Ramp | 0.000 | I-10 Exit 322 C-Ramp | 0.227 | I-10 nonCard | 475 | Derivation Code = 3 MS2 TDMS; Reference = {68_4603} Previous AAADT = 408 | 12 | - | 37 | 15 | 11% | 783 |
| {68_4610} | 4610 | 2 - Mainline Ramp | I 010331A | I-10 Exit 331 A-Ramp | 0.000 | I-10 | 0.236 | US-191 nonCard | 143 | Derivation Code = 3 MS2 TDMS; Reference = {68_4610} Previous AAADT = 137 | 16 | - | 11 | 2 | 9% | 236 |
| {68_4612} | 4612 | 2 - Mainline Ramp | I 010331C | I-10 Exit 331 C-Ramp | 0.000 | I-10 nonCard | 0.102 | I-10 Exit 331 I-Ramp | 483 | Derivation Code = 3 MS2 TDMS; Reference = {68_4612} Previous AAADT = 461 | 12 | 59 | 190 | 97 | 59% | 796 |
| {68_4613} | 4613 | 2 - Mainline Ramp | I 010331I | I-10 Exit 331 I-Ramp | 0.000 | I-10 Exit 331 C-Ramp | 0.057 | I-10 nonCard | 241 | Derivation Code = 3 MS2 TDMS; Reference = {68_4613} Previous AAADT = 239 | 15 | - | 16 | 8 | 10% | 423 |
| {68_4613} | 4613 | 2 - Mainline Ramp | I 010331P | I-10 Exit 331 P-Ramp | 0.000 | I-10 Exit 331 T-Ramp | 0.055 | I-10 Exit 331 G-Ramp | - | - | - | - | - | - | - | - |
| {68_4613} | 4613 | 2 - Mainline Ramp | I 010331T | I-10 Exit 331 T-Ramp | 0.000 | I-10 Exit 331 A-Ramp | 0.021 | I-10 Exit 331 P-Ramp | 253 | Applied Growth Factor = 0.047 to Previous Year Previous AAADT = 242 | - | - | - | - | - | 417 |
| {68_4620} | 4620 | 2 - Mainline Ramp | I 010336A | I-10 Exit 336 A-Ramp | 0.000 | I-10 | 0.561 | SR-108 nonCard | 1,053 | Derivation Code = 3 MS2 TDMS; Reference = {68_4620} Previous AAADT = 1006 | 9 | - | 87 | 14 | 10% | 1,736 |
| {68_4622} | 4622 | 2 - Mainline Ramp | I 010336C | I-10 Exit 336 C-Ramp | 0.000 | I-10 nonCard | 0.315 | I-10 Front nonCard | 118 | Derivation Code = 3 MS2 TDMS; Reference = {68_4622} Previous AAADT = 113 | 16 | - | 2 | 10 | 10% | 195 |
| {68_4621} | 4621 | 2 - Mainline Ramp | I 010336G | I-10 Exit 336 G-Ramp | 0.000 | SR-108 nonCard | 0.363 | I-10 | 175 | Derivation Code = 3 MS2 TDMS; Reference = {68_4621} Previous AAADT = 150 | 13 | - | 8 | 5 | 7% | 289 |
| {68_4623} | 4623 | 2 - Mainline Ramp | I 010336I | I-10 Exit 336 I-Ramp | 0.000 | I-10 Front nonCard | 0.317 | I-10 nonCard | 1,050 | Derivation Code = 3 MS2 TDMS; Reference = {68_4623} Previous AAADT = 901 | 11 | - | 82 | 38 | 11% | 1,731 |
| {68_4630} | 4630 | 2 - Mainline Ramp | I 010340A | I-10 Exit 340 A-Ramp | 0.000 | I-10 | 0.250 | I-10 Exit 340 G-Ramp | 1,896 | Derivation Code = 3 MS2 TDMS; Reference = {68_4630} Previous AAADT = 1811 | 8 | - | 159 | 25 | 10% | 3,126 |
| {68_4632} | 4632 | 2 - Mainline Ramp | I 010340C | I-10 Exit 340 C-Ramp | 0.000 | I-10 nonCard | 0.221 | I-10 Exit 340 J-Ramp | 2,188 | Derivation Code = 3 MS2 TDMS; Reference = {68_4632} Previous AAADT = 2090 | 10 | - | 183 | 29 | 10% | 3,607 |
| {68_4631} | 4631 | 2 - Mainline Ramp | I 010340G | I-10 Exit 340 G-Ramp | 0.000 | I-10 Exit 340 A-Ramp | 0.260 | I-10 | 2,428 | Derivation Code = 3 MS2 TDMS; Reference = {68_4631} Previous AAADT = 2083 | 10 | - | 192 | 87 | 11% | 4,003 |
| {68_4633} | 4633 | 2 - Mainline Ramp | I 010340I | I-10 Exit 340 I-Ramp | 0.000 | I-10 Exit 340 C-Ramp | 0.217 | I-10 nonCard | 3,277 | Derivation Code = 3 MS2 TDMS; Reference = {68_4633} Previous AAADT = 2812 | 9 | - | 260 | 120 | 12% | 5,403 |
| {68_4640} | 4640 | 2 - Mainline Ramp | I 010344B | I-10 Exit 344 B-Ramp | 0.000 | I-10 | 0.157 | I-10 Front | 42 | Derivation Code = 3 MS2 TDMS; Reference = {68_4640} Previous AAADT = 40 | 21 | - | 3 | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------|--------|--------------------|------------|-----------------------|-------------|-----------------------|-----------|--------------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| [68_4651] | 4651 | 2 - Mainline Ramp | I 010352G | I-10 Exit 352 G-Ramp | 0.000 | I-10 Exit 352 A-Ramp | 0.304 | I-10 | 152 | Derivation Code = 3 MS2 TDMS; Reference = [68_4651] Previous AADT = 130 | 15 | - | 7 | 4 | 7% | 251 |
| [68_4653] | 4653 | 2 - Mainline Ramp | I 010352J | I-10 Exit 352 J-Ramp | 0.000 | I-10 Exit 352 C-Ramp | 0.304 | I-10 nonCard | 1,040 | Derivation Code = 3 MS2 TDMS; Reference = [68_4653] Previous AADT = 892 | 11 | - | 81 | 37 | 11% | 1,715 |
| [68_4660] | 4660 | 2 - Mainline Ramp | I 010355A | I-10 Exit 355 A-Ramp | 0.000 | I-10 | 0.263 | I-10 Exit 355 G-Ramp | 111 | Derivation Code = 3 MS2 TDMS; Reference = [68_4660] Previous AADT = 106 | 14 | - | 8 | 2 | 9% | 183 |
| [68_4662] | 4662 | 2 - Mainline Ramp | I 010355C | I-10 Exit 355 C-Ramp | 0.000 | I-10 nonCard | 0.343 | I-10 Exit 355 J-Ramp | 229 | Derivation Code = 3 MS2 TDMS; Reference = [68_4662] Previous AADT = 219 | 16 | - | 17 | 3 | 9% | 378 |
| [68_4661] | 4661 | 2 - Mainline Ramp | I 010355G | I-10 Exit 355 G-Ramp | 0.000 | I-10 Exit 355 A-Ramp | 0.231 | I-10 | 228 | Derivation Code = 3 MS2 TDMS; Reference = [68_4661] Previous AADT = 196 | 15 | - | 16 | 7 | 10% | 376 |
| [68_4663] | 4663 | 2 - Mainline Ramp | I 010355J | I-10 Exit 355 J-Ramp | 0.000 | I-10 Exit 355 C-Ramp | 0.258 | I-10 nonCard | 112 | Derivation Code = 3 MS2 TDMS; Reference = [68_4663] Previous AADT = 96 | 18 | - | 5 | 3 | 7% | 185 |
| | - | 2 - Mainline Ramp | I 010355P | I-10 Exit 355 P-Ramp | 0.000 | US-191Y | 0.024 | I-10 Exit 355 G-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 5,871 |
| [68_4670] | 4670 | 2 - Mainline Ramp | I 010362A | I-10 Exit 362 A-Ramp | 0.000 | I-10 | 0.120 | I-10 Exit 362 F-Ramp | 237 | Derivation Code = 3 MS2 TDMS; Reference = [68_4670] Previous AADT = 226 | 11 | 52 | 62 | 42 | 44% | 391 |
| [68_4672] | 4672 | 2 - Mainline Ramp | I 010362D | I-10 Exit 362 D-Ramp | 0.000 | I-10 nonCard | 0.336 | I-10 Exit 362 J-Ramp | 39 | Derivation Code = 3 MS2 TDMS; Reference = [68_4672] Previous AADT = 37 | 19 | - | 1 | 3 | 10% | 64 |
| [68_4673]/2 | 4673 | 2 - Mainline Ramp | I 010362D | I-10 Exit 362 J-Ramp | 0.336 | SR-108 nonCard (5) | 0.384 | I-10 nonCard | 179 | Derivation Code = 3 MS2 TDMS; Reference = [68_4673]/2 Previous AADT = 150 | 13 | - | - | - | - | 307 |
| [68_4671] | 4671 | 2 - Mainline Ramp | I 010362F | I-10 Exit 362 F-Ramp | 0.000 | I-10 Exit 362 A-Ramp | 0.052 | Eb I-10 Exit 362 On Ramp | 48 | Derivation Code = 3 MS2 TDMS; Reference = [68_4671] Previous AADT = 48 | 51 | 58 | 3 | 2 | 10% | 84 |
| [68_4673] | 4673 | 2 - Mainline Ramp | I 010362J | I-10 Exit 362 J-Ramp | 0.000 | SR-108 nonCard (5) | 0.690 | I-10 nonCard | 350 | Derivation Code = 3 MS2 TDMS; Reference = [68_4673] Previous AADT = 300 | 13 | - | 27 | 12 | 11% | 577 |
| [68_4680] | 4680 | 2 - Mainline Ramp | I 010366B | I-10 Exit 366 B-Ramp | 0.000 | I-10 | 0.072 | I-10 Exit 366 G-Ramp | 163 | Derivation Code = 3 MS2 TDMS; Reference = [68_4680] Previous AADT = 156 | 15 | 58 | 4 | 16 | 12% | 269 |
| [68_4682] | 4682 | 2 - Mainline Ramp | I 010366C | I-10 Exit 366 C-Ramp | 0.000 | I-10 nonCard | 0.215 | I-10 Exit 366 J-Ramp | 232 | Derivation Code = 3 MS2 TDMS; Reference = [68_4682] Previous AADT = 222 | 11 | - | 5 | 25 | 13% | 383 |
| [68_4683] | 4683 | 2 - Mainline Ramp | I 010366J | I-10 Exit 366 J-Ramp | 0.000 | I-10 Exit 366 C-Ramp | 0.117 | I-10 nonCard | 209 | Derivation Code = 3 MS2 TDMS; Reference = [68_4683] Previous AADT = 180 | 15 | - | 15 | 6 | 10% | 345 |
| | - | 2 - Mainline Ramp | I 010366X | I-10 Exit 366 X-Ramp | 0.000 | I-10 Exit 366 C-Ramp | 0.124 | SR-108 nonCard (5) | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 5,871 |
| [68_4692] | 4692 | 2 - Mainline Ramp | I 010378C | I-10 Exit 378 C-Ramp | 0.000 | I-10 nonCard | 0.223 | SR-108 nonCard (6) | 827 | Derivation Code = 3 MS2 TDMS; Reference = [68_4692] Previous AADT = 790 | 12 | - | 21 | 91 | 14% | 1,364 |
| [68_4693] | 4693 | 2 - Mainline Ramp | I 010378J | I-10 Exit 378 J-Ramp | 0.000 | I-10 Exit 378 A-Ramp | 0.276 | I-10 nonCard | 821 | Derivation Code = 3 MS2 TDMS; Reference = [68_4693] Previous AADT = 704 | 11 | - | 64 | 30 | 11% | 1,354 |
| [68_4702] | 4702 | 2 - Mainline Ramp | I 010382C | I-10 Exit 382 C-Ramp | 0.000 | I-10 nonCard | 0.234 | SR-108 nonCard (6) | 116 | Derivation Code = 3 MS2 TDMS; Reference = [68_4702] Previous AADT = 111 | 12 | - | 2 | 10 | 10% | 191 |
| [68_4703] | 4703 | 2 - Mainline Ramp | I 010382J | I-10 Exit 382 J-Ramp | 0.000 | SR-108 nonCard (6) | 0.085 | I-10 nonCard | 144 | Derivation Code = 3 MS2 TDMS; Reference = [68_4703] Previous AADT = 124 | 19 | - | 7 | 4 | 8% | 237 |
| | - | 2 - Mainline Ramp | I 010382L | I-10 Exit 382 L-Ramp | 0.000 | SR-108 nonCard (6) | 0.014 | I-10 Exit 382 J-Ramp | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 5,871 |
| | - | 2 - Mainline Ramp | I 010382X | I-10 Exit 382 X-Ramp | 0.000 | I-10 Exit 382 C-Ramp | 0.015 | SR-108 nonCard (6) | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 5,871 |
| [68_9970] | 9970 | 2 - Mainline Ramp | I 010383A | I-10 Exit 383 A-Ramp | 0.000 | I-10 | 0.102 | I-10 Exit 383 R1-Ramp | 90 | Derivation Code = 3 MS2 TDMS; Reference = [68_9970] Previous AADT = 86 | 16 | - | 7 | 1 | 9% | 148 |
| [68_9971] | 9971 | 2 - Mainline Ramp | I 010383C | I-10 Exit 383 C-Ramp | 0.000 | I-10 nonCard | 1,154 | I-10 Exit 383 S-Ramp | 3,129 | Derivation Code = 3 MS2 TDMS; Reference = [68_9971] Previous AADT = 2989 | 12 | - | 97 | 343 | 14% | 5,959 |
| [68_9970] | 9970 | 2 - Mainline Ramp | I 010383G | I-10 Exit 383 G-Ramp | 0.000 | I-10 Exit 383 R-Ramp | 0.124 | I-10 | 90 | Derivation Code = 3 MS2 TDMS; Reference = [68_9970] Previous AADT = 86 | 16 | - | - | - | - | 148 |
| | - | 2 - Mainline Ramp | I 010383J | I-10 Exit 383 J-Ramp | 0.000 | I-10 Exit 383 S-Ramp | 0.132 | I-10 nonCard | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | - | - | - | - | - | 5,871 |
| [68_4710] | 4710 | 2 - Mainline Ramp | I 010388A | I-10 Exit 388 A-Ramp | 0.000 | I-10 | 0.145 | I-10 Exit 388 R2-Ramp | 1,327 | Derivation Code = 3 MS2 TDMS; Reference = [68_4710] Previous AADT = 1267 | 11 | - | 107 | 17 | 9% | 2,188 |
| [68_4711] | 4711 | 2 - Mainline Ramp | I 010388C | I-10 Exit 388 C-Ramp | 0.000 | I-10 nonCard | 0.154 | I-10 Exit 388 S1-Ramp | 1,113 | Derivation Code = 3 MS2 TDMS; Reference = [68_4711] Previous AADT = 1063 | 12 | - | 89 | 14 | 9% | 1,835 |
| [68_4710] | 4710 | 2 - Mainline Ramp | I 010388G | I-10 Exit 388 G-Ramp | 0.000 | I-10 Exit 388 R2-Ramp | 0.113 | I-10 | 1,327 | Derivation Code = 3 MS2 TDMS; Reference = [68_4710] Previous AADT = 1267 | 11 | - | 110 | 17 | 10% | 2,188 |
| [68_4711] | 4711 | 2 - Mainline Ramp | I 010388J | I-10 Exit 388 J-Ramp | 0.000 | I-10 Exit 388 S1-Ramp | 0.123 | I-10 nonCard | 1,113 | Derivation Code = 3 MS2 TDMS; Reference = [68_4711] Previous AADT = 1063 | 12 | - | 93 | 14 | 10% | 1,835 |
| [68_4710] | 4710 | 2 - Mainline Ramp | I 010388R1 | I-10 Exit 388 R1-Ramp | 0.000 | I-10 Exit 388 A-Ramp | 0.129 | I-10 Exit 388 R2-Ramp | 1,327 | Derivation Code = 3 MS2 TDMS; Reference = [68_4710] Previous AADT = 1267 | 11 | - | 107 | 17 | 9% | 2,188 |
| [68_4711] | 4711 | 2 - Mainline Ramp | I 010388S2 | I-10 Exit 388 S2-Ramp | 0.000 | I-10 Exit 388 C-Ramp | 0.134 | I-10 Exit 388 S1-Ramp | 1,113 | Derivation Code = 3 MS2 TDMS; Reference = [68_4711] Previous AADT = 1063 | 12 | - | 89 | 14 | 9% | 1,954 |
| [68_4720] | 4720 | 2 - Mainline Ramp | I 010390A | I-10 Exit 390 A-Ramp | 0.000 | I-10 | 0.175 | I-10 Exit 390 G-Ramp | 68 | Derivation Code = 3 MS2 TDMS; Reference = [68_4720] Previous AADT = 65 | 16 | - | 5 | 7 | 18% | 112 |
| [68_4722] | 4722 | 2 - Mainline Ramp | I 010390C | I-10 Exit 390 C-Ramp | 0.000 | I-10 nonCard | 0.164 | I-10 Exit 390 J-Ramp | 125 | Derivation Code = 3 MS2 TDMS; Reference = [68_4722] Previous AADT = 119 | 24 | - | 9 | 2 | 9% | 206 |
| [68_4721] | 4721 | 2 - Mainline Ramp | I 010390G | I-10 Exit 390 G-Ramp | 0.000 | I-10 Exit 390 A-Ramp | 0.210 | I-10 | 110 | Derivation Code = 3 MS2 TDMS; Reference = [68_4721] Previous AADT = 94 | 26 | - | 5 | 3 | 7% | 181 |
| [68_4723] | 4723 | 2 - Mainline Ramp | I 010390J | I-10 Exit 390 J-Ramp | 0.000 | I-10 Exit 390 C-Ramp | 0.209 | I-10 nonCard | 117 | Derivation Code = 3 MS2 TDMS; Reference = [68_4723] Previous AADT = 101 | 21 | - | 5 | 3 | 7% | 193 |
| [68_4730] | 4730 | 2 - Mainline Ramp | I 015008A | I-15 Exit 8 A-Ramp | 0.000 | I-15 | 0.438 | I-15 Exit 8 G-Ramp | 1,356 | Derivation Code = 3 MS2 TDMS; Reference = [68_4730] Previous AADT = 1391 | 16 | - | 75 | 234 | 23% | 2,257 |
| [68_4732] | 4732 | 2 - Mainline Ramp | I 015008C | I-15 Exit 8 C-Ramp | 0.000 | I-15 nonCard | 0.218 | I-15 Exit 8 J-Ramp | 661 | Derivation Code = 3 MS2 TDMS; Reference = [68_4732] Previous AADT = 678 | 12 | - | 37 | 112 | 23% | 1,100 |
| [68_4731] | 4731 | 2 - Mainline Ramp | I 015008G | I-15 Exit 8 G-Ramp | 0.000 | I-15 Exit 8 A-Ramp | 0.220 | I-15 | 708 | Derivation Code = 3 MS2 TDMS; Reference = [68_4731] Previous AADT = 726 | 13 | - | 39 | 121 | 23% | 1,178 |
| [68_4733] | 4733 | 2 - Mainline Ramp | I 015008J | I-15 Exit 8 J-Ramp | 0.000 | I-15 nonCard | 0.323 | I-15 Exit 8 C-Ramp | 1,316 | Derivation Code = 3 MS2 TDMS; Reference = [68_4733] Previous AADT = 1350 | 11 | - | 73 | 226 | 23% | 2,191 |
| [68_4740] | 4740 | 2 - Mainline Ramp | I 015009A | I-15 Exit 9 A-Ramp | 0.000 | I-15 | 0.180 | I-15 Exit 9 G-Ramp | 726 | Derivation Code = 3 MS2 TDMS; Reference = [68_4740] Previous AADT = 745 | 12 | - | 39 | 124 | 22% | 1,208 |
| [68_4742] | 4742 | 2 - Mainline Ramp | I 015009C | I-15 Exit 9 C-Ramp | 0.000 | I-15 nonCard | 0.210 | I-15 Exit 9 J-Ramp | 564 | Derivation Code = 3 MS2 TDMS; Reference = [68_4742] Previous AADT = 578 | 12 | - | 21 | 218 | 42% | 939 |
| [68_4741] | 4741 | 2 - Mainline Ramp | I 015009G | I-15 Exit 9 G-Ramp | 0.000 | I-15 Exit 9 A-Ramp | 0.162 | I-15 | 377 | Derivation Code = 3 MS2 TDMS; Reference = [68_4741] Previous AADT = 387 | 11 | - | 19 | 65 | 22% | 628 |
| [68_4743] | 4743 | 2 - Mainline Ramp | I 015009J | I-15 Exit 9 J-Ramp | 0.000 | I-15 Exit 9 C-Ramp | 0.232 | I-15 nonCard | 334 | Derivation Code = 3 MS2 TDMS; Reference = [68_4743] Previous AADT = 343 | 15 | - | 14 | 132 | 44% | 556 |
| [68_4750] | 4750 | 2 - Mainline Ramp | I 015018A | I-15 Exit 18 A-Ramp | 0.000 | I-15 | 0.266 | I-15 Exit 18 G-Ramp | 147 | Derivation Code = 3 MS2 TDMS; Reference = [68_4750] Previous AADT = 151 | 18 | - | 5 | 23 | 19% | 245 |
| [68_4752] | 4752 | 2 - Mainline Ramp | I 015018C | I-15 Exit 18 C-Ramp | 0.000 | I-15 nonCard | 0.288 | I-15 Exit 18 J-Ramp | 172 | Derivation Code = 3 MS2 TDMS; Reference = [68_4752] Previous AADT = 176 | 14 | - | 9 | 30 | 23% | 286 |
| [68_4751] | 4751 | 2 - Mainline Ramp | I 015018G | I-15 Exit 18 G-Ramp | 0.000 | I-15 Exit 18 A-Ramp | 0.241 | I-15 | 190 | Derivation Code = 3 MS2 TDMS; Reference = [68_4751] Previous AADT = 195 | 16 | - | 7 | 76 | 44% | 316 |
| [68_4753] | 4753 | 2 - Mainline Ramp | I 015018J | I-15 Exit 18 J-Ramp | 0.000 | I-15 Exit 18 C-Ramp | 0.287 | I-15 nonCard | 212 | Derivation Code = 3 MS2 TDMS; Reference = [68_4753] Previous AADT = 217 | 10 | - | 8 | 83 | 43% | 353 |
| [68_4760] | 4760 | 2 - Mainline Ramp | I 015027A | I-15 Exit 27 A-Ramp | 0.000 | I-15 | 0.150 | I-15 Exit 27 G-Ramp | 389 | Derivation Code = 3 MS2 TDMS; Reference = [68_4760] Previous AADT = 399 | 10 | - | 21 | 66 | 22% | 648 |
| [68_4762] | 4762 | 2 - Mainline Ramp | I 015027C | I-15 Exit 27 C-Ramp | 0.000 | I-15 nonCard | 0.183 | I-15 Exit 27 J-Ramp | 563 | Derivation Code = 3 MS2 TDMS; Reference = [68_4762] Previous AADT = 577 | 12 | - | 31 | 96 | 23% | 937 |
| [68_4761] | 4761 | 2 - Mainline Ramp | I 015027G | I-15 Exit 27 G-Ramp | 0.000 | I-15 Exit 27 A-Ramp | 0.146 | I-15 | 753 | Derivation Code = 3 MS2 TDMS; Reference = [68_4761] Previous AADT = 772 | 10 | - | 31 | 299 | 44% | 1,253 |
| [68_4763] | 4763 | 2 - Mainline Ramp | I 015027J | I-15 Exit 27 J-Ramp | 0.000 | I-15 Exit 27 C-Ramp | 0.173 | I-15 nonCard | 427 | Derivation Code = 3 MS2 TDMS; Reference = [68_4763] Previous AADT = 438 | 18 | - | 17 | 166 | 43% | 711 |
| [68_103996]*2 | 103996 | 2 - Mainline Ramp | I 015030C | I-15 Exit 30 C-Ramp | 0.000 | I-15 nonCard | 0.411 | I-15 Exit 30 J-Ramp | 1,764 | Derivation Code = 1 MS2 TDMS; Reference = [68_103996]*2 Previous AADT = 3314 | 16 | - | - | - | - | 2,922 |
| [68_103996]*2 | 103996 | 2 - Mainline Ramp | I 015030J | I-15 Exit 30 J-Ramp | 0.000 | I-15 Exit 30 C-Ramp | 0.109 | I-15 nonCard | 1,764 | Derivation Code = 1 MS2 TDMS; Reference = [68_103996]*2 Previous AADT = 3314 | 16 | - | - | - | - | 2,922 |
| [68_3862] | 3862 | 2 - Mainline Ramp | I 017194C | I-17 Exit 194 C-Ramp | 0.000 | I-17 nonCard | 0.563 | I-17 nonCard | 13,950 | Derivation Code = 3 MS2 TDMS; Reference = [68_3862] Previous AADT = 13260 | 11 | 53 | 408 | 541 | 7% | 19,148 |
| [68_4780] | 4780 | 2 - Mainline Ramp | I 017195A | I-17 Exit 195 A-Ramp | 0.000 | I-17 | 0.099 | I-17 Front | 11,382 | Derivation Code = 3 MS2 TDMS; Reference = [68_4780] Previous AADT = 10819 | 12 | - | 408 | 543 | 8% | 15,623 |
| [68_4772] | 4772 | 2 - Mainline Ramp | I 017195C1 | I-17 Exit 195 C1-Ramp | 0.000 | I-17 nonCard | 0.148 | I-17 Front nonCard | 10,494 | Derivation Code = 3 MS2 TDMS; Reference = [68_4772] Previous AADT = 9975 | 9 | - | 377 | 504 | 8% | 14,404 |
| [68_4782] | 4782 | 2 - Mainline Ramp | I 017195C2 | I-17 Exit 195 C2-Ramp | 0.000 | I-17 nonCard | 0.109 | I-17 Front nonCard | 6,936 | Derivation Code = 3 MS2 TDMS; Reference = [68_4782] Previous AADT = 6593 | 10 | - | 248 | 331 | 8% | 9,521 |
| [68_4771] | 4771 | 2 - Mainline Ramp | I 017195G1 | I-17 Exit 195 G1-Ramp | 0.000 | I-17 Front | 0.094 | I-17 | 10,582 | Derivation Code = 3 MS2 TDMS; Reference = [68_4771] Previous AADT = 10059 | 10 | - | 319 | 1,243 | 15% | 14,525 |
| [68_4781] | 4781 | 2 - Mainline Ramp | I 017195G2 | I-17 Exit 195 G2-Ramp | 0.000 | I-17 Front | 0.113 | I-17 | 8,575 | Derivation Code = 3 MS2 TDMS; Reference = [68_4781] Previous AADT = 8151 | 10 | - | 259 | 1,006 | 15% | 11,770 |
| [68_4783] | 4783 | 2 - Mainline Ramp | I 017195J | I-17 Exit 195 J-Ramp | 0.000 | I-17 Front nonCard | 0.137 | I-17 nonCard | 12,450 | Derivation Code = 3 MS2 TDMS; Reference = [68_4783] Previous AADT = 11835 | 9 | - | 377 | 1,462 | 15% | 17,089 |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|------------|------------------------|-------------|-----------------------|-----------|------------------------|-----------|--|------------|------------|---------------------|--------------------|------------|-------------------|
| [68_4790] | 4790 | 2 - Mainline Ramp | I017196A | I-17 Exit 196 A-Ramp | 0.000 | I-17 | 0.108 | I-17 Front | 6,708 | Derivation Code = 3 MS2 TDMS; Reference = [68_4790] Previous AAADT = 6376 | 12 | - | 239 | 320 | 8% | 9,208 |
| [68_4792] | 4792 | 2 - Mainline Ramp | I017196C | I-17 Exit 196 C-Ramp | 0.000 | I-17 nonCard | 0.110 | I-17 Front nonCard | 8,103 | Derivation Code = 3 MS2 TDMS; Reference = [68_4792] Previous AAADT = 7702 | 8 | - | 290 | 387 | 8% | 11,122 |
| [68_4791] | 4791 | 2 - Mainline Ramp | I017196G | I-17 Exit 196 G-Ramp | 0.000 | I-17 Front | 0.109 | I-17 | 9,571 | Derivation Code = 3 MS2 TDMS; Reference = [68_4791] Previous AAADT = 9098 | 8 | - | 290 | 1,125 | 15% | 13,137 |
| [68_4793] | 4793 | 2 - Mainline Ramp | I017196J | I-17 Exit 196 J-Ramp | 0.000 | I-17 Front nonCard | 0.126 | I-17 nonCard | 10,528 | Derivation Code = 3 MS2 TDMS; Reference = [68_4793] Previous AAADT = 10008 | 12 | - | 318 | 1,237 | 15% | 14,451 |
| [68_4800] | 4800 | 2 - Mainline Ramp | I017197A | I-17 Exit 197 A-Ramp | 0.000 | I-17 | 0.160 | I-17 Front | 12,576 | Derivation Code = 3 MS2 TDMS; Reference = [68_4800] Previous AAADT = 11954 | 8 | - | 450 | 599 | 8% | 17,262 |
| [68_4803] | 4803 | 2 - Mainline Ramp | I017197J | I-17 Exit 197 J-Ramp | 0.000 | I-17 Front nonCard | 0.170 | I-17 nonCard | 18,843 | Derivation Code = 3 MS2 TDMS; Reference = [68_4803] Previous AAADT = 17912 | 10 | - | 573 | 2,215 | 15% | 25,864 |
| [68_4810] | 4810 | 2 - Mainline Ramp | I017198A | I-17 Exit 198 A-Ramp | 0.000 | I-17 | 0.133 | I-17 Front | 7,314 | Derivation Code = 3 MS2 TDMS; Reference = [68_4810] Previous AAADT = 6952 | 9 | - | 285 | 417 | 10% | 10,039 |
| [68_4812] | 4812 | 2 - Mainline Ramp | I017198C | I-17 Exit 198 C-Ramp | 0.000 | I-17 nonCard | 0.151 | I-17 Front nonCard | 15,407 | Derivation Code = 3 MS2 TDMS; Reference = [68_4812] Previous AAADT = 14645 | 8 | - | 553 | 738 | 8% | 21,148 |
| - | - | 2 - Mainline Ramp | I017198L | I-17 Exit 198 L-Ramp | 0.000 | I-17 Exit 198 L1-Ramp | 0.028 | Durango St | - | - | - | - | - | - | - | - |
| [68_4815] | 4815 | 2 - Mainline Ramp | I017198L1 | I-17 Exit 198 L1-Ramp | 0.000 | I-17 Front nonCard | 0.055 | Durango St | 11,418 | Derivation Code = 3 MS2 TDMS; Reference = [68_4815] Previous AAADT = 10854 | 11 | - | 345 | 1,337 | 15% | 15,673 |
| [68_4820] | 4820 | 2 - Mainline Ramp | I017199A1 | I-17 Exit 199 A1-Ramp | 0.000 | I-17 | 0.107 | I-17 Front | 588 | Derivation Code = 3 MS2 TDMS; Reference = [68_4820] Previous AAADT = 559 | 37 | - | 21 | 32 | 9% | 807 |
| [68_4840] | 4840 | 2 - Mainline Ramp | I017199A2 | I-17 Exit 199 A2-Ramp | 0.000 | I-17 | 0.085 | I-17 Front | 2,756 | Derivation Code = 3 MS2 TDMS; Reference = [68_4840] Previous AAADT = 2620 | 14 | - | 98 | 133 | 8% | 3,783 |
| [68_4822] | 4822 | 2 - Mainline Ramp | I017199C1 | I-17 Exit 199 C1-Ramp | 0.000 | I-17 nonCard | 0.096 | I-17 Front nonCard | 8,189 | Derivation Code = 3 MS2 TDMS; Reference = [68_4822] Previous AAADT = 7784 | 9 | - | 317 | 468 | 10% | 11,240 |
| [68_4842] | 4842 | 2 - Mainline Ramp | I017199C2 | I-17 Exit 199 C2-Ramp | 0.000 | I-17 nonCard | 0.099 | I-17 Front nonCard | 8,350 | Derivation Code = 3 MS2 TDMS; Reference = [68_4842] Previous AAADT = 7937 | 17 | - | 300 | 401 | 8% | 11,461 |
| [68_4821] | 4821 | 2 - Mainline Ramp | I017199G1 | I-17 Exit 199 G1-Ramp | 0.000 | I-17 Front | 0.081 | I-17 | 18,101 | Derivation Code = 3 MS2 TDMS; Reference = [68_4821] Previous AAADT = 17206 | 9 | - | 549 | 2,127 | 15% | 24,846 |
| [68_4841] | 4841 | 2 - Mainline Ramp | I017199G2 | I-17 Exit 199 G2-Ramp | 0.000 | I-17 Front | 0.075 | I-17 | 7,501 | Derivation Code = 3 MS2 TDMS; Reference = [68_4841] Previous AAADT = 7130 | 15 | - | 228 | 881 | 15% | 10,296 |
| [68_4823] | 4823 | 2 - Mainline Ramp | I017199J1 | I-17 Exit 199 J1-Ramp | 0.000 | I-17 Front nonCard | 0.109 | I-17 nonCard | 5,667 | Derivation Code = 3 MS2 TDMS; Reference = [68_4823] Previous AAADT = 5387 | 10 | - | 171 | 665 | 15% | 7,779 |
| [68_4845] | 4845 | 2 - Mainline Ramp | I017199L | I-17 Exit 199 L-Ramp | 0.000 | Van Buren St | 0.072 | I-17 Front nonCard | 2,299 | Derivation Code = 3 MS2 TDMS; Reference = [68_4845] Previous AAADT = 2183 | 10 | - | 70 | 272 | 15% | 4,234 |
| [68_4860] | 4860 | 2 - Mainline Ramp | I017200A1 | I-17 Exit 200 A1-Ramp | 0.000 | I-17 | 0.650 | I-10 | 3,088 | Derivation Code = 3 MS2 TDMS; Reference = [68_4860] Previous AAADT = 2935 | 14 | - | 109 | 148 | 8% | 4,239 |
| [68_7610] | 7610 | 2 - Mainline Ramp | I017200A11 | I-17 Exit 200 A11-Ramp | 0.000 | I-17 Exit 200 A1-Ramp | 0.576 | I-10 nonCard | 29,568 | Derivation Code = 3 MS2 TDMS; Reference = [68_7610] Previous AAADT = 28106 | 9 | - | 1,133 | 1,669 | 9% | 40,586 |
| [68_7615] | 7615 | 2 - Mainline Ramp | I017200A2 | I-17 Exit 200 A2-Ramp | 0.000 | I-17 | 0.259 | I-17 Front | 4,485 | Derivation Code = 3 MS2 TDMS; Reference = [68_7615] Previous AAADT = 4263 | 14 | - | 159 | 214 | 8% | 6,156 |
| [68_4862] | 4862 | 2 - Mainline Ramp | I017200C1 | I-17 Exit 200 C1-Ramp | 0.000 | I-17 nonCard | 0.305 | I-17 Exit 200 A11-Ramp | 18,791 | Derivation Code = 3 MS2 TDMS; Reference = [68_4862] Previous AAADT = 17862 | 8 | - | 677 | 900 | 8% | 25,793 |
| [68_7612] | 7612 | 2 - Mainline Ramp | I017200C11 | I-17 Exit 200 C11-Ramp | 0.000 | I-17 Exit 200 C1-Ramp | 0.506 | I-17 Exit 200 A1-Ramp | 39,080 | Derivation Code = 3 MS2 TDMS; Reference = [68_7612] Previous AAADT = 37148 | 7 | - | 1,406 | 1,876 | 8% | 53,642 |
| [68_4865] | 4865 | 2 - Mainline Ramp | I017200C2 | I-17 Exit 200 C2-Ramp | 0.000 | I-17 nonCard | 0.060 | I-17 Front nonCard | 7,672 | Derivation Code = 3 MS2 TDMS; Reference = [68_4865] Previous AAADT = 7293 | 10 | - | 276 | 368 | 8% | 10,531 |
| - | - | 2 - Mainline Ramp | I017200G2 | I-17 Exit 200 G2-Ramp | 0.000 | I-17 Front | 0.020 | I-10 Exit 143 A1-Ramp | - | - | - | - | - | - | - | - |
| [68_4863] | 4863 | 2 - Mainline Ramp | I017200I | I-17 Exit 200 I-Ramp | 0.000 | I-17 Front nonCard | 0.114 | I-17 nonCard | 5,944 | Derivation Code = 3 MS2 TDMS; Reference = [68_4863] Previous AAADT = 5650 | 12 | - | 231 | 339 | 10% | 8,159 |
| - | - | 2 - Mainline Ramp | I017200X | I-17 Exit 200 X-Ramp | 0.000 | I-17 Front nonCard | 0.023 | McDowell Rd | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| [68_4870] | 4870 | 2 - Mainline Ramp | I017201A | I-17 Exit 201 A-Ramp | 0.000 | I-17 | 0.017 | I-17 Front | 12,716 | Derivation Code = 3 MS2 TDMS; Reference = [68_4870] Previous AAADT = 12087 | 8 | - | 457 | 611 | 8% | 17,454 |
| [68_4872] | 4872 | 2 - Mainline Ramp | I017201C | I-17 Exit 201 C-Ramp | 0.000 | I-17 nonCard | 0.059 | I-17 Front nonCard | 11,128 | Derivation Code = 3 MS2 TDMS; Reference = [68_4872] Previous AAADT = 10578 | 9 | - | 400 | 533 | 8% | 15,275 |
| [68_4871] | 4871 | 2 - Mainline Ramp | I017201G | I-17 Exit 201 G-Ramp | 0.000 | I-17 Front | 0.063 | I-17 | 9,985 | Derivation Code = 3 MS2 TDMS; Reference = [68_4871] Previous AAADT = 9491 | 8 | - | 301 | 1,174 | 15% | 13,706 |
| [68_4873] | 4873 | 2 - Mainline Ramp | I017201J | I-17 Exit 201 J-Ramp | 0.000 | I-17 Front nonCard | 0.019 | I-17 nonCard | 10,737 | Derivation Code = 3 MS2 TDMS; Reference = [68_4873] Previous AAADT = 10206 | 8 | - | 325 | 1,261 | 15% | 14,738 |
| [68_4880] | 4880 | 2 - Mainline Ramp | I017202A | I-17 Exit 202 A-Ramp | 0.000 | I-17 | 0.046 | I-17 Front | 13,418 | Derivation Code = 3 MS2 TDMS; Reference = [68_4880] Previous AAADT = 12755 | 10 | - | 406 | 1,576 | 15% | 18,418 |
| [68_4882] | 4882 | 2 - Mainline Ramp | I017202C | I-17 Exit 202 C-Ramp | 0.000 | I-17 nonCard | 0.063 | I-17 Front nonCard | 15,511 | Derivation Code = 3 MS2 TDMS; Reference = [68_4882] Previous AAADT = 14744 | 9 | - | 470 | 1,825 | 15% | 21,291 |
| [68_4881] | 4881 | 2 - Mainline Ramp | I017202G | I-17 Exit 202 G-Ramp | 0.000 | I-17 Front | 0.102 | I-17 | 14,258 | Derivation Code = 3 MS2 TDMS; Reference = [68_4881] Previous AAADT = 13553 | 8 | - | 512 | 682 | 8% | 19,571 |
| [68_4883] | 4883 | 2 - Mainline Ramp | I017202J | I-17 Exit 202 J-Ramp | 0.000 | I-17 Front nonCard | 0.049 | I-17 nonCard | 14,007 | Derivation Code = 3 MS2 TDMS; Reference = [68_4883] Previous AAADT = 13315 | 9 | - | 425 | 1,648 | 15% | 19,226 |
| [68_4890] | 4890 | 2 - Mainline Ramp | I017203A | I-17 Exit 203 A-Ramp | 0.000 | I-17 | 0.033 | I-17 Front | 12,960 | Derivation Code = 3 MS2 TDMS; Reference = [68_4890] Previous AAADT = 12319 | 8 | - | 392 | 1,522 | 15% | 17,789 |
| [68_4892] | 4892 | 2 - Mainline Ramp | I017203C | I-17 Exit 203 C-Ramp | 0.000 | I-17 nonCard | 0.067 | I-17 Front nonCard | 12,987 | Derivation Code = 3 MS2 TDMS; Reference = [68_4892] Previous AAADT = 12345 | 9 | - | 392 | 1,526 | 15% | 17,826 |
| [68_4891] | 4891 | 2 - Mainline Ramp | I017203G | I-17 Exit 203 G-Ramp | 0.000 | I-17 Front | 0.055 | I-17 | 14,056 | Derivation Code = 3 MS2 TDMS; Reference = [68_4891] Previous AAADT = 13361 | 10 | - | 426 | 1,655 | 15% | 19,294 |
| [68_4893] | 4893 | 2 - Mainline Ramp | I017203J | I-17 Exit 203 J-Ramp | 0.000 | I-17 Front nonCard | 0.033 | I-17 nonCard | 17,082 | Derivation Code = 3 MS2 TDMS; Reference = [68_4893] Previous AAADT = 16238 | 9 | - | 518 | 2,011 | 15% | 23,447 |
| - | - | 2 - Mainline Ramp | I017203L | I-17 Exit 203 L-Ramp | 0.000 | I-17 Exit 203 X-Ramp | 0.037 | I-17 Front nonCard | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017203P | I-17 Exit 203 P-Ramp | 0.000 | I-17 Exit 203 X-Ramp | 0.040 | I-17 Front | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017203T | I-17 Exit 203 T-Ramp | 0.000 | I-17 Front | 0.038 | I-17 Exit 203 P-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017203X | I-17 Exit 203 X-Ramp | 0.000 | I-17 Front nonCard | 0.040 | I-17 Exit 203 P-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| [68_4900] | 4900 | 2 - Mainline Ramp | I017204A | I-17 Exit 204 A-Ramp | 0.000 | I-17 | 0.045 | I-17 Front | 11,524 | Derivation Code = 3 MS2 TDMS; Reference = [68_4900] Previous AAADT = 10954 | 11 | - | 348 | 1,350 | 15% | 15,818 |
| [68_4902] | 4902 | 2 - Mainline Ramp | I017204C | I-17 Exit 204 C-Ramp | 0.000 | I-17 nonCard | 0.051 | I-17 Front nonCard | 17,317 | Derivation Code = 3 MS2 TDMS; Reference = [68_4902] Previous AAADT = 16461 | 11 | - | 522 | 2,030 | 15% | 23,770 |
| [68_4901] | 4901 | 2 - Mainline Ramp | I017204G | I-17 Exit 204 G-Ramp | 0.000 | I-17 Front | 0.048 | I-17 | 13,156 | Derivation Code = 3 MS2 TDMS; Reference = [68_4901] Previous AAADT = 12506 | 10 | - | 398 | 1,548 | 15% | 18,058 |
| [68_4903] | 4903 | 2 - Mainline Ramp | I017204J | I-17 Exit 204 J-Ramp | 0.000 | I-17 Front nonCard | 0.037 | I-17 nonCard | 12,510 | Derivation Code = 3 MS2 TDMS; Reference = [68_4903] Previous AAADT = 11892 | 8 | - | 379 | 1,470 | 15% | 17,172 |
| - | - | 2 - Mainline Ramp | I017204L | I-17 Exit 204 L-Ramp | 0.000 | I-17 Exit 204 X-Ramp | 0.037 | I-17 Front nonCard | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017204P | I-17 Exit 204 P-Ramp | 0.000 | I-17 Exit 204 X-Ramp | 0.039 | I-17 Front | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017204T | I-17 Exit 204 T-Ramp | 0.000 | I-17 Front | 0.043 | I-17 Exit 204 L-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017204X | I-17 Exit 204 X-Ramp | 0.000 | I-17 Front nonCard | 0.039 | I-17 Exit 204 L-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| [68_4910] | 4910 | 2 - Mainline Ramp | I017205A | I-17 Exit 205 A-Ramp | 0.000 | I-17 | 0.056 | I-17 Front | 9,917 | Derivation Code = 3 MS2 TDMS; Reference = [68_4910] Previous AAADT = 9427 | 9 | - | 300 | 1,166 | 15% | 13,612 |
| [68_4912] | 4912 | 2 - Mainline Ramp | I017205C | I-17 Exit 205 C-Ramp | 0.000 | I-17 nonCard | 0.058 | I-17 Front nonCard | 12,729 | Derivation Code = 3 MS2 TDMS; Reference = [68_4912] Previous AAADT = 12100 | 9 | - | 385 | 1,494 | 15% | 17,472 |
| [68_4911] | 4911 | 2 - Mainline Ramp | I017205G | I-17 Exit 205 G-Ramp | 0.000 | I-17 Front | 0.044 | I-17 | 12,152 | Derivation Code = 3 MS2 TDMS; Reference = [68_4911] Previous AAADT = 11551 | 9 | - | 368 | 1,429 | 15% | 16,680 |
| [68_4913] | 4913 | 2 - Mainline Ramp | I017205J | I-17 Exit 205 J-Ramp | 0.000 | I-17 Front nonCard | 0.046 | I-17 nonCard | 11,285 | Derivation Code = 3 MS2 TDMS; Reference = [68_4913] Previous AAADT = 10727 | 9 | - | 340 | 1,321 | 15% | 15,490 |
| - | - | 2 - Mainline Ramp | I017205L | I-17 Exit 205 L-Ramp | 0.000 | I-17 Exit 205 T-Ramp | 0.038 | I-17 Front nonCard | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | I017205P | I-17 Exit 205 P-Ramp | 0.000 | I-17 Exit 205 T-Ramp | 0.037 | I-17 Front | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 20074 | - | - | - | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 | AADT Source Dataset | | | K Factor | D Factor | AADT Single Trucks | AADT Combo Trucks | T Factor | 2042 Future AADT |
|-----------|--------|--------------------|------------|-----------------------|-------------|-----------------------|-----------|-----------------------|--------|---|--|--|----------|----------|--------------------|-------------------|----------|------------------|
| {68_4921} | 4921 | 2 - Mainline Ramp | I 017206G | I-17 Exit 206 G-Ramp | 0.000 | I-17 Front | 0.025 | I-17 | 11,434 | Derivation Code = 3 MS2 TDMS; Reference = {68_4921} Previous AADT = 10869 | | | 10 | - | 347 | 1,343 | 15% | 15,695 |
| {68_4923} | 4923 | 2 - Mainline Ramp | I 017206I | I-17 Exit 206 J-Ramp | 0.000 | I-17 Front nonCard | 0.034 | I-17 nonCard | 12,420 | Derivation Code = 3 MS2 TDMS; Reference = {68_4923} Previous AADT = 11806 | | | 11 | - | 376 | 1,461 | 15% | 17,048 |
| {68_4925} | - | 2 - Mainline Ramp | I 017206L | I-17 Exit 206 L-Ramp | 0.000 | I-17 Exit 206 T-Ramp | 0.040 | I-17 Front nonCard | - | | | | - | - | - | - | - | - |
| {68_4926} | - | 2 - Mainline Ramp | I 017206P | I-17 Exit 206 P-Ramp | 0.000 | I-17 Exit 206 X-Ramp | 0.039 | I-17 Front | - | | | | - | - | - | - | - | - |
| {68_4927} | - | 2 - Mainline Ramp | I 017206T | I-17 Exit 206 T-Ramp | 0.000 | I-17 Front | 0.044 | I-17 Exit 206 P-Ramp | - | | | | - | - | - | - | - | - |
| {68_4928} | - | 2 - Mainline Ramp | I 017206X | I-17 Exit 206 X-Ramp | 0.000 | I-17 Front nonCard | 0.042 | I-17 Exit 206 P-Ramp | - | | | | - | - | - | - | - | - |
| {68_4930} | 4930 | 2 - Mainline Ramp | I 017207A | I-17 Exit 207 A-Ramp | 0.000 | I-17 | 0.044 | I-17 Front | 16,354 | Derivation Code = 3 MS2 TDMS; Reference = {68_4930} Previous AADT = 15546 | | | 9 | - | 495 | 1,923 | 15% | 22,448 |
| {68_4932} | 4932 | 2 - Mainline Ramp | I 017207C | I-17 Exit 207 C-Ramp | 0.000 | I-17 nonCard | 0.047 | I-17 Front nonCard | 12,244 | Derivation Code = 3 MS2 TDMS; Reference = {68_4932} Previous AADT = 11639 | | | 9 | - | 371 | 1,440 | 15% | 16,806 |
| {68_4931} | 4931 | 2 - Mainline Ramp | I 017207G | I-17 Exit 207 G-Ramp | 0.000 | I-17 Front | 0.021 | I-17 | 10,667 | Derivation Code = 3 MS2 TDMS; Reference = {68_4931} Previous AADT = 10140 | | | 9 | - | 382 | 512 | 8% | 14,642 |
| {68_4933} | 4933 | 2 - Mainline Ramp | I 017207J | I-17 Exit 207 J-Ramp | 0.000 | I-17 Front nonCard | 0.032 | I-17 nonCard | 17,545 | Derivation Code = 3 MS2 TDMS; Reference = {68_4933} Previous AADT = 16678 | | | 8 | - | 533 | 2,062 | 15% | 24,083 |
| {68_4934} | - | 2 - Mainline Ramp | I 017207L | I-17 Exit 207 L-Ramp | 0.000 | I-17 Exit 207 X-Ramp | 0.040 | I-17 Front nonCard | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| {68_4935} | - | 2 - Mainline Ramp | I 017207P | I-17 Exit 207 P-Ramp | 0.000 | I-17 Exit 207 X-Ramp | 0.041 | I-17 Front | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| {68_4936} | - | 2 - Mainline Ramp | I 017207T | I-17 Exit 207 T-Ramp | 0.000 | I-17 Front | 0.049 | I-17 Exit 207 P-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| {68_4937} | - | 2 - Mainline Ramp | I 017207X | I-17 Exit 207 X-Ramp | 0.000 | I-17 Front nonCard | 0.043 | I-17 Exit 207 P-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| {68_4940} | 4940 | 2 - Mainline Ramp | I 017208A | I-17 Exit 208 A-Ramp | 0.000 | I-17 | 0.041 | I-17 Front | 17,835 | Derivation Code = 3 MS2 TDMS; Reference = {68_4940} Previous AADT = 16953 | | | 8 | - | 540 | 2,098 | 15% | 24,481 |
| {68_4942} | 4942 | 2 - Mainline Ramp | I 017208C | I-17 Exit 208 C-Ramp | 0.000 | I-17 nonCard | 0.017 | I-17 Front nonCard | 13,389 | Derivation Code = 3 MS2 TDMS; Reference = {68_4942} Previous AADT = 12727 | | | 13 | - | 481 | 640 | 8% | 18,378 |
| {68_4941} | 4941 | 2 - Mainline Ramp | I 017208G | I-17 Exit 208 G-Ramp | 0.000 | I-17 Front | 0.019 | I-17 | 12,260 | Derivation Code = 3 MS2 TDMS; Reference = {68_4941} Previous AADT = 11654 | | | 9 | - | 371 | 1,441 | 15% | 16,828 |
| {68_4943} | 4943 | 2 - Mainline Ramp | I 017208J | I-17 Exit 208 J-Ramp | 0.000 | I-17 Front nonCard | 0.030 | I-17 nonCard | 15,556 | Derivation Code = 3 MS2 TDMS; Reference = {68_4943} Previous AADT = 14787 | | | 8 | - | 472 | 1,831 | 15% | 21,353 |
| {68_4950} | 4950 | 2 - Mainline Ramp | I 017209A | I-17 Exit 209 A-Ramp | 0.000 | I-17 | 0.035 | I-17 Front | 10,120 | Derivation Code = 3 MS2 TDMS; Reference = {68_4950} Previous AADT = 9620 | | | 9 | - | 307 | 1,189 | 15% | 13,891 |
| {68_4952} | 4952 | 2 - Mainline Ramp | I 017209C | I-17 Exit 209 C-Ramp | 0.000 | I-17 nonCard | 0.022 | I-17 Front nonCard | 9,518 | Derivation Code = 3 MS2 TDMS; Reference = {68_4952} Previous AADT = 9048 | | | 10 | - | 290 | 1,121 | 15% | 13,065 |
| {68_4951} | 4951 | 2 - Mainline Ramp | I 017209G | I-17 Exit 209 G-Ramp | 0.000 | I-17 Front | 0.018 | I-17 | 11,343 | Derivation Code = 3 MS2 TDMS; Reference = {68_4951} Previous AADT = 10782 | | | 10 | - | 344 | 1,332 | 15% | 15,570 |
| {68_4953} | 4953 | 2 - Mainline Ramp | I 017209J | I-17 Exit 209 J-Ramp | 0.000 | I-17 Front nonCard | 0.069 | I-17 nonCard | 12,894 | Derivation Code = 3 MS2 TDMS; Reference = {68_4953} Previous AADT = 12257 | | | 10 | - | 391 | 1,518 | 15% | 17,699 |
| {68_4960} | 4960 | 2 - Mainline Ramp | I 017210A | I-17 Exit 210 A-Ramp | 0.000 | I-17 | 0.029 | I-17 Front | 14,048 | Derivation Code = 3 MS2 TDMS; Reference = {68_4960} Previous AADT = 13354 | | | 8 | - | 426 | 1,653 | 15% | 19,283 |
| {68_4962} | 4962 | 2 - Mainline Ramp | I 017210C | I-17 Exit 210 C-Ramp | 0.000 | I-17 nonCard | 0.042 | I-17 Front nonCard | 11,289 | Derivation Code = 3 MS2 TDMS; Reference = {68_4962} Previous AADT = 10731 | | | 15 | - | 342 | 1,326 | 15% | 15,496 |
| {68_4961} | 4961 | 2 - Mainline Ramp | I 017210G | I-17 Exit 210 G-Ramp | 0.000 | I-17 Front | 0.020 | I-17 | 11,984 | Derivation Code = 3 MS2 TDMS; Reference = {68_4961} Previous AADT = 11392 | | | 15 | - | 363 | 1,408 | 15% | 16,450 |
| {68_4963} | 4963 | 2 - Mainline Ramp | I 017210I | I-17 Exit 210 I-Ramp | 0.000 | I-17 Front nonCard | 0.023 | I-17 nonCard | 15,453 | Derivation Code = 3 MS2 TDMS; Reference = {68_4963} Previous AADT = 14689 | | | 10 | - | 469 | 1,818 | 15% | 21,211 |
| {68_4970} | 4970 | 2 - Mainline Ramp | I 017211A | I-17 Exit 211 A-Ramp | 0.000 | I-17 | 0.016 | I-17 Front | 13,327 | Derivation Code = 3 MS2 TDMS; Reference = {68_4970} Previous AADT = 12668 | | | 9 | - | 405 | 1,569 | 15% | 18,293 |
| {68_4972} | 4972 | 2 - Mainline Ramp | I 017211C | I-17 Exit 211 C-Ramp | 0.000 | I-17 nonCard | 0.021 | I-17 Front nonCard | 7,217 | Derivation Code = 3 MS2 TDMS; Reference = {68_4972} Previous AADT = 6860 | | | 10 | - | 278 | 412 | 10% | 9,906 |
| {68_4971} | 4971 | 2 - Mainline Ramp | I 017211G | I-17 Exit 211 G-Ramp | 0.000 | I-17 Front | 0.017 | I-17 | 6,203 | Derivation Code = 3 MS2 TDMS; Reference = {68_4971} Previous AADT = 5896 | | | 10 | - | 221 | 298 | 8% | 8,514 |
| {68_4973} | 4973 | 2 - Mainline Ramp | I 017211J | I-17 Exit 211 J-Ramp | 0.000 | I-17 Front nonCard | 0.022 | I-17 nonCard | 14,558 | Derivation Code = 3 MS2 TDMS; Reference = {68_4973} Previous AADT = 13838 | | | 10 | - | 440 | 1,713 | 15% | 19,983 |
| {68_4980} | 4980 | 2 - Mainline Ramp | I 017212A | I-17 Exit 212 A-Ramp | 0.000 | I-17 | 0.021 | I-17 Front | 15,617 | Derivation Code = 3 MS2 TDMS; Reference = {68_4980} Previous AADT = 14845 | | | 8 | - | 473 | 1,838 | 15% | 21,436 |
| {68_4982} | 4982 | 2 - Mainline Ramp | I 017212C | I-17 Exit 212 C-Ramp | 0.000 | I-17 nonCard | 0.037 | I-17 Front nonCard | 12,486 | Derivation Code = 3 MS2 TDMS; Reference = {68_4982} Previous AADT = 11869 | | | 11 | - | 379 | 1,468 | 15% | 17,139 |
| {68_4981} | 4981 | 2 - Mainline Ramp | I 017212G | I-17 Exit 212 G-Ramp | 0.000 | I-17 Front | 0.118 | I-17 | 11,010 | Derivation Code = 3 MS2 TDMS; Reference = {68_4981} Previous AADT = 10466 | | | 11 | - | 334 | 1,296 | 15% | 15,113 |
| {68_4983} | 4983 | 2 - Mainline Ramp | I 017212J | I-17 Exit 212 J-Ramp | 0.000 | I-17 Front nonCard | 0.085 | I-17 nonCard | 18,943 | Derivation Code = 3 MS2 TDMS; Reference = {68_4983} Previous AADT = 18007 | | | 9 | - | 575 | 2,230 | 15% | 26,002 |
| {68_4985} | 4985 | 2 - Mainline Ramp | I 017212Z | I-17 Exit 212 Z-Ramp | 0.000 | I-17 Front nonCard | 0.098 | I-17 nonCard | 357 | Derivation Code = 3 MS2 TDMS; Reference = {68_4985} Previous AADT = 344 | | | 19 | - | 29 | 5 | 10% | 562 |
| {68_5000} | 5000 | 2 - Mainline Ramp | I 017213A | I-17 Exit 213 A-Ramp | 0.000 | I-17 | 0.080 | I-17 Front | 8,874 | Derivation Code = 3 MS2 TDMS; Reference = {68_5000} Previous AADT = 8435 | | | 13 | - | 269 | 1,044 | 15% | 12,181 |
| {68_5010} | 5010 | 2 - Mainline Ramp | I 017213A1 | I-17 Exit 213 A1-Ramp | 0.000 | I-17 | 0.479 | I-17 Front | 7,306 | Derivation Code = 3 MS2 TDMS; Reference = {68_5010} Previous AADT = 6945 | | | 7 | - | 261 | 351 | 8% | 10,028 |
| {68_5012} | 5012 | 2 - Mainline Ramp | I 017213C | I-17 Exit 213 C-Ramp | 0.000 | I-17 nonCard | 0.323 | I-17 Front nonCard | 6,358 | Derivation Code = 3 MS2 TDMS; Reference = {68_5012} Previous AADT = 6044 | | | 10 | - | 228 | 304 | 8% | 8,727 |
| {68_5011} | 5011 | 2 - Mainline Ramp | I 017213G | I-17 Exit 213 G-Ramp | 0.000 | I-17 Front | 0.334 | I-17 | 6,591 | Derivation Code = 3 MS2 TDMS; Reference = {68_5011} Previous AADT = 6265 | | | 12 | - | 199 | 777 | 15% | 9,047 |
| {68_5003} | 5003 | 2 - Mainline Ramp | I 017213J | I-17 Exit 213 J-Ramp | 0.000 | I-17 Front nonCard | 0.159 | I-17 nonCard | 8,044 | Derivation Code = 3 MS2 TDMS; Reference = {68_5003} Previous AADT = 7646 | | | 9 | - | 244 | 943 | 15% | 11,041 |
| {68_5020} | 5020 | 2 - Mainline Ramp | I 017214A | I-17 Exit 214 A-Ramp | 0.000 | I-17 | 0.465 | I-17 Exit 214 C1-Ramp | 14,616 | Derivation Code = 3 MS2 TDMS; Reference = {68_5020} Previous AADT = 13894 | | | 10 | - | 522 | 696 | 8% | 20,062 |
| {68_5021} | 5021 | 2 - Mainline Ramp | I 017214A1 | I-17 Exit 214 A1-Ramp | 0.000 | I-17 Exit 214 A-Ramp | 0.376 | I-17 Exit 214 C-Ramp | 17,383 | Derivation Code = 3 MS2 TDMS; Reference = {68_5021} Previous AADT = 16524 | | | 9 | - | 529 | 2,049 | 15% | 23,860 |
| {68_5023} | 5023 | 2 - Mainline Ramp | I 017214C | I-17 Exit 214 C-Ramp | 0.000 | I-17 nonCard | 0.967 | SR-101 nonCard | 13,734 | Derivation Code = 3 MS2 TDMS; Reference = {68_5023} Previous AADT = 13055 | | | 9 | - | 521 | 770 | 9% | 18,852 |
| {68_5022} | 5022 | 2 - Mainline Ramp | I 017214C1 | I-17 Exit 214 C1-Ramp | 0.000 | I-17 Exit 214 C-Ramp | 0.841 | SR-101 | 24,477 | Derivation Code = 3 MS2 TDMS; Reference = {68_5022} Previous AADT = 23267 | | | 8 | - | 1,027 | 1,075 | 9% | 33,598 |
| {68_7760} | 7760 | 2 - Mainline Ramp | I 017215A1 | I-17 Exit 215 A1-Ramp | 0.000 | I-17 | 0.291 | I-17 Front | 10,123 | Derivation Code = 3 MS2 TDMS; Reference = {68_7760} Previous AADT = 9623 | | | 11 | - | 363 | 483 | 8% | 13,895 |
| {68_5030} | 5030 | 2 - Mainline Ramp | I 017215A2 | I-17 Exit 215 A2-Ramp | 0.000 | SR-101 Exit 23 A-Ramp | 0.070 | I-17 Front | 5,089 | Derivation Code = 3 MS2 TDMS; Reference = {68_5030} Previous AADT = 4837 | | | 14 | - | 154 | 598 | 15% | 6,985 |
| {68_5032} | 5032 | 2 - Mainline Ramp | I 017215C | I-17 Exit 215 C-Ramp | 0.000 | I-17 nonCard | 0.106 | I-17 Front nonCard | 7,186 | Derivation Code = 3 MS2 TDMS; Reference = {68_5032} Previous AADT = 6831 | | | 15 | - | 215 | 840 | 15% | 9,864 |
| {68_5031} | 5031 | 2 - Mainline Ramp | I 017215G | I-17 Exit 215 G-Ramp | 0.000 | I-17 Front | 0.097 | I-17 | 8,413 | Derivation Code = 3 MS2 TDMS; Reference = {68_5031} Previous AADT = 7997 | | | 13 | - | 252 | 980 | 15% | 11,548 |
| {68_5033} | 5033 | 2 - Mainline Ramp | I 017215I | I-17 Exit 215 I-Ramp | 0.000 | Deer Valley Rd | 0.169 | I-17 nonCard | 5,237 | Derivation Code = 3 MS2 TDMS; Reference = {68_5033} Previous AADT = 5049 | | | 12 | - | 425 | 69 | 9% | 8,243 |
| {68_7763} | 7763 | 2 - Mainline Ramp | I 017215I1 | I-17 Exit 215 I1-Ramp | 0.000 | I-17 Front nonCard | 0.354 | I-17 nonCard | 8,378 | Derivation Code = 3 MS2 TDMS; Reference = {68_7763} Previous AADT = 7964 | | | 12 | - | 301 | 403 | 8% | 11,500 |
| {68_5040} | 5040 | 2 - Mainline Ramp | I 017217A | I-17 Exit 217 A-Ramp | 0.000 | I-17 | 0.147 | I-17 Front | 12,963 | Derivation Code = 3 MS2 TDMS; Reference = {68_5040} Previous AADT = 12322 | | | 9 | - | - | - | - | 17,793 |
| {68_5042} | 5042 | 2 - Mainline Ramp | I 017217C | I-17 Exit 217 C-Ramp | 0.000 | I-17 nonCard | 0.252 | I-17 Front nonCard | 2,745 | Derivation Code = 3 MS2 TDMS; Reference = {68_5042} Previous AADT = 2609 | | | 10 | - | - | - | - | 3,768 |
| {68_5041} | 5041 | 2 - Mainline Ramp | I 017217G | I-17 Exit 217 G-Ramp | 0.117 | I-17 Front | 0.227 | I-17 | 2,408 | Derivation Code = 3 MS2 TDMS; Reference = {68_5041} Previous AADT = 2243 | | | 9 | - | - | - | - | 3,305 |
| {68_5043} | 5043 | 2 - Mainline Ramp | I 017217J | I-17 Exit 217 J-Ramp | 0.178 | I-17 Front nonCard | 0.262 | I-17 nonCard | 10,806 | Derivation Code = 3 MS2 TDMS; Reference = {68_5043} Previous AADT = 10066 | | | 8 | - | - | - | - | 14,833 |
| {68_5055} | 5055 | 2 - Mainline Ramp | I 017218A | I-17 Exit 218 A-Ramp | 0.000 | I-17 | 0.056 | I-17 Front | 17,618 | Derivation Code = 3 MS2 TDMS; Reference = {68_5055} Previous AADT = 16747 | | | 11 | - | - | - | - | 27,731 |
| {68_5050} | 5050 | 2 - Mainline Ramp | I 017218A | I-17 Exit 218 A-Ramp | 0.056 | I-17 Front | 0.297 | I-17 Front | 19,178 | Derivation Code = 3 MS2 TDMS; Reference = | | | | | | | | |

| Reference | LOC ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------------------|--------|--------------------|-----------|-----------------------|-------------|-------------------------------|-----------|-------------------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_5051} | 5051 | 2 - Mainline Ramp | I017218G | I-17 Exit 218 G-Ramp | 0.084 | I-17 Front | 0.287 | I-17 | 6,846 | Derivation Code = 3 MS2 TDMS; Reference = {68_5051} Previous AADT = 6508 | 12 | - | 205 | 798 | 15% | 9,397 |
| {68_5053} | 5053 | 2 - Mainline Ramp | I017218J | I-17 Exit 218 J-Ramp | 0.000 | I-17 Front nonCard | 0.370 | I-17 nonCard | 16,848 | Derivation Code = 3 MS2 TDMS; Reference = {68_5053} Previous AADT = 16015 | 10 | - | - | - | - | 23,126 |
| {68_7643} | 7643 | 2 - Mainline Ramp | I017218J1 | I-17 Exit 218 J1-Ramp | 0.000 | I-17 Front nonCard | 0.077 | I-17 nonCard | 8,003 | Derivation Code = 3 MS2 TDMS; Reference = {68_7643} Previous AADT = 7607 | 13 | - | 238 | 929 | 15% | 10,985 |
| - | - | 2 - Mainline Ramp | I017218L | I-17 Exit 218 L-Ramp | 0.131 | Happy Valley Rd | - | I-17 Exit 218 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I017218L1 | I-17 Exit 218 L1-Ramp | 0.000 | Happy Valley Rd | 0.026 | Happy Valley Rd nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I017218P | I-17 Exit 218 P-Ramp | 0.000 | Happy Valley Rd nonCard | 0.067 | I-17 Front | - | - | - | - | - | - | - | - |
| {68_5058}+ {68_50511}2 | 5058 | 2 - Mainline Ramp | I017218P1 | I-17 Exit 218 P1-Ramp | 0.000 | I-17 Front | 0.021 | I-17 Front | 4,186 | Derivation Code = 3 MS2 TDMS; Reference = ({68_5058}+{68_5051})/2 Previous AADT = 3979 | 12 | - | - | - | - | 6,589 |
| - | - | 2 - Mainline Ramp | I017218T | I-17 Exit 218 T-Ramp | 0.000 | I-17 Front | 0.045 | Happy Valley Rd | - | - | - | - | - | - | - | - |
| {68_5056}+ {68_50521}2 | 5056 | 2 - Mainline Ramp | I017218X | I-17 Exit 218 X-Ramp | 0.000 | Black Canyon Hwy (A) | 0.050 | Happy Valley Rd nonCard | 3,425 | Derivation Code = 3 MS2 TDMS; Reference = ({68_5056}+{68_5052})/2 Previous AADT = 3255 | 24 | - | - | - | - | 5,391 |
| {68_7641} | 7641 | 2 - Mainline Ramp | I017219C | I-17 Exit 219 C-Ramp | 0.000 | I-17 nonCard | 0.095 | I-17 Front nonCard | 3,391 | Derivation Code = 3 MS2 TDMS; Reference = {68_7641} Previous AADT = 3223 | 19 | - | 100 | 391 | 14% | 4,655 |
| {68_7642} | 7642 | 2 - Mainline Ramp | I017219G | I-17 Exit 219 G-Ramp | 0.000 | I-17 Front | 0.120 | I-17 | 3,666 | Derivation Code = 3 MS2 TDMS; Reference = {68_7642} Previous AADT = 3485 | 19 | - | 108 | 422 | 14% | 5,032 |
| - | - | 2 - Mainline Ramp | I017220A | I-17 Exit 220 A-Ramp | 0.000 | I-17 | 0.139 | I-17 Front | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I017220J | I-17 Exit 220 J-Ramp | 0.000 | I-17 Front nonCard | 0.084 | I-17 nonCard | - | - | - | - | - | - | - | - |
| {68_9990} | 9990 | 2 - Mainline Ramp | I017221A | I-17 Exit 221 A-Ramp | 0.000 | I-17 | 0.135 | I-17 Front | 8,899 | Derivation Code = 3 MS2 TDMS; Reference = {68_9990} Previous AADT = 8459 | 18 | - | 267 | 1,036 | 15% | 12,215 |
| {68_9993} | 9993 | 2 - Mainline Ramp | I017221J | I-17 Exit 221 J-Ramp | 0.000 | I-17 Front nonCard | 0.156 | I-17 nonCard | 9,882 | Derivation Code = 3 MS2 TDMS; Reference = {68_9993} Previous AADT = 9394 | 19 | - | 374 | 553 | 9% | 13,564 |
| {68_7190} | 7190 | 2 - Mainline Ramp | I017222A | I-17 Exit 222 A-Ramp | 0.000 | I-17 | 0.279 | I-17 Front | 10,036 | Derivation Code = 3 MS2 TDMS; Reference = {68_7190} Previous AADT = 9540 | 17 | - | 380 | 562 | 9% | 13,776 |
| {68_9992} | 9992 | 2 - Mainline Ramp | I017222C | I-17 Exit 222 C-Ramp | 0.000 | I-17 Front nonCard | 0.147 | I-17 nonCard | 5,728 | Derivation Code = 3 MS2 TDMS; Reference = {68_9992} Previous AADT = 5445 | 11 | - | 214 | 319 | 9% | 7,862 |
| - | - | 2 - Mainline Ramp | I017222C1 | I-17 Exit 222 C1-Ramp | 0.000 | I-17 nonCard | 0.157 | I-17 Front nonCard | - | - | - | - | - | - | - | - |
| {68_9991} | 9991 | 2 - Mainline Ramp | I017222G | I-17 Exit 222 G-Ramp | 0.000 | I-17 Front | 0.151 | I-17 | 4,285 | Derivation Code = 3 MS2 TDMS; Reference = {68_9991} Previous AADT = 4073 | 12 | - | 129 | 497 | 15% | 5,882 |
| - | - | 2 - Mainline Ramp | I017222G1 | I-17 Exit 222 G1-Ramp | 0.000 | I-17 Front | 0.187 | I-17 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I017222J | I-17 Exit 222 J-Ramp | 0.000 | I-17 Front nonCard | 0.200 | I-17 nonCard | - | - | - | - | - | - | - | - |
| {68_5060} | 5060 | 2 - Mainline Ramp | I017223A | I-17 Exit 223 A-Ramp | 0.000 | I-17 | 0.333 | I-17 Exit 223 G-Ramp | 12,790 | Derivation Code = 3 MS2 TDMS; Reference = {68_5060} Previous AADT = 12146 | 9 | - | 468 | 624 | 9% | 17,556 |
| {68_5066} | 5066 | 2 - Mainline Ramp | I017223B | I-17 Exit 223 B-Ramp | 0.001 | I-17 | 0.421 | SR-74 | 2,091 | Derivation Code = 3 MS2 TDMS; Reference = {68_5066} Previous AADT = 1988 | 11 | - | 74 | 99 | 8% | 2,870 |
| {68_5061} | 5061 | 2 - Mainline Ramp | I017223G | I-17 Exit 223 G-Ramp | 0.000 | I-17 Exit 223 A-Ramp | 0.375 | I-17 | 4,855 | Derivation Code = 3 MS2 TDMS; Reference = {68_5061} Previous AADT = 4615 | 9 | - | 146 | 565 | 15% | 6,664 |
| {68_5065} | 5065 | 2 - Mainline Ramp | I017223I | I-17 Exit 223 I-Ramp | 0.000 | SR-74 | 0.236 | I-17 nonCard | 4,915 | Derivation Code = 3 MS2 TDMS; Reference = {68_5065} Previous AADT = 4738 | 10 | - | 393 | 64 | 9% | 7,736 |
| {68_5063} | 5063 | 2 - Mainline Ramp | I017223J | I-17 Exit 223 J-Ramp | 0.000 | I-17 Exit 223 C-Ramp | 0.391 | I-17 nonCard | 10,461 | Derivation Code = 3 MS2 TDMS; Reference = {68_5063} Previous AADT = 9944 | 9 | - | 312 | 1,219 | 15% | 14,359 |
| {68_5070} | 5070 | 2 - Mainline Ramp | I017225A | I-17 Exit 225 A-Ramp | 0.000 | I-17 | 0.229 | I-17 Exit 225 G-Ramp | 1,384 | Derivation Code = 1 MS2 TDMS; Reference = {68_5070} Previous AADT = 1530 | 11 | - | 57 | 73 | 9% | 1,900 |
| {68_5072} | 5072 | 2 - Mainline Ramp | I017225C | I-17 Exit 225 C-Ramp | 0.000 | I-17 nonCard | 0.149 | I-17 Exit 225 J-Ramp | 1,589 | Derivation Code = 1 MS2 TDMS; Reference = {68_5072} Previous AADT = 1390 | 9 | - | 51 | 68 | 7% | 2,181 |
| {68_5071} | 5071 | 2 - Mainline Ramp | I017225G | I-17 Exit 225 G-Ramp | 0.000 | I-17 Exit 225 A-Ramp | 0.168 | I-17 | 1,830 | Derivation Code = 1 MS2 TDMS; Reference = {68_5071} Previous AADT = 1254 | 10 | - | 38 | 155 | 11% | 2,512 |
| {68_5073} | 5073 | 2 - Mainline Ramp | I017225J | I-17 Exit 225 J-Ramp | 0.000 | I-17 Exit 225 C-Ramp | 0.162 | I-17 nonCard | 1,960 | Derivation Code = 1 MS2 TDMS; Reference = {68_5073} Previous AADT = 1895 | 13 | - | 59 | 232 | 15% | 2,690 |
| {68_5080} | 5080 | 2 - Mainline Ramp | I017227A | I-17 Exit 227 A-Ramp | 0.000 | I-17 | 0.301 | I-17 Exit 227 G-Ramp | 7,930 | Derivation Code = 1 MS2 TDMS; Reference = {68_5080} Previous AADT = 7626 | 13 | - | 288 | 382 | 8% | 10,885 |
| {68_5082} | 5082 | 2 - Mainline Ramp | I017227C | I-17 Exit 227 C-Ramp | 0.000 | I-17 Exit 227 J-Ramp | 0.314 | I-17 nonCard | 1,407 | Derivation Code = 1 MS2 TDMS; Reference = {68_5082} Previous AADT = 1220 | 10 | - | 46 | 61 | 8% | 1,931 |
| {68_5081} | 5081 | 2 - Mainline Ramp | I017227G | I-17 Exit 227 G-Ramp | 0.000 | I-17 Exit 227 A-Ramp | 0.254 | I-17 | 1,916 | Derivation Code = 1 MS2 TDMS; Reference = {68_5081} Previous AADT = 2178 | 14 | - | 68 | 266 | 17% | 2,630 |
| {68_5083} | 5083 | 2 - Mainline Ramp | I017227J | I-17 Exit 227 J-Ramp | 0.000 | I-17 nonCard | 0.299 | I-17 Exit 227 C-Ramp | 7,984 | Derivation Code = 1 MS2 TDMS; Reference = {68_5083} Previous AADT = 8907 | 16 | - | 280 | 1,091 | 17% | 10,959 |
| {68_5090} | 5090 | 2 - Mainline Ramp | I017229A | I-17 Exit 229 A-Ramp | 0.000 | I-17 | 0.323 | I-17 Exit 229 G-Ramp | 10,382 | Derivation Code = 1 MS2 TDMS; Reference = {68_5090} Previous AADT = 10598 | 10 | - | 400 | 534 | 9% | 14,251 |
| {68_5092} | 5092 | 2 - Mainline Ramp | I017229C | I-17 Exit 229 C-Ramp | 0.000 | I-17 nonCard | 0.186 | I-17 Exit 229 J-Ramp | 2,326 | Derivation Code = 1 MS2 TDMS; Reference = {68_5092} Previous AADT = 2245 | 10 | - | 84 | 111 | 8% | 3,193 |
| {68_5091} | 5091 | 2 - Mainline Ramp | I017229G | I-17 Exit 229 G-Ramp | 0.000 | I-17 Exit 229 A-Ramp | 0.240 | I-17 | 2,608 | Derivation Code = 1 MS2 TDMS; Reference = {68_5091} Previous AADT = 2896 | 11 | - | 90 | 351 | 17% | 3,580 |
| {68_5093} | 5093 | 2 - Mainline Ramp | I017229J | I-17 Exit 229 J-Ramp | 0.000 | I-17 Exit 229 C-Ramp | 0.274 | I-17 nonCard | 9,819 | Derivation Code = 1 MS2 TDMS; Reference = {68_5093} Previous AADT = 11656 | 10 | - | 368 | 1,428 | 18% | 13,478 |
| {68_5101} | 5100 | 2 - Mainline Ramp | I017232A | I-17 Exit 232 A-Ramp | 0.000 | I-17 | 0.171 | I-17 Exit 232 G-Ramp | 1,193 | Derivation Code = 1 MS2 TDMS; Reference = {68_5101} Previous AADT = 1165 | 8 | 100 | 32 | 49 | 7% | 1,874 |
| {68_5102} | 5102 | 2 - Mainline Ramp | I017232C | I-17 Exit 232 C-Ramp | 0.000 | I-17 nonCard | 0.160 | Phoenix 7872/Prescott 8851 DB | 1,019 | Derivation Code = 1 MS2 TDMS; Reference = {68_5102} Previous AADT = 1099 | 9 | 100 | 43 | 236 | 27% | 1,601 |
| {68_5100} | 5101 | 2 - Mainline Ramp | I017232G | I-17 Exit 232 G-Ramp | 0.000 | I-17 Exit 232 A-Ramp | 0.185 | I-17 | 2,732 | Derivation Code = 1 MS2 TDMS; Reference = {68_5100} Previous AADT = 3337 | 8 | 100 | 350 | 327 | 25% | 4,292 |
| {68_5103} | 5103 | 2 - Mainline Ramp | I017232J | I-17 Exit 232 J-Ramp | 0.000 | Phoenix 7872/Prescott 8851 DB | 0.123 | I-17 nonCard | 2,541 | Derivation Code = 1 MS2 TDMS; Reference = {68_5103} Previous AADT = 2988 | 8 | 100 | 420 | 227 | 25% | 3,992 |
| {68_5110} | 5110 | 2 - Mainline Ramp | I017236A | I-17 Exit 236 A-Ramp | 0.000 | I-17 | 0.153 | I-17 Exit 236 G-Ramp | 328 | Derivation Code = 1 MS2 TDMS; Reference = {68_5110} Previous AADT = 353 | 10 | 100 | 26 | 145 | 52% | 515 |
| {68_5114} | 5114 | 2 - Mainline Ramp | I017236D | I-17 Exit 236 D-Ramp | 0.000 | I-17 nonCard | 0.066 | I-17 Exit 236 J-Ramp | 328 | Derivation Code = 1 MS2 TDMS; Reference = {68_5114} Previous AADT = 429 | 13 | 100 | 7 | 3 | 3% | 515 |
| {68_5111} | 5111 | 2 - Mainline Ramp | I017236G | I-17 Exit 236 G-Ramp | 0.000 | I-17 Exit 236 A-Ramp | 0.145 | I-17 | 166 | Derivation Code = 1 MS2 TDMS; Reference = {68_5111} Previous AADT = 247 | 15 | 100 | 18 | 15 | 20% | 261 |
| {68_5113} | 5113 | 2 - Mainline Ramp | I017236J | I-17 Exit 236 J-Ramp | 0.000 | I-17 Exit 236 D-Ramp | 0.118 | I-17 nonCard | 153 | Derivation Code = 1 MS2 TDMS; Reference = {68_5113} Previous AADT = 292 | 13 | 100 | 35 | 31 | 43% | 240 |
| {68_5120} | 5120 | 2 - Mainline Ramp | I017242A | I-17 Exit 242 A-Ramp | 0.000 | I-17 | 0.194 | I-17 Front | 2,014 | Derivation Code = 1 MS2 TDMS; Reference = {68_5120} Previous AADT = 1150 | 13 | 100 | 72 | 94 | 8% | 3,183 |
| {68_5122} | 5122 | 2 - Mainline Ramp | I017242C | I-17 Exit 242 C-Ramp | 0.000 | I-17 nonCard | 0.170 | S Old Black Canyon Hwy (A) | 570 | Derivation Code = 1 MS2 TDMS; Reference = {68_5122} Previous AADT = 288 | 14 | 100 | 18 | 25 | 8% | 901 |
| {68_5121} | 5121 | 2 - Mainline Ramp | I017242G | I-17 Exit 242 G-Ramp | 0.000 | I-17 Front | 0.151 | I-17 | 569 | Derivation Code = 1 MS2 TDMS; Reference = {68_5121} Previous AADT = 463 | 10 | 100 | 44 | 14 | 10% | 899 |
| {68_5123} | 5123 | 2 - Mainline Ramp | I017242J | I-17 Exit 242 J-Ramp | 0.000 | I-17 Front nonCard | 0.087 | I-17 nonCard | 1,364 | Derivation Code = 1 MS2 TDMS; Reference = {68_5123} Previous AADT = 1667 | 7 | 100 | 132 | 125 | 19% | 2,143 |
| {68_5130} | 5130 | 2 - Mainline Ramp | I017244A | I-17 Exit 244 A-Ramp | 0.000 | I-17 | 0.225 | I-17 Exit 244 G-Ramp | 532 | Derivation Code = 1 MS2 TDMS; Reference = {68_5130} Previous AADT = 359 | 28 | 100 | 22 | 31 | 10% | 841 |
| {68_5132} | 5132 | 2 - Mainline Ramp | I017244C | I-17 Exit 244 C-Ramp | 0.000 | Coldwater Canyon Rd | 0.339 | I-17 nonCard | 404 | Derivation Code = 1 MS2 TDMS; Reference = {68_5132} Previous AADT = 295 | 14 | 100 | 18 | 26 | 11% | 639 |
| {68_5131} | 5131 | 2 - Mainline Ramp | I017244G | I-17 Exit 244 G-Ramp | 0.000 | I-17 Exit 244 A-Ramp | 0.191 | I-17 | 286 | Derivation Code = 1 MS2 TDMS; Reference = {68_5131} Previous AADT = 293 | 9 | 100 | 36 | 12 | 17% | 452 |
| {68_5133} | 5133 | 2 - Mainline Ramp | I017244J | I-17 Exit 244 J-Ramp | 0.000 | S Old Black Canyon Hwy | 0.193 | I-17 nonCard | 545 | Derivation Code = 1 MS2 TDMS; Reference = {68_5133} Previous AADT = 521 | 9 | 100 | 51 | 20 | 13% | 861 |
| {68_5140} | 5140 | 2 - Mainline Ramp | I017248A | I-17 Exit 248 A-Ramp | 0.000 | I-17 | 0.131 | I-17 Exit 248 G-Ramp | 321 | Derivation Code = 1 MS2 TDMS; Reference = {68_5140} Previous AADT = 82 | 27 | 100 | 5 | 6 | 3% | 507 |
| {68_5142} | 5142 | 2 - Mainline Ramp | I017248C | I-17 Exit 248 C-Ramp | 0.000 | I-17 nonCard | 0.246 | I-17 Front nonCard | 162 | Derivation Code = 1 MS2 TDMS; Reference = {68_5142} Previous AADT = 78 | 17 | 100 | 4 | 5 | 6% | 256 |
| {68_5141} | 5141 | 2 - Mainline Ramp | I017248G | I-17 Exit 248 G-Ramp | 0.000 | I-17 Exit 248 A-Ramp | 0.149 | I-17 | 124 | Derivation Code = 1 MS2 TDMS; Reference = {68_5141} Previous AADT = 116 | 25 | 100 | 6 | 12 | 15% | 196 |
| {68_5143} | 5143 | 2 - Mainline Ramp | I017248J | I-17 Exit 248 J-Ramp | 0.000 | I-17 Front nonCard | 0.266 | I-17 nonCard | 376 | Derivation Code = 1 MS2 TDMS; Reference = {68_5143} Previous AADT = 78 | 15 | 100 | 4 | 5 | 2% | 594 |
| {68_5163}</ | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 | AA22 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|-----------|----------------------|-------------|---------------------------|-----------|----------------------------|-------|---|----------------------|------------|------------|---------------------|--------------------|------------|-------------------|
| {68_5162} | 5162 | 2 - Mainline Ramp | I 017252C | I-17 Exit 252 C-Ramp | 0.000 | I-17 nonCard | 0.175 | I-17 Front nonCard | 1,435 | Derivation Code = 1 MS2 TDMS; Reference = {68_5162} Previous AAADT = 1689 | 12 | 100 | 110 | 140 | 17% | 2,268 | |
| {68_5161} | 5161 | 2 - Mainline Ramp | I 017252G | I-17 Exit 252 G-Ramp | 0.000 | I-17 Exit 252 A-Ramp | 0.173 | I-17 | 742 | Derivation Code = 1 MS2 TDMS; Reference = {68_5161} Previous AAADT = 630 | 16 | 100 | 38 | 51 | 12% | 1,173 | |
| {68_5170} | 5170 | 2 - Mainline Ramp | I 017256A | I-17 Exit 256 A-Ramp | 0.000 | I-17 | 0.247 | I-17 Exit 256 G-Ramp | 117 | Derivation Code = 1 MS2 TDMS; Reference = {68_5170} Previous AAADT = 78 | 23 | 100 | 4 | 8 | 10% | 185 | |
| {68_5172} | 5172 | 2 - Mainline Ramp | I 017256C | I-17 Exit 256 C-Ramp | 0.000 | I-17 nonCard | 0.267 | I-17 Exit 256 J-Ramp | 164 | Derivation Code = 1 MS2 TDMS; Reference = {68_5172} Previous AAADT = 73 | 20 | - | 3 | 6 | 5% | 259 | |
| {68_5171} | 5171 | 2 - Mainline Ramp | I 017256G | I-17 Exit 256 G-Ramp | 0.000 | I-17 Exit 256 A-Ramp | 0.242 | I-17 | 112 | Derivation Code = 1 MS2 TDMS; Reference = {68_5171} Previous AAADT = 91 | 28 | 100 | 4 | 11 | 13% | 177 | |
| {68_5173} | 5173 | 2 - Mainline Ramp | I 017256J | I-17 Exit 256 J-Ramp | 0.000 | I-17 Exit 256 C-Ramp | 0.300 | I-17 nonCard | 119 | Derivation Code = 1 MS2 TDMS; Reference = {68_5173} Previous AAADT = 91 | 13 | - | 4 | 9 | 11% | 188 | |
| {68_5180} | 5180 | 2 - Mainline Ramp | I 017259A | I-17 Exit 259 A-Ramp | 0.000 | I-17 | 0.236 | I-17 Exit 259 G-Ramp | 163 | Derivation Code = 1 MS2 TDMS; Reference = {68_5180} Previous AAADT = 109 | 16 | - | 5 | 8 | 8% | 258 | |
| {68_5182} | 5182 | 2 - Mainline Ramp | I 017259C | I-17 Exit 259 C-Ramp | 0.000 | I-17 nonCard | 0.222 | I-17 Exit 259 J-Ramp | 167 | Derivation Code = 1 MS2 TDMS; Reference = {68_5182} Previous AAADT = 169 | 14 | - | 11 | 12 | 14% | 264 | |
| {68_5181} | 5181 | 2 - Mainline Ramp | I 017259G | I-17 Exit 259 G-Ramp | 0.000 | I-17 Exit 259 A-Ramp | 0.245 | I-17 | 141 | Derivation Code = 1 MS2 TDMS; Reference = {68_5181} Previous AAADT = 130 | 16 | - | 9 | 10 | 13% | 223 | |
| {68_5183} | 5183 | 2 - Mainline Ramp | I 017259J | I-17 Exit 259 J-Ramp | 0.000 | I-17 Exit 259 C-Ramp | 0.216 | I-17 nonCard | 141 | Derivation Code = 1 MS2 TDMS; Reference = {68_5183} Previous AAADT = 87 | 18 | - | 4 | 5 | 6% | 223 | |
| {68_5205} | 5205 | 2 - Mainline Ramp | I 017263A | I-17 Exit 263 A-Ramp | 0.000 | I-17 | 0.210 | E Arcosanti Rd | 870 | Derivation Code = 1 MS2 TDMS; Reference = {68_5205} Previous AAADT = 75 | 15 | - | 4 | 7 | 1% | 1,375 | |
| {68_5207} | 5207 | 2 - Mainline Ramp | I 017263C | I-17 Exit 263 C-Ramp | 0.000 | I-17 nonCard | 0.252 | I-17 Exit 263 Sb On Ramp | 2,142 | Derivation Code = 1 MS2 TDMS; Reference = {68_5207} Previous AAADT = 1403 | 9 | - | 137 | 51 | 9% | 3,386 | |
| {68_5206} | 5206 | 2 - Mainline Ramp | I 017263G | I-17 Exit 263 G-Ramp | 0.000 | E Arcosanti Rd | 0.256 | I-17 | 3,618 | Derivation Code = 1 MS2 TDMS; Reference = {68_5206} Previous AAADT = 1439 | 11 | - | 92 | 174 | 7% | 5,719 | |
| {68_5208} | 5208 | 2 - Mainline Ramp | I 017263J | I-17 Exit 263 J-Ramp | 0.000 | E Arcosanti Rd | 0.239 | I-17 nonCard | 4,643 | Derivation Code = 1 MS2 TDMS; Reference = {68_5208} Previous AAADT = 1462 | 12 | - | 94 | 176 | 6% | 7,339 | |
| {68_5200} | 5200 | 2 - Mainline Ramp | I 017268A | I-17 Exit 268 A-Ramp | 0.000 | I-17 | 0.173 | I-17 Exit 268 G-Ramp | 164 | Derivation Code = 1 MS2 TDMS; Reference = {68_5200} Previous AAADT = 131 | 19 | - | 10 | 11 | 13% | 259 | |
| {68_5202} | 5202 | 2 - Mainline Ramp | I 017268C | I-17 Exit 268 C-Ramp | 0.000 | I-17 nonCard | 0.161 | I-17 Exit 268 J-Ramp | 232 | Derivation Code = 1 MS2 TDMS; Reference = {68_5202} Previous AAADT = 153 | 24 | - | 9 | 14 | 10% | 367 | |
| {68_5201} | 5201 | 2 - Mainline Ramp | I 017268G | I-17 Exit 268 G-Ramp | 0.000 | I-17 Exit 268 A-Ramp | 0.157 | I-17 | 118 | Derivation Code = 1 MS2 TDMS; Reference = {68_5201} Previous AAADT = 95 | 21 | - | 6 | 7 | 11% | 187 | |
| {68_5203} | 5203 | 2 - Mainline Ramp | I 017268J | I-17 Exit 268 J-Ramp | 0.000 | I-17 Exit 268 C-Ramp | 0.160 | I-17 nonCard | 183 | Derivation Code = 1 MS2 TDMS; Reference = {68_5203} Previous AAADT = 138 | 17 | - | 9 | 10 | 10% | 289 | |
| {68_5210} | 5210 | 2 - Mainline Ramp | I 017278A | I-17 Exit 278 A-Ramp | 0.000 | I-17 | 0.265 | I-17 Exit 278 G-Ramp | 189 | Derivation Code = 1 MS2 TDMS; Reference = {68_5210} Previous AAADT = 131 | 13 | - | 9 | 10 | 10% | 299 | |
| {68_5212} | 5212 | 2 - Mainline Ramp | I 017278C | I-17 Exit 278 C-Ramp | 0.000 | I-17 nonCard | 0.255 | I-17 Exit 278 J-Ramp | 3,600 | Derivation Code = 1 MS2 TDMS; Reference = {68_5212} Previous AAADT = 2844 | 11 | - | 182 | 349 | 15% | 5,690 | |
| {68_5211} | 5211 | 2 - Mainline Ramp | I 017278G | I-17 Exit 278 G-Ramp | 0.000 | I-17 Exit 278 A-Ramp | 0.232 | I-17 | 3,677 | Derivation Code = 1 MS2 TDMS; Reference = {68_5211} Previous AAADT = 2945 | 9 | - | 188 | 362 | 15% | 5,812 | |
| {68_5213} | 5213 | 2 - Mainline Ramp | I 017278J | I-17 Exit 278 J-Ramp | 0.000 | I-17 Exit 278 C-Ramp | 0.192 | I-17 nonCard | 182 | Derivation Code = 1 MS2 TDMS; Reference = {68_5213} Previous AAADT = 96 | 20 | - | 5 | 6 | 6% | 288 | |
| - | - | 2 - Mainline Ramp | I 017280A | I-17 Exit 280 A-Ramp | 0.000 | I-17 | 0.046 | I-17 Exit 280 R-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017280C | I-17 Exit 280 C-Ramp | 0.000 | I-17 nonCard | 0.060 | I-17 Exit 280 S-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017280G | I-17 Exit 280 G-Ramp | 0.000 | I-17 Exit 280 R-Ramp | 0.064 | I-17 | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017280J | I-17 Exit 280 J-Ramp | 0.000 | I-17 Exit 280 S-Ramp | 0.019 | I-17 nonCard | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017283A | I-17 Exit 283 A-Ramp | 0.000 | I-17 | 0.277 | I-17 Exit 283 C-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017283C | I-17 Exit 283 C-Ramp | 0.000 | I-17 nonCard | 0.062 | I-17 Exit 283 A-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| {68_5220} | 5224 | 2 - Mainline Ramp | I 017285A | I-17 Exit 285 A-Ramp | 0.000 | I-17 | 0.379 | I-17 Exit 285 G-Ramp | 1,287 | Derivation Code = 1 MS2 TDMS; Reference = {68_5220} Previous AAADT = 1110 | 11 | - | 70 | 136 | 16% | 2,034 | |
| {68_5222} | 5222 | 2 - Mainline Ramp | I 017285C | I-17 Exit 285 C-Ramp | 0.000 | I-17 nonCard | 0.396 | General Crook Trl | 70 | Derivation Code = 1 MS2 TDMS; Reference = {68_5222} Previous AAADT = 50 | 15 | - | 2 | 5 | 10% | 111 | |
| {68_5221} | 5221 | 2 - Mainline Ramp | I 017285G | I-17 Exit 285 G-Ramp | 0.000 | I-17 Exit 285 A-Ramp | 0.226 | I-17 | 98 | Derivation Code = 1 MS2 TDMS; Reference = {68_5221} Previous AAADT = 69 | 19 | - | 4 | 7 | 11% | 155 | |
| {68_5223} | 5223 | 2 - Mainline Ramp | I 017285I | I-17 Exit 285 I-Ramp | 0.000 | General Crook Trl | 0.240 | I-17 nonCard | 1,084 | Derivation Code = 1 MS2 TDMS; Reference = {68_5223} Previous AAADT = 671 | 10 | - | 40 | 50 | 8% | 1,749 | |
| - | - | 2 - Mainline Ramp | I 017285L | I-17 Exit 285 L-Ramp | 0.000 | General Crook Trl | 0.057 | I-17 Exit 285 I-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| {68_5230} | 5230 | 2 - Mainline Ramp | I 017287A | I-17 Exit 287 A-Ramp | 0.000 | I-17 | 0.233 | I-17 Exit 287 G-Ramp | 4,677 | Derivation Code = 1 MS2 TDMS; Reference = {68_5230} Previous AAADT = 3912 | 9 | - | 252 | 323 | 12% | 7,393 | |
| {68_5232} | 5232 | 2 - Mainline Ramp | I 017287C | I-17 Exit 287 C-Ramp | 0.000 | I-17 nonCard | 0.276 | I-17 Exit 287 J-Ramp | 4,240 | Derivation Code = 1 MS2 TDMS; Reference = {68_5232} Previous AAADT = 3961 | 10 | 54 | 251 | 485 | 17% | 5,851 | |
| {68_5231} | 5231 | 2 - Mainline Ramp | I 017287G | I-17 Exit 287 G-Ramp | 0.009 | I-17 Exit 287 A-Ramp | 0.305 | I-17 | 4,628 | Derivation Code = 1 MS2 TDMS; Reference = {68_5231} Previous AAADT = 4380 | 10 | - | 278 | 533 | 18% | 6,387 | |
| {68_5233} | 5233 | 2 - Mainline Ramp | I 017287J | I-17 Exit 287 J-Ramp | 0.010 | I-17 Exit 287 C-Ramp | 0.227 | I-17 nonCard | 4,615 | Derivation Code = 1 MS2 TDMS; Reference = {68_5233} Previous AAADT = 2460 | 10 | 54 | 152 | 195 | 8% | 6,369 | |
| {68_5240} | 5240 | 2 - Mainline Ramp | I 017289A | I-17 Exit 289 A-Ramp | 0.000 | I-17 | 0.290 | I-17 Exit 289 G-Ramp | 2,328 | Derivation Code = 1 MS2 TDMS; Reference = {68_5240} Previous AAADT = 1946 | 10 | - | 134 | 256 | 17% | 3,213 | |
| {68_5242} | 5242 | 2 - Mainline Ramp | I 017289C | I-17 Exit 289 C-Ramp | 0.000 | I-17 Exit 289 J-Ramp | 0.188 | I-17 nonCard | 2,184 | Derivation Code = 1 MS2 TDMS; Reference = {68_5242} Previous AAADT = 1794 | 11 | - | 113 | 218 | 15% | 3,452 | |
| {68_5241} | 5241 | 2 - Mainline Ramp | I 017289G | I-17 Exit 289 G-Ramp | 0.019 | I-17 Exit 289 A-Ramp | 0.234 | I-17 | 2,436 | Derivation Code = 1 MS2 TDMS; Reference = {68_5241} Previous AAADT = 1830 | 11 | - | 110 | 213 | 13% | 3,502 | |
| {68_5243} | 5243 | 2 - Mainline Ramp | I 017289J | I-17 Exit 289 J-Ramp | 0.000 | I-17 nonCard | 0.235 | I-17 Exit 289 C-Ramp | 2,297 | Derivation Code = 1 MS2 TDMS; Reference = {68_5243} Previous AAADT = 1847 | 10 | - | 118 | 225 | 15% | 3,170 | |
| {68_5250} | 5250 | 2 - Mainline Ramp | I 017293A | I-17 Exit 293 A-Ramp | 0.000 | I-17 | 0.152 | E Cornville Rd | 3,072 | Derivation Code = 1 MS2 TDMS; Reference = {68_5250} Previous AAADT = 2367 | 11 | - | 157 | 303 | 15% | 4,856 | |
| {68_5152} | 5152 | 2 - Mainline Ramp | I 017293D | I-17 Exit 293 D-Ramp | 0.000 | I-17 nonCard | 0.136 | E Cornville Rd | 944 | Derivation Code = 3 MS2 TDMS; Reference = {68_5152} Previous AAADT = 972 | 17 | - | 63 | 80 | 15% | 1,492 | |
| {68_5251} | 5251 | 2 - Mainline Ramp | I 017293G | I-17 Exit 293 G-Ramp | 0.000 | I-17 Exit 293 Nb Off Ramp | 0.094 | I-17 | 1,365 | Derivation Code = 1 MS2 TDMS; Reference = {68_5251} Previous AAADT = 1330 | 13 | - | 89 | 168 | 19% | 2,158 | |
| {68_5253} | 5253 | 2 - Mainline Ramp | I 017293J | I-17 Exit 293 J-Ramp | 0.000 | E Cornville Rd | 0.192 | I-17 nonCard | 3,112 | Derivation Code = 1 MS2 TDMS; Reference = {68_5253} Previous AAADT = 2264 | 12 | - | 144 | 277 | 14% | 4,919 | |
| - | - | 2 - Mainline Ramp | I 017293L | I-17 Exit 293 L-Ramp | 0.000 | E Cornville Rd | 0.021 | I-17 Exit 293 J-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017293P | I-17 Exit 293 P-Ramp | 0.000 | I-17 Exit 293 Nb Off Ramp | 0.028 | I-17 Exit 293 G-Ramp | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017293T | I-17 Exit 293 T-Ramp | 0.000 | I-17 Exit 293 A-Ramp | 0.040 | E Cornville Rd | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| - | - | 2 - Mainline Ramp | I 017296A | I-17 Exit 296 A-Ramp | 0.000 | I-17 | 0.088 | I-17 Exit 296 R1-Ramp | 3,511 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3616 | - | - | - | - | - | 5,550 | |
| - | - | 2 - Mainline Ramp | I 017296C | I-17 Exit 296 C-Ramp | 0.000 | I-17 nonCard | 0.112 | I-17 Exit 296 S1-Ramp | 3,511 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3616 | - | - | - | - | - | 5,550 | |
| {68_5260} | 5260 | 2 - Mainline Ramp | I 017296G | I-17 Exit 296 G-Ramp | 0.000 | I-17 Exit 296 R-Ramp | 0.151 | I-17 | 882 | Derivation Code = 1 MS2 TDMS; Reference = {68_5260} Previous AAADT = 778 | 13 | - | 50 | 94 | 16% | 1,394 | |
| {68_5261} | 5261 | 2 - Mainline Ramp | I 017296J | I-17 Exit 296 J-Ramp | 0.000 | I-17 Exit 296 S-Ramp | 0.145 | I-17 nonCard | 1,242 | Derivation Code = 1 MS2 TDMS; Reference = {68_5261} Previous AAADT = 800 | 12 | - | 51 | 97 | 12% | 1,963 | |
| {68_5270} | 5270 | 2 - Mainline Ramp | I 017298A | I-17 Exit 298 A-Ramp | 0.000 | I-17 | 0.114 | I-17 Exit 298 G-Ramp | 3,046 | Derivation Code = 1 MS2 TDMS; Reference = {68_5270} Previous AAADT = 2467 | 13 | - | 158 | 301 | 15% | 4,815 | |
| {68_5272} | 5272 | 2 - Mainline Ramp | I 017298C | I-17 Exit 298 C-Ramp | 0.000 | I-17 nonCard | 0.200 | I-17 Exit 298 J-Ramp | 763 | Derivation Code = 1 MS2 TDMS; Reference = {68_5272} Previous AAADT = 641 | 15 | - | 38 | 74 | 15% | 1,206 | |
| {68_5271} | 5271 | 2 - Mainline Ramp | I 017298G | I-17 Exit 298 G-Ramp | 0.000 | I-17 Exit 298 A-Ramp | 0.145 | I-17 | 666 | Derivation Code = 1 MS2 TDMS; Reference = {68_5271} Previous AAADT = 585 | 17 | - | 34 | 66 | 15% | 1,053 | |
| {68_5273} | 5273 | 2 - Mainline Ramp | I 017298J | I-17 Exit 298 J-Ramp | 0.000 | I-17 Exit 298 C-Ramp | 0.124 | I-17 nonCard | 3,084 | Derivation Code = 1 MS2 TDMS; Reference = {68_5273} Previous AAADT = 2402 | 14 | - | 144 | 279 | 14% | 4,875 | |
| - | - | 2 - Mainline Ramp | I 017300C | I-17 Exit 300 C-Ramp | 0.000 | I-17 nonCard | 0.439 | 0.42 mi W of Unidrd Sedona | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AAADT = 3477 | - | - | - | - | - | 5,336 | |
| {6 | | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|-----------------------|-------------|-----------------------|-----------|----------------------|-----------|---|----|----|-------|------------|------------|--------------------|-------------------|------------|------------------|
| | 900009 | 2 - Mainline Ramp | I 017312S | I-17 Exit 312 S-Ramp | 0.000 | I-17 nonCard | 0.395 | I-17 nonCard | - | - | - | - | - | - | - | - | - | - | |
| (68_5290) | 5290 | 2 - Mainline Ramp | I 017315A | I-17 Exit 315 A-Ramp | 0.000 | I-17 | 0.223 | I-17 Exit 315 G-Ramp | 172 | Derivation Code = 1 MS2 TDMS; Reference = [68_5290] Previous AADT = 90 | 19 | - | 4 | 10 | 8% | 279 | | | |
| (68_5292) | 5292 | 2 - Mainline Ramp | I 017315C | I-17 Exit 315 C-Ramp | 0.000 | I-17 nonCard | 0.193 | I-17 Exit 315 J-Ramp | 73 | Derivation Code = 1 MS2 TDMS; Reference = [68_5292] Previous AADT = 69 | 24 | - | 4 | 5 | 12% | 119 | | | |
| (68_5291) | 5291 | 2 - Mainline Ramp | I 017315G | I-17 Exit 315 G-Ramp | 0.000 | I-17 Exit 315 A-Ramp | 0.267 | I-17 | 155 | Derivation Code = 1 MS2 TDMS; Reference = [68_5291] Previous AADT = 77 | 16 | - | 3 | 4 | 5% | 252 | | | |
| (68_5293) | 5293 | 2 - Mainline Ramp | I 017315I | I-17 Exit 315 I-Ramp | 0.000 | I-17 Exit 315 C-Ramp | 0.161 | I-17 nonCard | 89 | Derivation Code = 1 MS2 TDMS; Reference = [68_5293] Previous AADT = 52 | 24 | - | 2 | 3 | 6% | 145 | | | |
| (68_5300) | 5300 | 2 - Mainline Ramp | I 017317A | I-17 Exit 317 A-Ramp | 0.000 | I-17 | 0.259 | I-17 Front | 54 | Derivation Code = 1 MS2 TDMS; Reference = [68_5300] Previous AADT = 33 | 16 | - | 1 | 2 | 6% | 88 | | | |
| (68_5302) | 5302 | 2 - Mainline Ramp | I 017317C | I-17 Exit 317 C-Ramp | 0.000 | I-17 nonCard | 0.189 | I-17 Front nonCard | 137 | Derivation Code = 1 MS2 TDMS; Reference = [68_5302] Previous AADT = 52 | 20 | - | 3 | 5 | 6% | 202 | | | |
| (68_5301) | 5301 | 2 - Mainline Ramp | I 017317G | I-17 Exit 317 G-Ramp | 0.000 | I-17 Front | 0.243 | I-17 | 147 | Derivation Code = 1 MS2 TDMS; Reference = [68_5301] Previous AADT = 56 | 20 | - | 2 | 3 | 3% | 239 | | | |
| (68_5303) | 5303 | 2 - Mainline Ramp | I 017317I | I-17 Exit 317 I-Ramp | 0.000 | I-17 Front nonCard | 0.271 | I-17 nonCard | 68 | Derivation Code = 1 MS2 TDMS; Reference = [68_5303] Previous AADT = 41 | 15 | - | 1 | 2 | 4% | 110 | | | |
| (68_5310) | 5310 | 2 - Mainline Ramp | I 017320A | I-17 Exit 320 A-Ramp | 0.000 | I-17 | 0.166 | I-17 Exit 320 G-Ramp | 132 | Derivation Code = 1 MS2 TDMS; Reference = [68_5310] Previous AADT = 56 | 21 | - | 2 | 3 | 4% | 214 | | | |
| (68_5312) | 5312 | 2 - Mainline Ramp | I 017320C | I-17 Exit 320 C-Ramp | 0.000 | I-17 nonCard | 0.178 | I-17 Exit 320 J-Ramp | 165 | Derivation Code = 1 MS2 TDMS; Reference = [68_5312] Previous AADT = 82 | 18 | - | 4 | 5 | 5% | 268 | | | |
| (68_5311) | 5311 | 2 - Mainline Ramp | I 017320G | I-17 Exit 320 G-Ramp | 0.000 | I-17 Exit 320 A-Ramp | 0.139 | I-17 | 220 | Derivation Code = 1 MS2 TDMS; Reference = [68_5311] Previous AADT = 90 | 19 | - | 4 | 5 | 4% | 357 | | | |
| (68_5313) | 5313 | 2 - Mainline Ramp | I 017320J | I-17 Exit 320 J-Ramp | 0.000 | I-17 Exit 320 C-Ramp | 0.165 | I-17 nonCard | 100 | Derivation Code = 1 MS2 TDMS; Reference = [68_5313] Previous AADT = 50 | 24 | - | 2 | 3 | 5% | 162 | | | |
| (68_5320) | 5320 | 2 - Mainline Ramp | I 017322A | I-17 Exit 322 A-Ramp | 0.000 | I-17 | 0.173 | I-17 Exit 322 G-Ramp | 870 | Derivation Code = 1 MS2 TDMS; Reference = [68_5320] Previous AADT = 445 | 15 | - | 30 | 39 | 8% | 1,413 | | | |
| (68_5322) | 5322 | 2 - Mainline Ramp | I 017322C | I-17 Exit 322 C-Ramp | 0.000 | I-17 nonCard | 0.167 | I-17 Exit 322 J-Ramp | 1,584 | Derivation Code = 1 MS2 TDMS; Reference = [68_5322] Previous AADT = 1096 | 13 | - | 71 | 140 | 13% | 2,572 | | | |
| (68_5321) | 5321 | 2 - Mainline Ramp | I 017322G | I-17 Exit 322 G-Ramp | 0.000 | I-17 Exit 322 A-Ramp | 0.174 | I-17 | 1,700 | Derivation Code = 1 MS2 TDMS; Reference = [68_5321] Previous AADT = 1119 | 13 | - | 73 | 143 | 13% | 2,761 | | | |
| (68_5323) | 5323 | 2 - Mainline Ramp | I 017322J | I-17 Exit 322 J-Ramp | 0.000 | I-17 Exit 322 C-Ramp | 0.198 | I-17 nonCard | 874 | Derivation Code = 1 MS2 TDMS; Reference = [68_5323] Previous AADT = 458 | 13 | - | 29 | 37 | 8% | 1,419 | | | |
| | - | 2 - Mainline Ramp | I 017322T | I-17 Exit 322 T-Ramp | 0.000 | I-17 Exit 322 A-Ramp | 0.032 | W Pinewood Blvd | 3,376 | Applied Growth Factor = -0.029 to Previous Year Previous AADT = 3477 | - | - | - | - | - | 5,482 | | | |
| (68_5340) | 5340 | 2 - Mainline Ramp | I 017326A | I-17 Exit 326 A-Ramp | 0.000 | I-17 | 0.208 | I-17 Exit 326 G-Ramp | 161 | Derivation Code = 1 MS2 TDMS; Reference = [68_5340] Previous AADT = 78 | 35 | - | 4 | 10 | 9% | 261 | | | |
| (68_5342) | 5342 | 2 - Mainline Ramp | I 017326C | I-17 Exit 326 C-Ramp | 0.000 | I-17 nonCard | 0.212 | I-17 Exit 326 J-Ramp | 290 | Derivation Code = 1 MS2 TDMS; Reference = [68_5342] Previous AADT = 98 | 16 | - | 5 | 10 | 5% | 471 | | | |
| (68_5341) | 5341 | 2 - Mainline Ramp | I 017326G | I-17 Exit 326 G-Ramp | 0.000 | I-17 Exit 326 A-Ramp | 0.178 | I-17 | 347 | Derivation Code = 1 MS2 TDMS; Reference = [68_5341] Previous AADT = 80 | 19 | - | 3 | 9 | 3% | 564 | | | |
| (68_5343) | 5343 | 2 - Mainline Ramp | I 017326I | I-17 Exit 326 I-Ramp | 0.000 | I-17 Exit 326 C-Ramp | 0.150 | I-17 nonCard | 182 | Derivation Code = 1 MS2 TDMS; Reference = [68_5343] Previous AADT = 45 | 30 | - | 2 | 3 | 3% | 296 | | | |
| (68_5350) | 5350 | 2 - Mainline Ramp | I 017328A | I-17 Exit 328 A-Ramp | 0.000 | Interstate 17 NB | 0.199 | FS 772 Rd | 74 | Derivation Code = 1 MS2 TDMS; Reference = [68_5350] Previous AADT = 67 | 23 | - | 3 | 8 | 15% | 120 | | | |
| (68_5352) | 5352 | 2 - Mainline Ramp | I 017328C | I-17 Exit 328 C-Ramp | 0.000 | I-17 nonCard | 0.126 | I-17 Exit 328 J-Ramp | 62 | Derivation Code = 1 MS2 TDMS; Reference = [68_5352] Previous AADT = 48 | 22 | - | 3 | 4 | 11% | 101 | | | |
| (68_5351) | 5351 | 2 - Mainline Ramp | I 017328G | I-17 Exit 328 G-Ramp | 0.000 | I-17 Exit 328 A-Ramp | 0.175 | I-17 | 79 | Derivation Code = 1 MS2 TDMS; Reference = [68_5351] Previous AADT = 48 | 28 | - | 2 | 5 | 9% | 128 | | | |
| (68_5353) | 5353 | 2 - Mainline Ramp | I 017328I | I-17 Exit 328 I-Ramp | 0.000 | I-17 Exit 328 C-Ramp | 0.165 | I-17 nonCard | 79 | Derivation Code = 1 MS2 TDMS; Reference = [68_5353] Previous AADT = 74 | 19 | - | 4 | 7 | 14% | 128 | | | |
| (68_5360) | 5360 | 2 - Mainline Ramp | I 017331A | I-17 Exit 331 A-Ramp | 0.000 | I-17 | 0.349 | I-17 Exit 331 G-Ramp | 201 | Derivation Code = 1 MS2 TDMS; Reference = [68_5360] Previous AADT = 39 | 16 | - | 2 | 3 | 2% | 326 | | | |
| (68_5362) | 5362 | 2 - Mainline Ramp | I 017331C | I-17 Exit 331 C-Ramp | 0.000 | I-17 nonCard | 0.204 | I-17 Exit 331 J-Ramp | 103 | Derivation Code = 1 MS2 TDMS; Reference = [68_5362] Previous AADT = 41 | 21 | - | 2 | 3 | 5% | 167 | | | |
| (68_5361) | 5361 | 2 - Mainline Ramp | I 017331G | I-17 Exit 331 G-Ramp | 0.000 | I-17 Exit 331 A-Ramp | 0.184 | I-17 | 102 | Derivation Code = 1 MS2 TDMS; Reference = [68_5361] Previous AADT = 56 | 23 | - | 2 | 3 | 5% | 166 | | | |
| (68_5363) | 5363 | 2 - Mainline Ramp | I 017331I | I-17 Exit 331 I-Ramp | 0.000 | I-17 Exit 331 C-Ramp | 0.195 | I-17 nonCard | 270 | Derivation Code = 1 MS2 TDMS; Reference = [68_5363] Previous AADT = 65 | 16 | - | 3 | 4 | 3% | 438 | | | |
| (68_5370) | 5370 | 2 - Mainline Ramp | I 017333A | I-17 Exit 333 A-Ramp | 0.000 | I-17 | 0.219 | I-17 Exit 333 G-Ramp | 384 | Derivation Code = 1 MS2 TDMS; Reference = [68_5370] Previous AADT = 287 | 18 | - | 18 | 24 | 11% | 624 | | | |
| (68_5372) | 5372 | 2 - Mainline Ramp | I 017333C | I-17 Exit 333 C-Ramp | 0.000 | I-17 nonCard | 0.176 | I-17 Exit 333 J-Ramp | 4,134 | Derivation Code = 1 MS2 TDMS; Reference = [68_5372] Previous AADT = 3207 | 16 | - | 211 | 407 | 15% | 6,137 | | | |
| (68_5371) | 5371 | 2 - Mainline Ramp | I 017333G | I-17 Exit 333 G-Ramp | 0.000 | I-17 Exit 333 A-Ramp | 0.147 | I-17 | 5,534 | Derivation Code = 1 MS2 TDMS; Reference = [68_5371] Previous AADT = 2822 | 17 | - | 190 | 241 | 8% | 8,215 | | | |
| (68_5373) | 5373 | 2 - Mainline Ramp | I 017333I | I-17 Exit 333 I-Ramp | 0.000 | I-17 Exit 333 C-Ramp | 0.264 | I-17 nonCard | 590 | Derivation Code = 1 MS2 TDMS; Reference = [68_5373] Previous AADT = 466 | 13 | - | 31 | 40 | 12% | 958 | | | |
| (68_5380) | 5380 | 2 - Mainline Ramp | I 017337A | I-17 Exit 337 A-Ramp | 0.000 | I-17 | 0.216 | I-17 Exit 337 G-Ramp | 1,051 | Derivation Code = 1 MS2 TDMS; Reference = [68_5380] Previous AADT = 808 | 12 | - | 53 | 69 | 12% | 1,560 | | | |
| (68_5382) | 5382 | 2 - Mainline Ramp | I 017337C | I-17 Exit 337 C-Ramp | 0.000 | I-17 nonCard | 0.290 | I-17 Exit 337 J-Ramp | 4,837 | Derivation Code = 1 MS2 TDMS; Reference = [68_5382] Previous AADT = 4354 | 17 | - | 266 | 340 | 13% | 7,181 | | | |
| | - | 2 - Mainline Ramp | I 017337C1 | I-17 Exit 337 C1-Ramp | 0.000 | W JW Powell Blvd WB | 0.020 | SR-89A | 2,913 | Applied Growth Factor = -0.017 to Previous Year Previous AADT = 2964 | - | - | - | - | - | 6,221 | | | |
| (68_5381) | 5381 | 2 - Mainline Ramp | I 017337G | I-17 Exit 337 G-Ramp | 0.000 | I-17 Exit 337 A-Ramp | 0.284 | I-17 | 4,566 | Derivation Code = 1 MS2 TDMS; Reference = [68_5381] Previous AADT = 4585 | 20 | 51 | 303 | 583 | 19% | 6,778 | | | |
| (68_5383) | 5383 | 2 - Mainline Ramp | I 017337I | I-17 Exit 337 I-Ramp | 0.000 | I-17 Exit 337 C-Ramp | 0.285 | I-17 nonCard | 1,734 | Derivation Code = 1 MS2 TDMS; Reference = [68_5383] Previous AADT = 1342 | 12 | - | 81 | 104 | 11% | 2,574 | | | |
| (68_5390) | 5390 | 2 - Mainline Ramp | I 017339A | I-17 Exit 339 A-Ramp | 0.000 | I-17 | 0.182 | S Lake Mary Rd | 1,331 | Derivation Code = 1 MS2 TDMS; Reference = [68_5390] Previous AADT = 1041 | 12 | - | 53 | 69 | 9% | 1,976 | | | |
| | - | 2 - Mainline Ramp | I 017340A | I-17 Exit 340 A-Ramp | 0.000 | I-17 | 0.352 | I-40 | - | - | - | - | - | - | - | - | | | |
| | - | 2 - Mainline Ramp | I 017340B | I-17 Exit 340 B-Ramp | 0.000 | I-17 | 0.250 | I-40 nonCard | - | - | - | - | - | - | - | - | | | |
| | - | 2 - Mainline Ramp | I 017340C | I-17 Exit 340 C-Ramp | 0.000 | I-17 nonCard | 0.162 | I-40 nonCard | - | - | - | - | - | - | - | - | | | |
| | - | 2 - Mainline Ramp | I 017340D | I-17 Exit 340 D-Ramp | 0.000 | I-17 nonCard | 0.234 | I-40 | - | - | - | - | - | - | - | - | | | |
| | 192 | 2 - Mainline Ramp | I 017341A | I-17 Exit 341 A-Ramp | 0.035 | SR-89A | 0.174 | W McConnell Dr | - | - | - | - | - | - | - | - | | | |
| | 193 | 2 - Mainline Ramp | I 017341I | I-17 Exit 341 I-Ramp | 0.025 | I-17 Exit 341 A-Ramp | 0.106 | W McConnell Dr | - | - | - | - | - | - | - | - | | | |
| (68_4345) | 4345 | 2 - Mainline Ramp | I 019 | I-19 | 63.276 | I-19 Exit 101 A1-Ramp | 63.699 | I-10 nonCard | 37,973 | Derivation Code = 3 MS2 TDMS; Reference = [68_4345] Previous AADT = 36268 | 10 | 53 | 3,244 | 7,793 | 29% | 57,884 | | | |
| (68_4340) | 4340 | 2 - Mainline Ramp | I 019 | 0 | 63.382 | I-19 Exit 101 J-Ramp | 63.691 | I-10 | 25,018 | Derivation Code = 3 MS2 TDMS; Reference = [68_4340] Previous AADT = 23895 | 9 | - | 2,301 | 374 | 11% | 38,136 | | | |
| (68_8042) | 8042 | 2 - Mainline Ramp | I 019000C | I-19 Exit 0 C-Ramp | 0.000 | I-19 nonCard | 0.202 | W International St | 271 | Derivation Code = 3 MS2 TDMS; Reference = [68_8042] Previous AADT = 259 | 17 | - | 24 | 3 | 10% | 397 | | | |
| (68_8044) | 8044 | 2 - Mainline Ramp | I 019000X | I-19 Exit 0 X-Ramp | 0.000 | I-19 Exit 0 C-Ramp | 0.044 | N West St | 90 | Derivation Code = 3 MS2 TDMS; Reference = [68_8044] Previous AADT = 86 | 24 | - | 7 | 1 | 9% | 132 | | | |
| (68_5410) | 5410 | 2 - Mainline Ramp | I 019001A | I-19 Exit 1 A-Ramp | 0.000 | I-19 | 0.214 | I-19 Exit 1 G-Ramp | 1,131 | Derivation Code = 3 MS2 TDMS; Reference = [68_5410] Previous AADT = 1080 | 12 | - | 103 | 16 | 11% | 1,659 | | | |
| (68_5412) | 5412 | 2 - Mainline Ramp | I 019001C | I-19 Exit 1 C-Ramp | 0.000 | I-19 nonCard | 0.138 | I-19 Exit 1 J-Ramp | 1,998 | Derivation Code = 3 MS2 TDMS; Reference = [68_5412] Previous AADT = 1908 | 10 | - | 183 | 29 | 11% | 2,930 | | | |
| (68_5411) | 5411 | 2 - Mainline Ramp | I 019001G | I-19 Exit 1 G-Ramp | 0.000 | I-19 Exit 1 A-Ramp | 0.159 | I-19 | 2,531 | Derivation Code = 3 MS2 TDMS; Reference = [68_5411] Previous AADT = 2417 | 9 | - | 232 | 37 | 11% | 3,712 | | | |
| (68_5413) | 5413 | 2 - Mainline Ramp | I 019001J | I-19 Exit 1 J-Ramp | 0.000 | I-19 Exit 1 C-Ramp | 0.161 | I-19 nonCard | 1,205 | Derivation Code = 3 MS2 TDMS; Reference = [68_5413] Previous AADT = 1151 | 11 | - | 108 | 16 | 10% | 1,767 | | | |
| (68_5420) | 5420 | 2 - Mainline Ramp | I 019004A | I-19 Exit 4 A-Ramp | 0.000 | I-19 | 0.225 | I-19 Exit 4 G-Ramp | 2,664 | Derivation Code = 3 MS2 TDMS; Reference = [68_5420] Previous AADT = 2544 | 9 | - | 244 | 38 | 11% | 3,907 | | | |
| (68_5422) | 5422 | 2 - Mainline Ramp | I 019004C | I-19 Exit 4 C-Ramp | 0.000 | I-19 nonCard | 0.273 | I-19 Exit 4 J-Ramp | 8,241 | Derivation Code = 3 MS2 TDMS; Reference = [68_5422] Previous AADT = 7871 | 10 | - | 756 | 121 | 11% | 12,085 | | | |
| (68_5421) | 5421 | 2 - Mainline Ramp | I 019004G | I-19 Exit 4 G-Ramp | 0.000 | I-19 Exit 4 A-Ramp | 0.165 | I-19 | 6,122 | Derivation Code = 3 MS2 TDMS; Reference = [68_5421] Previous AADT = 5847 | 15 | - | 551 | 87 | 10% | 8,977 | | | |
| (68_5423) | 5423 | 2 - Mainline Ramp | I 019004J | I-19 Exit 4 J-Ramp | 0.000 | I-19 Exit 4 C-Ramp | 0.238 | I-19 nonCard | 2,787 | Derivation Code = 3 MS2 TDMS; Reference = [68_5423] Previous AADT = 2662 | 10 | - | 251 | 39 | 10% | 4,087 | | | |
| (68_5440) | 5440 | 2 - Mainline Ramp | I 019012A | I-19 Exit 12 A-Ramp | 0.000 | I-19 | 0.196 | I-19 Exit 12 G-Ramp | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-------------|--------|--------------------|------------|----------------------|-------------|------------------------|-----------|----------------------|-----------|---|--|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_5443} | 5443 | 2 - Mainline Ramp | I 019012J | I-19 Exit 12 J-Ramp | 0.000 | I-19 Exit 12 C-Ramp | 0.133 | I-19 nonCard | 6,731 | Derivation Code = 3 MS2 TDMS; Reference = {68_5443} Previous AADT = 6429 | | | 9 | - | 607 | 98 | 10% | 9,871 |
| {68_5450} | 5450 | 2 - Mainline Ramp | I 019017A | I-19 Exit 17 A-Ramp | 0.000 | I-19 | 0.208 | I-19 Exit 17 G-Ramp | 4,705 | Derivation Code = 3 MS2 TDMS; Reference = {68_5450} Previous AADT = 4494 | | | 12 | - | 431 | 70 | 11% | 6,900 |
| {68_5452} | 5452 | 2 - Mainline Ramp | I 019017C | I-19 Exit 17 C-Ramp | 0.000 | I-19 nonCard | 0.163 | I-19 Exit 17 J-Ramp | 1,434 | Derivation Code = 3 MS2 TDMS; Reference = {68_5452} Previous AADT = 1370 | | | 14 | - | 131 | 20 | 11% | 2,103 |
| {68_5451} | 5451 | 2 - Mainline Ramp | I 019017G | I-19 Exit 17 G-Ramp | 0.000 | I-19 Exit 17 A-Ramp | 0.208 | I-19 | 2,187 | Derivation Code = 3 MS2 TDMS; Reference = {68_5451} Previous AADT = 2089 | | | 14 | - | 196 | 31 | 10% | 3,207 |
| {68_5453} | 5453 | 2 - Mainline Ramp | I 019017J | I-19 Exit 17 J-Ramp | 0.000 | I-19 Exit 17 C-Ramp | 0.158 | I-19 nonCard | 6,239 | Derivation Code = 3 MS2 TDMS; Reference = {68_5453} Previous AADT = 5959 | | | 11 | - | 561 | 91 | 10% | 9,149 |
| {68_5460} | 5460 | 2 - Mainline Ramp | I 019022A | I-19 Exit 22 A-Ramp | 0.000 | I-19 | 0.169 | I-19 Front | 913 | Derivation Code = 3 MS2 TDMS; Reference = {68_5460} Previous AADT = 872 | | | 10 | - | 81 | 12 | 10% | 1,339 |
| {68_5462} | 5462 | 2 - Mainline Ramp | I 019022C | I-19 Exit 22 C-Ramp | 0.000 | I-19 nonCard | 0.163 | I-19 Exit 22 J-Ramp | 1,105 | Derivation Code = 3 MS2 TDMS; Reference = {68_5462} Previous AADT = 1055 | | | 12 | - | 100 | 16 | 10% | 1,620 |
| {68_5461} | 5461 | 2 - Mainline Ramp | I 019022G | I-19 Exit 22 G-Ramp | 0.000 | I-19 Front | 0.157 | I-19 | 1,029 | Derivation Code = 3 MS2 TDMS; Reference = {68_5461} Previous AADT = 983 | | | 13 | - | 92 | 14 | 10% | 1,509 |
| {68_5463} | 5463 | 2 - Mainline Ramp | I 019022J | I-19 Exit 22 J-Ramp | 0.000 | I-19 Exit 22 C-Ramp | 0.166 | I-19 nonCard | 2,076 | Derivation Code = 3 MS2 TDMS; Reference = {68_5463} Previous AADT = 1983 | | | 15 | - | 187 | 30 | 10% | 3,044 |
| {68_5470} | 5470 | 2 - Mainline Ramp | I 019025A | I-19 Exit 25 A-Ramp | 0.000 | I-19 | 0.247 | I-19 Exit 25 G-Ramp | 1,196 | Derivation Code = 3 MS2 TDMS; Reference = {68_5470} Previous AADT = 1142 | | | 11 | - | 108 | 16 | 10% | 1,754 |
| {68_5472} | 5472 | 2 - Mainline Ramp | I 019025C | I-19 Exit 25 C-Ramp | 0.000 | I-19 nonCard | 0.185 | I-19 Exit 25 J-Ramp | 258 | Derivation Code = 3 MS2 TDMS; Reference = {68_5472} Previous AADT = 246 | | | 31 | - | 23 | 3 | 10% | 379 |
| {68_5471} | 5471 | 2 - Mainline Ramp | I 019025G | I-19 Exit 25 G-Ramp | 0.000 | I-19 Exit 25 A-Ramp | 0.240 | I-19 | 823 | Derivation Code = 3 MS2 TDMS; Reference = {68_5471} Previous AADT = 786 | | | 14 | - | 73 | 11 | 10% | 1,210 |
| {68_5473} | 5473 | 2 - Mainline Ramp | I 019025J | I-19 Exit 25 J-Ramp | 0.000 | I-19 Exit 25 C-Ramp | 0.149 | I-19 nonCard | 1,247 | Derivation Code = 3 MS2 TDMS; Reference = {68_5473} Previous AADT = 1191 | | | 13 | - | 114 | 17 | 11% | 1,829 |
| {68_5480} | 5480 | 2 - Mainline Ramp | I 019029A | I-19 Exit 29 A-Ramp | 0.000 | I-19 | 0.238 | I-19 Exit 29 G-Ramp | 399 | Derivation Code = 3 MS2 TDMS; Reference = {68_5480} Previous AADT = 381 | | | 20 | - | 32 | 5 | 9% | 587 |
| {68_5482} | 5482 | 2 - Mainline Ramp | I 019029C | I-19 Exit 29 C-Ramp | 0.000 | I-19 nonCard | 0.263 | I-19 Front nonCard | 64 | Derivation Code = 3 MS2 TDMS; Reference = {68_5482} Previous AADT = 61 | | | 17 | - | 5 | 5 | 16% | 94 |
| {68_5481} | 5481 | 2 - Mainline Ramp | I 019029G | I-19 Exit 29 G-Ramp | 0.000 | I-19 Exit 29 A-Ramp | 0.300 | I-19 | 50 | Derivation Code = 3 MS2 TDMS; Reference = {68_5481} Previous AADT = 43 | | | 18 | - | 3 | 1 | 8% | 74 |
| {68_5483} | 5483 | 2 - Mainline Ramp | I 019029J | I-19 Exit 29 J-Ramp | 0.000 | I-19 Front nonCard | 0.223 | I-19 nonCard | 230 | Derivation Code = 3 MS2 TDMS; Reference = {68_5483} Previous AADT = 198 | | | 14 | - | 12 | 5 | 7% | 338 |
| {68_5490} | 5490 | 2 - Mainline Ramp | I 019034A | I-19 Exit 34 A-Ramp | 0.000 | I-19 | 0.255 | I-19 Exit 34 G-Ramp | 881 | Derivation Code = 3 MS2 TDMS; Reference = {68_5490} Previous AADT = 841 | | | 11 | - | 73 | 11 | 10% | 1,295 |
| {68_5492} | 5492 | 2 - Mainline Ramp | I 019034C | I-19 Exit 34 C-Ramp | 0.000 | I-19 nonCard | 0.258 | I-19 Exit 34 J-Ramp | 765 | Derivation Code = 3 MS2 TDMS; Reference = {68_5492} Previous AADT = 731 | | | 13 | - | 62 | 10 | 9% | 1,125 |
| {68_5491} | 5491 | 2 - Mainline Ramp | I 019034G | I-19 Exit 34 G-Ramp | 0.000 | I-19 Exit 34 A-Ramp | 0.263 | I-19 | 743 | Derivation Code = 3 MS2 TDMS; Reference = {68_5491} Previous AADT = 638 | | | 12 | - | 60 | 21 | 8% | 1,092 |
| {68_5493} | 5493 | 2 - Mainline Ramp | I 019034J | I-19 Exit 34 J-Ramp | 0.000 | I-19 Exit 34 C-Ramp | 0.253 | I-19 nonCard | 1,235 | Derivation Code = 3 MS2 TDMS; Reference = {68_5493} Previous AADT = 1060 | | | 12 | - | 67 | 35 | 8% | 1,815 |
| {68_5500} | 5500 | 2 - Mainline Ramp | I 019040A | I-19 Exit 40 A-Ramp | 0.000 | I-19 | 0.257 | I-19 Exit 40 G-Ramp | 55 | Derivation Code = 3 MS2 TDMS; Reference = {68_5500} Previous AADT = 53 | | | 18 | - | 4 | 7 | 20% | 81 |
| {68_5502} | 5502 | 2 - Mainline Ramp | I 019040C | I-19 Exit 40 C-Ramp | 0.000 | I-19 nonCard | 0.256 | I-19 Exit 40 J-Ramp | 676 | Derivation Code = 3 MS2 TDMS; Reference = {68_5502} Previous AADT = 646 | | | 11 | - | 18 | 74 | 14% | 994 |
| {68_5501} | 5501 | 2 - Mainline Ramp | I 019040G | I-19 Exit 40 G-Ramp | 0.000 | I-19 Exit 40 A-Ramp | 0.256 | I-19 | 1,046 | Derivation Code = 3 MS2 TDMS; Reference = {68_5501} Previous AADT = 897 | | | 12 | - | 25 | 101 | 12% | 1,538 |
| {68_5503} | 5503 | 2 - Mainline Ramp | I 019040J | I-19 Exit 40 J-Ramp | 0.000 | I-19 Exit 40 C-Ramp | 0.255 | I-19 nonCard | 55 | Derivation Code = 3 MS2 TDMS; Reference = {68_5503} Previous AADT = 48 | | | 23 | - | 3 | 2 | 9% | 81 |
| {68_5510} | 5510 | 2 - Mainline Ramp | I 019042A | I-19 Exit 42 A-Ramp | 0.000 | I-19 | 0.279 | I-19 Exit 42 G-Ramp | 317 | Derivation Code = 3 MS2 TDMS; Reference = {68_5510} Previous AADT = 303 | | | 20 | - | 26 | 4 | 9% | 466 |
| {68_5512} | 5512 | 2 - Mainline Ramp | I 019042C | I-19 Exit 42 C-Ramp | 0.000 | I-19 nonCard | 0.229 | I-19 Exit 42 J-Ramp | 47 | Derivation Code = 3 MS2 TDMS; Reference = {68_5512} Previous AADT = 45 | | | 21 | - | 3 | 5 | 17% | 69 |
| {68_5511} | 5511 | 2 - Mainline Ramp | I 019042G | I-19 Exit 42 G-Ramp | 0.000 | I-19 Exit 42 A-Ramp | 0.239 | I-19 | 69 | Derivation Code = 3 MS2 TDMS; Reference = {68_5511} Previous AADT = 59 | | | 62 | - | 4 | 2 | 9% | 101 |
| {68_5513} | 5513 | 2 - Mainline Ramp | I 019042J | I-19 Exit 42 J-Ramp | 0.000 | I-19 Exit 42 C-Ramp | 0.276 | I-19 nonCard | 495 | Derivation Code = 3 MS2 TDMS; Reference = {68_5513} Previous AADT = 425 | | | 15 | - | 26 | 13 | 8% | 728 |
| {68_5520} | 5520 | 2 - Mainline Ramp | I 019048A | I-19 Exit 48 A-Ramp | 0.000 | I-19 | 0.252 | I-19 Exit 48 G-Ramp | 450 | Derivation Code = 3 MS2 TDMS; Reference = {68_5520} Previous AADT = 430 | | | 13 | - | 37 | 5 | 9% | 662 |
| {68_5522} | 5522 | 2 - Mainline Ramp | I 019048C | I-19 Exit 48 C-Ramp | 0.000 | I-19 nonCard | 0.243 | I-19 Exit 48 J-Ramp | 1,174 | Derivation Code = 3 MS2 TDMS; Reference = {68_5522} Previous AADT = 1121 | | | 11 | - | 98 | 16 | 10% | 1,749 |
| {68_5521} | 5521 | 2 - Mainline Ramp | I 019048G | I-19 Exit 48 G-Ramp | 0.000 | I-19 Exit 48 A-Ramp | 0.233 | I-19 | 1,432 | Derivation Code = 3 MS2 TDMS; Reference = {68_5521} Previous AADT = 1228 | | | 9 | - | 114 | 51 | 12% | 2,134 |
| {68_5523} | 5523 | 2 - Mainline Ramp | I 019048J | I-19 Exit 48 J-Ramp | 0.000 | I-19 Exit 48 C-Ramp | 0.232 | I-19 nonCard | 683 | Derivation Code = 3 MS2 TDMS; Reference = {68_5523} Previous AADT = 586 | | | 18 | - | 37 | 20 | 8% | 1,004 |
| {68_5530} | 5530 | 2 - Mainline Ramp | I 019053A | I-19 Exit 53 A-Ramp | 0.000 | I-19 | 0.194 | I-19 Exit 53 R2-Ramp | 492 | Derivation Code = 3 MS2 TDMS; Reference = {68_5530} Previous AADT = 470 | | | 11 | - | 15 | 53 | 14% | 733 |
| {68_5532} | 5532 | 2 - Mainline Ramp | I 019053C | I-19 Exit 53 C-Ramp | 0.000 | I-19 nonCard | 0.201 | I-19 Exit 53 S2-Ramp | 766 | Derivation Code = 3 MS2 TDMS; Reference = {68_5532} Previous AADT = 732 | | | 15 | - | 63 | 10 | 10% | 1,141 |
| {68_900011} | 900011 | 2 - Mainline Ramp | I 019053G | I-19 Exit 53 G-Ramp | 0.000 | I-19 Exit 53 R2-Ramp | 0.127 | I-19 | 22,212 | Derivation Code = 3 MS2 TDMS; Reference = {68_900011} Previous AADT = 21215 | | | 9 | 51 | - | - | - | 33,096 |
| - | - | 2 - Mainline Ramp | I 019053J | I-19 Exit 53 J-Ramp | 0.000 | I-19 Exit 53 S2-Ramp | 0.140 | I-19 nonCard | 3,561 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 3402 | | | - | - | - | - | - | 5,306 |
| {68_900011} | 900011 | 2 - Mainline Ramp | I 019053R1 | I-19 Exit 53 R1-Ramp | 0.000 | I-19 Exit 53 R2-Ramp | 0.194 | I-19 Exit 53 R2-Ramp | 22,212 | Derivation Code = 3 MS2 TDMS; Reference = {68_900011} Previous AADT = 21215 | | | 9 | 51 | - | - | - | 31,476 |
| {68_5540} | 5540 | 2 - Mainline Ramp | I 019056A | I-19 Exit 56 A-Ramp | 0.000 | I-19 | 0.239 | I-19 Exit 56 G-Ramp | 587 | Derivation Code = 3 MS2 TDMS; Reference = {68_5540} Previous AADT = 561 | | | 13 | - | 16 | 71 | 15% | 875 |
| {68_5542} | 5542 | 2 - Mainline Ramp | I 019056C | I-19 Exit 56 C-Ramp | 0.000 | I-19 Front nonCard | 0.226 | I-19 nonCard | 1,253 | Derivation Code = 3 MS2 TDMS; Reference = {68_5542} Previous AADT = 1197 | | | 11 | - | 114 | 17 | 10% | 1,732 |
| {68_5541} | 5541 | 2 - Mainline Ramp | I 019056G | I-19 Exit 56 G-Ramp | 0.000 | I-19 Exit 56 A-Ramp | 0.236 | I-19 | 1,478 | Derivation Code = 3 MS2 TDMS; Reference = {68_5541} Previous AADT = 1412 | | | 13 | - | 135 | 21 | 11% | 2,043 |
| {68_5543} | 5543 | 2 - Mainline Ramp | I 019056J | I-19 Exit 56 J-Ramp | 0.000 | I-19 nonCard | 0.236 | I-19 Front nonCard | 408 | Derivation Code = 3 MS2 TDMS; Reference = {68_5543} Previous AADT = 390 | | | 14 | - | 36 | 5 | 10% | 608 |
| - | - | 2 - Mainline Ramp | I 019056L | I-19 Exit 56 L-Ramp | 0.000 | I-19 Front nonCard (0) | 0.021 | I-19 Front nonCard | 3,133 | Applied Growth Factor = 0.022 to Previous Year Previous AADT = 3066 | | | - | - | - | - | - | 5,732 |
| - | - | 2 - Mainline Ramp | I 019056L1 | I-19 Exit 56 L1-Ramp | 0.000 | I-19 Front nonCard | 0.033 | I-19 Exit 56 C-Ramp | 2,326 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 2222 | | | - | - | 72 | 246 | 14% | 3,215 |
| - | - | 2 - Mainline Ramp | I 019056X | I-19 Exit 56 X-Ramp | 0.000 | I-19 Front nonCard (0) | 0.023 | I-19 Front nonCard | - | | | | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019056X1 | I-19 Exit 56 X1-Ramp | 0.000 | I-19 Exit 56 J-Ramp | 0.032 | I-19 Front nonCard | 587 | Applied Growth Factor = 0.047 to Previous Year Previous AADT = 561 | | | - | - | 23 | 23 | 8% | 811 |
| {68_5550} | 5550 | 2 - Mainline Ramp | I 019063A | I-19 Exit 63 A-Ramp | 0.000 | I-19 | 0.151 | I-19 Front | 189 | Derivation Code = 3 MS2 TDMS; Reference = {68_5550} Previous AADT = 209 | | | 25 | - | 17 | 3 | 11% | 261 |
| {68_5552} | 5552 | 2 - Mainline Ramp | I 019063C | I-19 Exit 63 C-Ramp | 0.000 | I-19 nonCard | 0.271 | I-19 Exit 63 J-Ramp | 6,109 | Derivation Code = 3 MS2 TDMS; Reference = {68_5552} Previous AADT = 5835 | | | 10 | - | 184 | 718 | 15% | 8,552 |
| {68_5551} | 5551 | 2 - Mainline Ramp | I 019063G | I-19 Exit 63 G-Ramp | 0.000 | I-19 Front | 0.287 | I-19 | 5,739 | Derivation Code = 3 MS2 TDMS; Reference = {68_5551} Previous AADT = 5481 | | | 10 | - | 172 | 669 | 15% | 7,933 |
| {68_5553} | 5553 | 2 - Mainline Ramp | I 019063J | I-19 Exit 63 J-Ramp | 0.000 | I-19 Exit 63 C-Ramp | 0.226 | I-19 nonCard | 1,760 | Derivation Code = 3 MS2 TDMS; Reference = {68_5553} Previous AADT = 1681 | | | 14 | - | 52 | 204 | 15% | 2,433 |
| {68_5560} | 5560 | 2 - Mainline Ramp | I 019065A | I-19 Exit 65 A-Ramp | 0.000 | I-19 | 0.179 | I-19 Exit 65 G-Ramp | 2,095 | Derivation Code = 3 MS2 TDMS; Reference = {68_5560} Previous AADT = 2001 | | | 13 | - | 191 | 30 | 11% | 2,896 |
| {68_5562} | 5562 | 2 - Mainline Ramp | I 019065C | I-19 Exit 65 C-Ramp | 0.000 | I-19 nonCard | 0.158 | I-19 Exit 65 J-Ramp | 2,220 | Derivation Code = 3 MS2 TDMS; Reference = {68_5562} Previous AADT = 2120 | | | 11 | - | 203 | 32 | 11% | 3,069 |
| {68_5561} | 5561 | 2 - Mainline Ramp | I 019065G | I-19 Exit 65 G-Ramp | 0.000 | I-19 Exit 65 A-Ramp | 0.155 | I-19 | 2,689 | Derivation Code = 3 MS2 TDMS; Reference = {68_5561} Previous AADT = 2568 | | | 12 | - | 80 | 313 | 15% | 3,717 |
| {68_5563} | 5563 | 2 - Mainline Ramp | I 019065J | I-19 Exit 65 J-Ramp | 0.000 | I-19 Exit 65 C-Ramp | 0.163 | I-19 nonCard | 2,695 | Derivation Code = 3 MS2 TDMS; Reference = {68_5563} Previous AADT = 2574 | | | 11 | - | 247 | 39 | 11% | 3,725 |
| {68_5570} | 5570 | 2 - Mainline Ramp | I 019069A | I-19 Exit 69 A-Ramp | 0.000 | I-19 | 0.359 | I-19 Exit 69 G-Ramp | 3,873 | Derivation Code = 3 MS2 TDMS; Reference = {68_5570} Previous AADT = 3699 | | | 11 | - | 355 | 57 | 11% | 5,354 |
| {68_5572} | 5572 | 2 - Mainline Ramp | I 019069C | I-19 Exit 69 C-Ramp | 0.000 | I-19 nonCard | 0.252 | I-19 Exit 69 J-Ramp | 6,797 | Derivation Code = 3 MS2 TDMS; Reference = {68_5572} Previous AADT = 6492 | | | 9 | - | 211 | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AAADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|------------|-----------------------|-------------|---------------------|-----------|---------------------|-----------|--|------------|------------|--------------------|--------------------|------------|-------------------|
| {68_5583} | 5583 | 2 - Mainline Ramp | I 019075I | I-19 Exit 75 J-Ramp | 0.000 | I-19 Exit 75 C-Ramp | 0.298 | I-19 nonCard | 5,715 | Derivation Code = 3 MS2 TDMS; Reference = {68_5583} Previous AAADT = 5458 | 10 | - | 170 | 665 | 15% | 7,900 |
| {68_5590} | 5590 | 2 - Mainline Ramp | I 019080B | I-19 Exit 80 B-Ramp | 0.000 | I-19 | 0.274 | W Pima Mine Rd | 1,019 | Derivation Code = 3 MS2 TDMS; Reference = {68_5590} Previous AAADT = 973 | 12 | - | 93 | 14 | 11% | 1,409 |
| {68_5592} | 5592 | 2 - Mainline Ramp | I 019080C | I-19 Exit 80 C-Ramp | 0.000 | I-19 nonCard | 0.367 | W Pima Mine Rd | 3,528 | Derivation Code = 3 MS2 TDMS; Reference = {68_5592} Previous AAADT = 3370 | 11 | - | 324 | 51 | 11% | 4,877 |
| {68_5591} | 5591 | 2 - Mainline Ramp | I 019080G | I-19 Exit 80 G-Ramp | 0.000 | W Pima Mine Rd | 0.407 | I-19 | 4,303 | Derivation Code = 3 MS2 TDMS; Reference = {68_5591} Previous AAADT = 4110 | 16 | - | 128 | 499 | 15% | 5,948 |
| {68_5593} | 5593 | 2 - Mainline Ramp | I 019080I | I-19 Exit 80 I-Ramp | 0.000 | W Pima Mine Rd | 0.227 | I-19 nonCard | 5,662 | Derivation Code = 3 MS2 TDMS; Reference = {68_5593} Previous AAADT = 5092 | 10 | - | 436 | 71 | 9% | 7,827 |
| {68_5600} | 5600 | 2 - Mainline Ramp | I 019087A | I-19 Exit 87 A-Ramp | 0.000 | I-19 | 0.190 | I-19 Exit 87 G-Ramp | 75 | Derivation Code = 3 MS2 TDMS; Reference = {68_5600} Previous AAADT = 72 | 23 | - | 5 | 16 | 28% | 112 |
| {68_5602} | 5602 | 2 - Mainline Ramp | I 019087C | I-19 Exit 87 C-Ramp | 0.000 | I-19 nonCard | 0.198 | I-19 Exit 87 J-Ramp | 9 | Derivation Code = 3 MS2 TDMS; Reference = {68_5602} Previous AAADT = 88 | 28 | - | 3 | 7 | 11% | 137 |
| {68_5601} | 5601 | 2 - Mainline Ramp | I 019087G | I-19 Exit 87 G-Ramp | 0.000 | I-19 Exit 87 A-Ramp | 0.216 | I-19 | 181 | Derivation Code = 3 MS2 TDMS; Reference = {68_5601} Previous AAADT = 156 | 22 | - | 9 | 5 | 8% | 270 |
| {68_5603} | 5603 | 2 - Mainline Ramp | I 019087J | I-19 Exit 87 J-Ramp | 0.000 | I-19 Exit 87 C-Ramp | 0.159 | I-19 nonCard | 95 | Derivation Code = 3 MS2 TDMS; Reference = {68_5603} Previous AAADT = 91 | 18 | - | 7 | 1 | 8% | 142 |
| {68_5610} | 5610 | 2 - Mainline Ramp | I 019092B | I-19 Exit 92 B-Ramp | 0.000 | I-19 | 0.145 | 14 Route 3022 | 865 | Derivation Code = 3 MS2 TDMS; Reference = {68_5610} Previous AAADT = 826 | 12 | - | 79 | 12 | 11% | 1,196 |
| {68_5612} | 5612 | 2 - Mainline Ramp | I 019092C | I-19 Exit 92 C-Ramp | 0.000 | I-19 nonCard | 0.336 | 14 Route 3022 | 2,515 | Derivation Code = 3 MS2 TDMS; Reference = {68_5612} Previous AAADT = 2402 | 20 | - | 231 | 37 | 11% | 3,477 |
| {68_5611} | 5611 | 2 - Mainline Ramp | I 019092G | I-19 Exit 92 G-Ramp | 0.000 | 14 Route 3022 | 0.205 | I-19 | 2,970 | Derivation Code = 3 MS2 TDMS; Reference = {68_5611} Previous AAADT = 2837 | 21 | - | 90 | 347 | 15% | 4,106 |
| {68_5613} | 5613 | 2 - Mainline Ramp | I 019092J | I-19 Exit 92 J-Ramp | 0.000 | I-19 nonCard | 0.219 | 14 Route 3022 | 842 | Derivation Code = 3 MS2 TDMS; Reference = {68_5613} Previous AAADT = 804 | 13 | - | 77 | 12 | 11% | 1,164 |
| {68_5620} | 5620 | 2 - Mainline Ramp | I 019095A | I-19 Exit 95 A-Ramp | 0.000 | I-19 | 0.232 | I-19 Exit 95 G-Ramp | 5,307 | Derivation Code = 3 MS2 TDMS; Reference = {68_5620} Previous AAADT = 5069 | 9 | - | 164 | 636 | 15% | 7,336 |
| {68_5622} | 5622 | 2 - Mainline Ramp | I 019095C | I-19 Exit 95 C-Ramp | 0.000 | I-19 Exit 95 G-Ramp | 0.259 | I-19 nonCard | 14,921 | Derivation Code = 3 MS2 TDMS; Reference = {68_5622} Previous AAADT = 14251 | 9 | - | 460 | 1,789 | 15% | 20,626 |
| {68_5621} | 5621 | 2 - Mainline Ramp | I 019095G | I-19 Exit 95 G-Ramp | 0.000 | I-19 Exit 95 A-Ramp | 0.238 | I-19 | 18,525 | Derivation Code = 3 MS2 TDMS; Reference = {68_5621} Previous AAADT = 17693 | 9 | - | 554 | 2,153 | 15% | 25,608 |
| {68_5623} | 5623 | 2 - Mainline Ramp | I 019095I | I-19 Exit 95 I-Ramp | 0.000 | I-19 nonCard | 0.242 | I-19 Exit 95 A-Ramp | 6,393 | Derivation Code = 3 MS2 TDMS; Reference = {68_5623} Previous AAADT = 6106 | 10 | - | 190 | 743 | 15% | 8,837 |
| - | - | 2 - Mainline Ramp | I 019095L | I-19 Exit 95 L-Ramp | 0.000 | I-19 Exit 95 J-Ramp | 0.064 | I-19 Exit 95 X-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019095P | I-19 Exit 95 P-Ramp | 0.000 | I-19 Exit 95 T-Ramp | 0.061 | I-19 Exit 95 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019095T | I-19 Exit 95 T-Ramp | 0.000 | I-19 Exit 95 A-Ramp | 0.065 | I-19 Exit 95 P-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019095X | I-19 Exit 95 X-Ramp | 0.000 | I-19 Exit 95 L-Ramp | 0.071 | I-19 Exit 95 C-Ramp | - | - | - | - | - | - | - | - |
| {68_5630} | 5630 | 2 - Mainline Ramp | I 019098A | I-19 Exit 98 A-Ramp | 0.000 | I-19 | 0.316 | I-19 Exit 98 G-Ramp | 3,044 | Derivation Code = 3 MS2 TDMS; Reference = {68_5630} Previous AAADT = 2907 | 12 | - | 279 | 45 | 11% | 4,208 |
| {68_5632} | 5632 | 2 - Mainline Ramp | I 019098C | I-19 Exit 98 C-Ramp | 0.000 | I-19 nonCard | 0.951 | I-19 Exit 98 J-Ramp | 11,828 | Derivation Code = 3 MS2 TDMS; Reference = {68_5632} Previous AAADT = 11297 | 11 | - | - | - | - | 16,350 |
| {68_5631} | 5631 | 2 - Mainline Ramp | I 019098G | I-19 Exit 98 G-Ramp | 0.000 | I-19 Exit 98 A-Ramp | 0.320 | I-19 | 13,721 | Derivation Code = 3 MS2 TDMS; Reference = {68_5631} Previous AAADT = 13105 | 10 | - | 412 | 1,602 | 15% | 18,967 |
| {68_5633} | 5633 | 2 - Mainline Ramp | I 019098J | I-19 Exit 98 J-Ramp | 0.000 | I-19 Exit 98 C-Ramp | 0.243 | I-19 nonCard | 3,635 | Derivation Code = 3 MS2 TDMS; Reference = {68_5633} Previous AAADT = 3472 | 9 | - | 107 | 424 | 15% | 5,025 |
| {68_5640} | 5640 | 2 - Mainline Ramp | I 019099A | I-19 Exit 99 A-Ramp | 0.000 | I-19 | 0.235 | I-19 Exit 99 J-Ramp | 3,729 | Derivation Code = 3 MS2 TDMS; Reference = {68_5640} Previous AAADT = 3562 | 11 | - | 125 | 441 | 15% | 5,155 |
| {68_5642} | 5642 | 2 - Mainline Ramp | I 019099C | I-19 Exit 99 C-Ramp | 0.000 | I-19 nonCard | 0.363 | I-19 Exit 99 J-Ramp | 10,418 | Derivation Code = 3 MS2 TDMS; Reference = {68_5642} Previous AAADT = 9950 | 14 | - | 352 | 1,235 | 15% | 14,401 |
| {68_5641} | 5641 | 2 - Mainline Ramp | I 019099G | I-19 Exit 99 G-Ramp | 0.000 | I-19 Exit 99 C-Ramp | 0.309 | I-19 | 3,794 | Derivation Code = 3 MS2 TDMS; Reference = {68_5641} Previous AAADT = 3624 | 11 | - | 104 | 407 | 13% | 5,245 |
| {68_5643} | 5643 | 2 - Mainline Ramp | I 019099I | I-19 Exit 99 I-Ramp | 0.000 | I-19 Exit 99 C-Ramp | 0.282 | I-19 nonCard | 3,496 | Derivation Code = 3 MS2 TDMS; Reference = {68_5643} Previous AAADT = 3339 | 10 | - | 11 | 2 | 0% | 4,833 |
| - | - | 2 - Mainline Ramp | I 019099J | - | 0.000 | - | 0.115 | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019099L | I-19 Exit 99 L-Ramp | 0.000 | SR-86 | 0.038 | I-19 Exit 99 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019099P | I-19 Exit 99 P-Ramp | 0.000 | SR-86 | 0.035 | I-19 Exit 99 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019099T | I-19 Exit 99 T-Ramp | 0.000 | 240 ft S of SR-86 | 0.046 | SR-86 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 019099X | I-19 Exit 99 X-Ramp | 0.000 | I-19 Exit 99 C-Ramp | 0.044 | SR-86 | - | - | - | - | - | - | - | - |
| {68_4347} | 4347 | 2 - Mainline Ramp | I 019101A | I-19 Exit 101 A-Ramp | 0.000 | I-19 | 0.299 | I-10 | 10,887 | Derivation Code = 3 MS2 TDMS; Reference = {68_4347} Previous AAADT = 10398 | 10 | - | 338 | 1,306 | 15% | 15,049 |
| {68_4344} | 4344 | 2 - Mainline Ramp | I 019101A1 | I-19 Exit 101 A1-Ramp | 0.000 | I-19 | 0.235 | I-10 Front nonCard | 5,532 | Derivation Code = 3 MS2 TDMS; Reference = {68_4344} Previous AAADT = 5284 | 11 | - | 170 | 664 | 15% | 7,647 |
| {68_4343} | 4343 | 2 - Mainline Ramp | I 019101J | I-19 Exit 101 J-Ramp | 0.000 | I-10 Front | 0.220 | I-19 nonCard | 5,909 | Derivation Code = 3 MS2 TDMS; Reference = {68_4343} Previous AAADT = 5644 | 11 | - | 182 | 706 | 15% | 8,168 |
| {68_5650} | 5650 | 2 - Mainline Ramp | I 040001A | I-40 Exit 1 A-Ramp | 0.000 | I-40 | 0.117 | I-40 Front | 1,297 | Derivation Code = 3 MS2 TDMS; Reference = {68_5650} Previous AAADT = 1973 | 18 | - | 7 | 76 | 43% | 320 |
| {68_5652} | 5652 | 2 - Mainline Ramp | I 040001C | I-40 Exit 1 C-Ramp | 0.000 | I-40 nonCard | 0.144 | Historic Us Rt 66 | 569 | Derivation Code = 3 MS2 TDMS; Reference = {68_5652} Previous AAADT = 584 | 15 | - | 24 | 225 | 44% | 947 |
| {68_5651} | 5651 | 2 - Mainline Ramp | I 040001G | I-40 Exit 1 G-Ramp | 0.000 | I-40 Front | 0.122 | I-40 | 461 | Derivation Code = 3 MS2 TDMS; Reference = {68_5651} Previous AAADT = 473 | 12 | - | 18 | 182 | 43% | 767 |
| {68_5653} | 5653 | 2 - Mainline Ramp | I 040001J | I-40 Exit 1 J-Ramp | 0.000 | Historic Us Rt 66 | 0.104 | I-40 | 161 | Derivation Code = 3 MS2 TDMS; Reference = {68_5653} Previous AAADT = 165 | 16 | - | 5 | 62 | 42% | 268 |
| {68_5660} | 5660 | 2 - Mainline Ramp | I 040002A | I-40 Exit 2 A-Ramp | 0.000 | I-40 | 0.332 | I-40 Exit 2 G-Ramp | 65 | Derivation Code = 3 MS2 TDMS; Reference = {68_5660} Previous AAADT = 67 | 18 | - | 2 | 10 | 18% | 108 |
| {68_5662} | 5662 | 2 - Mainline Ramp | I 040002C | I-40 Exit 2 C-Ramp | 0.000 | I-40 nonCard | 0.300 | I-40 Exit 2 J-Ramp | 76 | Derivation Code = 3 MS2 TDMS; Reference = {68_5662} Previous AAADT = 78 | 17 | - | 3 | 11 | 18% | 127 |
| {68_5661} | 5661 | 2 - Mainline Ramp | I 040002G | I-40 Exit 2 G-Ramp | 0.000 | I-40 Exit 2 A-Ramp | 0.300 | I-40 | 77 | Derivation Code = 3 MS2 TDMS; Reference = {68_5661} Previous AAADT = 80 | 29 | - | 2 | 31 | 43% | 128 |
| {68_5663} | 5663 | 2 - Mainline Ramp | I 040002J | I-40 Exit 2 J-Ramp | 0.000 | I-40 Exit 2 C-Ramp | 0.331 | I-40 nonCard | 62 | Derivation Code = 3 MS2 TDMS; Reference = {68_5663} Previous AAADT = 64 | 19 | - | 2 | 8 | 16% | 103 |
| - | - | 2 - Mainline Ramp | I 040003G | I-40 Exit 3 G-Ramp | 0.000 | I-40 Front | 0.074 | I-40 Exit 3 R-Ramp | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AAADT = 3405 | - | - | - | - | - | 5,525 |
| {68_5670} | 5670 | 2 - Mainline Ramp | I 040009A | I-40 Exit 9 A-Ramp | 0.000 | I-40 | 0.190 | I-40 Exit 9 G-Ramp | 5,116 | Derivation Code = 3 MS2 TDMS; Reference = {68_5670} Previous AAADT = 5247 | 9 | - | 215 | 2,029 | 44% | 8,516 |
| {68_5672} | 5672 | 2 - Mainline Ramp | I 040009C | I-40 Exit 9 C-Ramp | 0.000 | I-40 nonCard | 0.180 | I-40 Exit 9 J-Ramp | 3,476 | Derivation Code = 3 MS2 TDMS; Reference = {68_5672} Previous AAADT = 3565 | 9 | - | 145 | 1,377 | 44% | 5,786 |
| {68_5671} | 5671 | 2 - Mainline Ramp | I 040009G | I-40 Exit 9 G-Ramp | 0.000 | I-40 Exit 9 A-Ramp | 0.187 | I-40 | 4,300 | Derivation Code = 3 MS2 TDMS; Reference = {68_5671} Previous AAADT = 4410 | 8 | - | 181 | 1,707 | 44% | 7,158 |
| {68_5673} | 5673 | 2 - Mainline Ramp | I 040009I | I-40 Exit 9 I-Ramp | 0.000 | I-40 Exit 9 C-Ramp | 0.191 | I-40 nonCard | 4,361 | Derivation Code = 3 MS2 TDMS; Reference = {68_5673} Previous AAADT = 4473 | 9 | 53 | 183 | 1,731 | 44% | 7,259 |
| {68_5680} | 5680 | 2 - Mainline Ramp | I 040013A | I-40 Exit 13 A-Ramp | 0.000 | I-40 | 0.247 | I-40 Exit 13 G-Ramp | 81 | Derivation Code = 3 MS2 TDMS; Reference = {68_5680} Previous AAADT = 83 | 14 | - | 2 | 31 | 41% | 135 |
| {68_5682} | 5682 | 2 - Mainline Ramp | I 040013C | I-40 Exit 13 C-Ramp | 0.000 | I-40 nonCard | 0.204 | I-40 Exit 13 J-Ramp | 59 | Derivation Code = 3 MS2 TDMS; Reference = {68_5682} Previous AAADT = 60 | 24 | - | 1 | 22 | 39% | 98 |
| {68_5681} | 5681 | 2 - Mainline Ramp | I 040013G | I-40 Exit 13 G-Ramp | 0.000 | I-40 Exit 13 A-Ramp | 0.179 | I-40 | 73 | Derivation Code = 3 MS2 TDMS; Reference = {68_5681} Previous AAADT = 75 | 15 | - | 3 | 29 | 44% | 122 |
| - | - | 2 - Mainline Ramp | I 040013J | I-40 Exit 13 J-Ramp | 0.000 | I-40 Exit 13 C-Ramp | 0.231 | I-40 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AAADT = 3405 | - | - | - | - | - | 5,525 |
| {68_5690} | 5690 | 2 - Mainline Ramp | I 040020B | I-40 Exit 20 B-Ramp | 0.000 | I-40 | 0.148 | W Santa Fe Ranch Rd | 100 | Derivation Code = 3 MS2 TDMS; Reference = {68_5690} Previous AAADT = 103 | 16 | - | 2 | 39 | 41% | 166 |
| {68_5692} | 5692 | 2 - Mainline Ramp | I 040020C | I-40 Exit 20 C-Ramp | 0.000 | I-40 nonCard | 0.303 | W Santa Fe Ranch Rd | 72 | Derivation Code = 3 MS2 TDMS; Reference = {68_5692} Previous AAADT = 74 | 19 | - | 1 | 29 | 42% | 120 |
| {68_5691} | 5691 | 2 - Mainline Ramp | I 040020G | I-40 Exit 20 G-Ramp | 0.000 | W Santa Fe Ranch Rd | 0.259 | I-40 | 74 | Derivation Code = 3 MS2 TDMS; Reference = {68_5691} Previous AAADT = 76 | 25 | - | 1 | 31 | 43% | 123 |
| {68_5693} | 5693 | 2 - Mainline Ramp | I 040020I | I-40 Exit 20 I-Ramp | 0.000 | W Santa Fe Ranch Rd | 0.176 | I-40 nonCard | 116 | Derivation Code = 3 MS2 TDMS; Reference = {68_5693} Previous AAADT = 120 | 15 | - | 5 | 16 | 18% | 179 |
| - | - | 2 - Mainline Ramp | I 040022A | I-40 Exit 22 A-Ramp | 0.000 | I-40 | 0.137 | I-40 Exit 22 R-Ramp | 3,405 | Applied Growth Factor = -0.025 to Previous Year Previous AAADT = 3493 | - | - | - | - | - | 5,668 |
| - | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AAOT Single Trucks | AAOT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------|---------------------|-------------|----------------------|-----------|----------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| | - | 2 - Mainline Ramp | I 040023J | I-40 Exit 23 J-Ramp | 0.000 | I-40 Exit 22 S1-Ramp | 0.205 | I-40 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,525 |
| (68_5710) | 5710 | 2 - Mainline Ramp | I 040025A | I-40 Exit 25 A-Ramp | 0.000 | I-40 | 0.189 | W Mohave Center Blvd | 171 | Derivation Code = 3 MS2 TDMS; Reference = [68_5710] Previous AADT = 175 | 22 | - | 5 | 68 | 43% | 285 |
| (68_5712) | 5712 | 2 - Mainline Ramp | I 040025C | I-40 Exit 25 C-Ramp | 0.000 | I-40 nonCard | 0.212 | W Industry Dr | 133 | Derivation Code = 3 MS2 TDMS; Reference = [68_5712] Previous AADT = 136 | 15 | - | 5 | 52 | 43% | 221 |
| (68_5713) | 5713 | 2 - Mainline Ramp | I 040025J | I-40 Exit 25 J-Ramp | 0.000 | 5 Industry Dr | 0.247 | I-40 nonCard | 204 | Derivation Code = 3 MS2 TDMS; Reference = [68_5713] Previous AADT = 209 | 18 | - | 8 | 81 | 44% | 340 |
| (68_5720) | 5720 | 2 - Mainline Ramp | I 040026A | I-40 Exit 26 A-Ramp | 0.000 | I-40 | 0.143 | W Proving Grounds Rd | 74 | Derivation Code = 3 MS2 TDMS; Reference = [68_5720] Previous AADT = 76 | 22 | - | 3 | 31 | 46% | 123 |
| (68_5722) | 5722 | 2 - Mainline Ramp | I 040026C | I-40 Exit 26 C-Ramp | 0.000 | I-40 nonCard | 0.234 | I-40 Front nonCard | 250 | Derivation Code = 3 MS2 TDMS; Reference = [68_5722] Previous AADT = 256 | 17 | - | 10 | 100 | 44% | 416 |
| (68_5721) | 5721 | 2 - Mainline Ramp | I 040026G | I-40 Exit 26 G-Ramp | 0.000 | I-40 Front | 0.219 | I-40 | 398 | Derivation Code = 3 MS2 TDMS; Reference = [68_5721] Previous AADT = 408 | 18 | - | 17 | 156 | 43% | 662 |
| (68_5730) | 5730 | 2 - Mainline Ramp | I 040028A | I-40 Exit 28 A-Ramp | 0.000 | I-40 | 0.243 | I-40 Exit 28 G-Ramp | 34 | Derivation Code = 3 MS2 TDMS; Reference = [68_5730] Previous AADT = 35 | 18 | - | 1 | 4 | 15% | 57 |
| (68_5732) | 5732 | 2 - Mainline Ramp | I 040028C | I-40 Exit 28 C-Ramp | 0.000 | I-40 nonCard | 0.232 | I-40 Exit 28 J-Ramp | 63 | Derivation Code = 3 MS2 TDMS; Reference = [68_5732] Previous AADT = 65 | 20 | - | 2 | 8 | 16% | 105 |
| (68_5731) | 5731 | 2 - Mainline Ramp | I 040028G | I-40 Exit 28 G-Ramp | 0.000 | I-40 Exit 28 A-Ramp | 0.249 | I-40 | 240 | Derivation Code = 3 MS2 TDMS; Reference = [68_5731] Previous AADT = 41 | 23 | - | 1 | 5 | 15% | 67 |
| (68_5733) | 5733 | 2 - Mainline Ramp | I 040028J | I-40 Exit 28 J-Ramp | 0.000 | I-40 Exit 28 C-Ramp | 0.271 | I-40 nonCard | 78 | Derivation Code = 3 MS2 TDMS; Reference = [68_5733] Previous AADT = 80 | 16 | - | 3 | 11 | 18% | 130 |
| (68_5740) | 5740 | 2 - Mainline Ramp | I 040037A | I-40 Exit 37 A-Ramp | 0.000 | I-40 | 0.242 | I-40 Exit 37 G-Ramp | 128 | Derivation Code = 3 MS2 TDMS; Reference = [68_5740] Previous AADT = 131 | 16 | - | 3 | 50 | 41% | 213 |
| (68_5742) | 5742 | 2 - Mainline Ramp | I 040037C | I-40 Exit 37 C-Ramp | 0.000 | I-40 nonCard | 0.244 | I-40 Exit 37 J-Ramp | 532 | Derivation Code = 3 MS2 TDMS; Reference = [68_5742] Previous AADT = 546 | 22 | - | 21 | 210 | 43% | 886 |
| (68_5741) | 5741 | 2 - Mainline Ramp | I 040037G | I-40 Exit 37 G-Ramp | 0.000 | I-40 Exit 37 A-Ramp | 0.210 | I-40 | 533 | Derivation Code = 3 MS2 TDMS; Reference = [68_5741] Previous AADT = 547 | 21 | - | 21 | 210 | 43% | 887 |
| (68_5743) | 5743 | 2 - Mainline Ramp | I 040037J | I-40 Exit 37 J-Ramp | 0.000 | I-40 Exit 37 C-Ramp | 0.255 | I-40 nonCard | 112 | Derivation Code = 3 MS2 TDMS; Reference = [68_5743] Previous AADT = 115 | 15 | - | 4 | 44 | 43% | 186 |
| (68_5750) | 5750 | 2 - Mainline Ramp | I 040044A | I-40 Exit 44 A-Ramp | 0.000 | I-40 | 0.284 | I-40 Exit 44 G-Ramp | 705 | Derivation Code = 3 MS2 TDMS; Reference = [68_5750] Previous AADT = 723 | 14 | - | 30 | 279 | 44% | 1,174 |
| (68_5752) | 5752 | 2 - Mainline Ramp | I 040044C | I-40 Exit 44 C-Ramp | 0.000 | I-40 nonCard | 0.285 | I-40 Exit 44 J-Ramp | 1,072 | Derivation Code = 3 MS2 TDMS; Reference = [68_5752] Previous AADT = 1099 | 10 | - | 44 | 423 | 44% | 1,784 |
| (68_5751) | 5751 | 2 - Mainline Ramp | I 040044G | I-40 Exit 44 G-Ramp | 0.000 | I-40 Exit 44 A-Ramp | 0.232 | I-40 | 1,151 | Derivation Code = 3 MS2 TDMS; Reference = [68_5751] Previous AADT = 1180 | 10 | - | 46 | 455 | 44% | 1,916 |
| (68_5753) | 5753 | 2 - Mainline Ramp | I 040044J | I-40 Exit 44 J-Ramp | 0.000 | I-40 Exit 44 C-Ramp | 0.210 | I-40 nonCard | 580 | Derivation Code = 3 MS2 TDMS; Reference = [68_5753] Previous AADT = 595 | 11 | - | 24 | 229 | 44% | 965 |
| (68_5760) | 5760 | 2 - Mainline Ramp | I 040048A | I-40 Exit 48 A-Ramp | 0.000 | I-40 | 0.241 | I-40 Exit 48 G-Ramp | 1,236 | Derivation Code = 3 MS2 TDMS; Reference = [68_5760] Previous AADT = 1268 | 10 | - | 47 | 465 | 41% | 1,873 |
| (68_5762) | 5762 | 2 - Mainline Ramp | I 040048C | I-40 Exit 48 C-Ramp | 0.000 | I-40 nonCard | 0.289 | I-40 Exit 48 J-Ramp | 14,255 | Derivation Code = 3 MS2 TDMS; Reference = [68_5762] Previous AADT = 14620 | 10 | - | 570 | 5,354 | 42% | 21,596 |
| (68_5761) | 5761 | 2 - Mainline Ramp | I 040048G | I-40 Exit 48 G-Ramp | 0.000 | I-40 Exit 48 A-Ramp | 0.242 | I-40 | 14,620 | Derivation Code = 3 MS2 TDMS; Reference = [68_5761] Previous AADT = 14995 | 10 | 60 | 583 | 5,495 | 42% | 22,149 |
| (68_5763) | 5763 | 2 - Mainline Ramp | I 040048J | I-40 Exit 48 J-Ramp | 0.000 | I-40 Exit 48 C-Ramp | 0.238 | I-40 nonCard | 1,223 | Derivation Code = 3 MS2 TDMS; Reference = [68_5763] Previous AADT = 1254 | 10 | - | 48 | 459 | 41% | 2,036 |
| (68_5770) | 5770 | 2 - Mainline Ramp | I 040051A | I-40 Exit 51 A-Ramp | 0.000 | I-40 | 0.294 | I-40 Exit 51 G-Ramp | 6,028 | Derivation Code = 3 MS2 TDMS; Reference = [68_5770] Previous AADT = 6183 | 10 | - | 238 | 2,263 | 41% | 9,132 |
| (68_5772) | 5772 | 2 - Mainline Ramp | I 040051C | I-40 Exit 51 C-Ramp | 0.000 | I-40 nonCard | 0.337 | I-40 Exit 51 J-Ramp | 2,375 | Derivation Code = 3 MS2 TDMS; Reference = [68_5772] Previous AADT = 2436 | 12 | - | 94 | 892 | 42% | 3,598 |
| (68_5771) | 5771 | 2 - Mainline Ramp | I 040051G | I-40 Exit 51 G-Ramp | 0.000 | I-40 Exit 51 A-Ramp | 0.326 | I-40 | 2,520 | Derivation Code = 3 MS2 TDMS; Reference = [68_5771] Previous AADT = 2585 | 11 | - | 100 | 947 | 42% | 3,818 |
| (68_5773) | 5773 | 2 - Mainline Ramp | I 040051J | I-40 Exit 51 J-Ramp | 0.000 | I-40 Exit 51 C-Ramp | 0.309 | I-40 nonCard | 6,076 | Derivation Code = 3 MS2 TDMS; Reference = [68_5773] Previous AADT = 6232 | 10 | - | 241 | 2,283 | 42% | 9,205 |
| (68_5780) | 5780 | 2 - Mainline Ramp | I 040053A | I-40 Exit 53 A-Ramp | 0.000 | I-40 | 0.135 | I-40 Exit 53 G-Ramp | 5,218 | Derivation Code = 3 MS2 TDMS; Reference = [68_5780] Previous AADT = 5352 | 8 | - | 207 | 1,963 | 42% | 7,905 |
| (68_5782) | 5782 | 2 - Mainline Ramp | I 040053D | I-40 Exit 53 D-Ramp | 0.000 | I-40 nonCard | 0.403 | SR-66 | 2,828 | Derivation Code = 3 MS2 TDMS; Reference = [68_5782] Previous AADT = 2901 | 11 | - | 112 | 1,061 | 41% | 4,284 |
| (68_5781) | 5781 | 2 - Mainline Ramp | I 040053G | I-40 Exit 53 G-Ramp | 0.000 | I-40 Exit 53 A-Ramp | 0.239 | I-40 | 2,722 | Derivation Code = 3 MS2 TDMS; Reference = [68_5781] Previous AADT = 2792 | 10 | - | 108 | 1,021 | 41% | 4,124 |
| | | | | | | | | | | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 6371 | 7 | - | 526 | 86 | 10% | 9,410 |
| | - | 2 - Mainline Ramp | I 040053P | I-40 Exit 53 P-Ramp | 0.000 | SR-66 | 0.086 | I-40 Exit 53 G-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | I 040053X | I-40 Exit 53 X-Ramp | 0.000 | I-40 Exit 53 D-Ramp | 0.064 | SR-66 | - | - | - | - | - | - | - | - |
| (68_5790) | 5790 | 2 - Mainline Ramp | I 040059A | I-40 Exit 59 A-Ramp | 0.000 | I-40 | 0.345 | I-40 Exit 59 G-Ramp | 1,767 | Derivation Code = 3 MS2 TDMS; Reference = [68_5790] Previous AADT = 1812 | 9 | 100 | 71 | 666 | 42% | 2,941 |
| (68_5792) | 5792 | 2 - Mainline Ramp | I 040059C | I-40 Exit 59 C-Ramp | 0.000 | I-40 nonCard | 0.160 | I-40 Exit 59 J-Ramp | 1,569 | Derivation Code = 3 MS2 TDMS; Reference = [68_5792] Previous AADT = 1609 | 12 | 100 | 62 | 591 | 42% | 2,612 |
| (68_5791) | 5791 | 2 - Mainline Ramp | I 040059G | I-40 Exit 59 G-Ramp | 0.000 | I-40 Exit 59 A-Ramp | 0.201 | I-40 | 1,558 | Derivation Code = 3 MS2 TDMS; Reference = [68_5791] Previous AADT = 1598 | 8 | 100 | 31 | 312 | 22% | 2,593 |
| (68_5793) | 5793 | 2 - Mainline Ramp | I 040059J | I-40 Exit 59 J-Ramp | 0.000 | I-40 Exit 59 C-Ramp | 0.236 | I-40 nonCard | 2,109 | Derivation Code = 3 MS2 TDMS; Reference = [68_5793] Previous AADT = 2163 | 8 | 100 | 48 | 466 | 24% | 3,511 |
| (68_5800) | 5800 | 2 - Mainline Ramp | I 040066A | I-40 Exit 66 A-Ramp | 0.000 | I-40 | 0.191 | I-40 Exit 66 G-Ramp | 2,424 | Derivation Code = 3 MS2 TDMS; Reference = [68_5800] Previous AADT = 2486 | 8 | - | 100 | 963 | 44% | 4,035 |
| (68_5802) | 5802 | 2 - Mainline Ramp | I 040066C | I-40 Exit 66 C-Ramp | 0.000 | I-40 nonCard | 0.190 | I-40 Exit 66 J-Ramp | 2,248 | Derivation Code = 3 MS2 TDMS; Reference = [68_5802] Previous AADT = 2306 | 10 | - | 94 | 893 | 44% | 3,742 |
| (68_5801) | 5801 | 2 - Mainline Ramp | I 040066G | I-40 Exit 66 G-Ramp | 0.000 | I-40 Exit 66 A-Ramp | 0.188 | I-40 | 2,071 | Derivation Code = 3 MS2 TDMS; Reference = [68_5801] Previous AADT = 2124 | 10 | - | 81 | 780 | 42% | 3,447 |
| (68_5803) | 5803 | 2 - Mainline Ramp | I 040066J | I-40 Exit 66 J-Ramp | 0.000 | I-40 Exit 66 C-Ramp | 0.211 | I-40 nonCard | 2,722 | Derivation Code = 3 MS2 TDMS; Reference = [68_5803] Previous AADT = 2792 | 10 | - | 112 | 1,082 | 44% | 4,531 |
| (68_5810) | 5810 | 2 - Mainline Ramp | I 040071A | I-40 Exit 71 A-Ramp | 0.000 | I-40 | 0.297 | US-93 | 5,415 | Derivation Code = 3 MS2 TDMS; Reference = [68_5810] Previous AADT = 5554 | 11 | 55 | 172 | 1,935 | 39% | 9,014 |
| (68_5812) | 5812 | 2 - Mainline Ramp | I 040071D | I-40 Exit 71 D-Ramp | 0.000 | I-40 nonCard | 0.199 | I-40 Exit 71 J-Ramp | 166 | Derivation Code = 3 MS2 TDMS; Reference = [68_5812] Previous AADT = 170 | 14 | - | 5 | 61 | 40% | 276 |
| (68_5811) | 5811 | 2 - Mainline Ramp | I 040071G | I-40 Exit 71 G-Ramp | 0.000 | US-93 | 0.213 | I-40 | 48 | Derivation Code = 3 MS2 TDMS; Reference = [68_5811] Previous AADT = 49 | 15 | - | - | 17 | 35% | 80 |
| (68_5813) | 5813 | 2 - Mainline Ramp | I 040071J | I-40 Exit 71 J-Ramp | 0.000 | I-40 Exit 71 D-Ramp | 0.413 | I-40 nonCard | 4,936 | Derivation Code = 3 MS2 TDMS; Reference = [68_5813] Previous AADT = 5063 | 10 | - | 207 | 1,957 | 44% | 8,216 |
| | - | 2 - Mainline Ramp | I 040071P | I-40 Exit 71 P-Ramp | 0.000 | US-93 nonCard | 0.042 | I-40 Exit 71 G-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | I 040071T | I-40 Exit 71 T-Ramp | 0.000 | I-40 Exit 71 A-Ramp | 0.021 | US-93 nonCard | 3,319 | Applied Growth Factor = -0.025 to Previous Year Previous AADT = 3405 | - | - | - | - | - | 5,525 |
| (68_5820) | 5820 | 2 - Mainline Ramp | I 040079A | I-40 Exit 79 A-Ramp | 0.000 | I-40 | 0.199 | I-40 Exit 79 G-Ramp | 1,511 | Derivation Code = 3 MS2 TDMS; Reference = [68_5820] Previous AADT = 1555 | 16 | - | 5 | 59 | 42% | 251 |
| (68_5822) | 5822 | 2 - Mainline Ramp | I 040079C | I-40 Exit 79 C-Ramp | 0.000 | I-40 nonCard | 0.197 | I-40 Exit 79 J-Ramp | 53 | Derivation Code = 3 MS2 TDMS; Reference = [68_5822] Previous AADT = 54 | 22 | - | 2 | 7 | 17% | 88 |
| (68_5821) | 5821 | 2 - Mainline Ramp | I 040079G | I-40 Exit 79 G-Ramp | 0.000 | I-40 Exit 79 A-Ramp | 0.207 | I-40 | 68 | Derivation Code = 3 MS2 TDMS; Reference = [68_5821] Previous AADT = 70 | 29 | - | 1 | 23 | 35% | 113 |
| (68_5823) | 5823 | 2 - Mainline Ramp | I 040079J | I-40 Exit 79 J-Ramp | 0.000 | I-40 Exit 79 C-Ramp | 0.199 | I-40 nonCard | 111 | Derivation Code = 3 MS2 TDMS; Reference = [68_5823] Previous AADT = 114 | 14 | - | 3 | 44 | 42% | 185 |
| (68_5830) | 5830 | 2 - Mainline Ramp | I 040087A | I-40 Exit 87 A-Ramp | 0.000 | I-40 | 0.343 | I-40 Exit 87 G-Ramp | 128 | Derivation Code = 3 MS2 TDMS; Reference = [68_5830] Previous AADT = 131 | 14 | - | 4 | 51 | 43% | 213 |
| (68_5832) | 5832 | 2 - Mainline Ramp | I 040087C | I-40 Exit 87 C-Ramp | 0.000 | I-40 nonCard | 0.233 | I-40 Exit 87 J-Ramp | 52 | Derivation Code = 3 MS2 TDMS; Reference = [68_5832] Previous AADT = 53 | 28 | - | 2 | 7 | 17% | 87 |
| (68_5831) | 5831 | 2 - Mainline Ramp | I 040087G | I-40 Exit 87 G-Ramp | 0.000 | I-40 Exit 87 A-Ramp | 0.308 | I-40 | 85 | Derivation Code = 3 MS2 TDMS; Reference = [68_5831] Previous AADT = 87 | 23 | - | 2 | 31 | 39% | 141 |
| (68_5833) | 5833 | 2 - Mainline Ramp | I 040087J | I-40 Exit 87 J-Ramp | 0.000 | I-40 Exit 87 C-Ramp | 0.327 | I-40 nonCard | 73 | Derivation Code = 3 MS2 TDMS; Reference = [68_5833] Previous AADT = 75 | 19 | - | 3 | 11 | 19% | 122 |
| (68_5840) | 5840 | 2 - Mainline Ramp | I 040091A | I-40 Exit 91 A-Ramp | 0.000 | I-40 | 0.192 | I-40 Exit 91 G-Ramp | 122 | Derivation Code = 3 MS2 TDMS; Reference = [68_5840] Previous AADT = 125 | 14 | - | 4 | 47 | 42% | 203 |
| (68_5842) | 5842 | 2 - Mainline Ramp | I 040091C | I-40 Exit 91 C-Ramp | 0.000 | I-40 nonCard | 0.220 | I-40 Exit 91 J-Ramp | 134 | Derivation Code = 3 MS2 TDMS; Reference = [68_5842] Previous AADT = 137 | 15 | - | 3 | 53 | 42% | 223 |
| (68_5841) | 5841 | 2 - Mainline Ramp | I 040091G | I-40 Exit 91 G-Ramp | 0.000 | I-40 Exit 91 A-Ramp | 0 | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------|----------------------|-------------|--------------------------------|-----------|--------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_5851} | 5851 | 2 - Mainline Ramp | I 040096G | I-40 Exit 96 G-Ramp | 0.000 | I-40 Exit 96 A-Ramp | 0.332 | I-40 | 41 | Derivation Code = 3 MS2 TDMS; Reference = {68_5851} Previous AADT = 41 | 22 | - | 2 | 3 | 12% | 65 |
| {68_5853} | 5853 | 2 - Mainline Ramp | I 040096J | I-40 Exit 96 J-Ramp | 0.000 | I-40 Exit 96 C-Ramp | 0.276 | I-40 nonCard | 55 | Derivation Code = 3 MS2 TDMS; Reference = {68_5853} Previous AADT = 56 | 16 | - | 2 | 6 | 15% | 87 |
| {68_5860} | 5860 | 2 - Mainline Ramp | I 040103A | I-40 Exit 103 A-Ramp | 0.000 | I-40 | 0.187 | I-40 Exit 103 G-Ramp | 185 | Derivation Code = 3 MS2 TDMS; Reference = {68_5860} Previous AADT = 187 | 14 | - | 10 | 21 | 17% | 292 |
| {68_5862} | 5862 | 2 - Mainline Ramp | I 040103C | I-40 Exit 103 C-Ramp | 0.000 | I-40 nonCard | 0.196 | I-40 Exit 103 J-Ramp | 120 | Derivation Code = 3 MS2 TDMS; Reference = {68_5862} Previous AADT = 121 | 15 | - | 7 | 9 | 13% | 190 |
| {68_5861} | 5861 | 2 - Mainline Ramp | I 040103G | I-40 Exit 103 G-Ramp | 0.000 | I-40 Exit 103 A-Ramp | 0.264 | I-40 | 78 | Derivation Code = 3 MS2 TDMS; Reference = {68_5861} Previous AADT = 79 | 21 | - | 3 | 4 | 9% | 123 |
| {68_5863} | 5863 | 2 - Mainline Ramp | I 040103J | I-40 Exit 103 J-Ramp | 0.000 | I-40 Exit 103 C-Ramp | 0.216 | I-40 nonCard | 137 | Derivation Code = 3 MS2 TDMS; Reference = {68_5863} Previous AADT = 139 | 24 | - | 8 | 13 | 15% | 217 |
| {68_5870} | 5870 | 2 - Mainline Ramp | I 040109A | I-40 Exit 109 A-Ramp | 0.000 | I-40 | 0.260 | I-40 Exit 109 G-Ramp | 95 | Derivation Code = 3 MS2 TDMS; Reference = {68_5870} Previous AADT = 96 | 17 | - | 4 | 6 | 11% | 150 |
| {68_5872} | 5872 | 2 - Mainline Ramp | I 040109C | I-40 Exit 109 C-Ramp | 0.000 | I-40 nonCard | 0.250 | I-40 Exit 109 J-Ramp | 79 | Derivation Code = 3 MS2 TDMS; Reference = {68_5872} Previous AADT = 80 | 19 | - | 3 | 4 | 9% | 125 |
| {68_5871} | 5871 | 2 - Mainline Ramp | I 040109G | I-40 Exit 109 G-Ramp | 0.000 | I-40 Exit 109 A-Ramp | 0.265 | I-40 | 186 | Derivation Code = 1 MS2 TDMS; Reference = {68_5871} Previous AADT = 191 | 14 | - | 12 | 24 | 19% | 294 |
| {68_5873} | 5873 | 2 - Mainline Ramp | I 040109J | I-40 Exit 109 J-Ramp | 0.000 | I-40 Exit 109 C-Ramp | 0.268 | I-40 nonCard | 151 | Derivation Code = 3 MS2 TDMS; Reference = {68_5873} Previous AADT = 153 | 16 | - | 8 | 15 | 15% | 239 |
| {68_5880} | 5880 | 2 - Mainline Ramp | I 040121A | I-40 Exit 121 A-Ramp | 0.000 | I-40 | 0.127 | I-40 Front | 613 | Derivation Code = 3 MS2 TDMS; Reference = {68_5880} Previous AADT = 620 | 14 | - | 40 | 77 | 19% | 969 |
| {68_5882} | 5882 | 2 - Mainline Ramp | I 040121C | I-40 Exit 121 C-Ramp | 0.000 | I-40 nonCard | 0.183 | I-40 Exit 121 J-Ramp | 161 | Derivation Code = 3 MS2 TDMS; Reference = {68_5882} Previous AADT = 163 | 11 | - | 10 | 12 | 14% | 254 |
| {68_5881} | 5881 | 2 - Mainline Ramp | I 040121G | I-40 Exit 121 G-Ramp | 0.000 | I-40 Front | 0.189 | I-40 | 159 | Derivation Code = 3 MS2 TDMS; Reference = {68_5881} Previous AADT = 161 | 12 | - | 10 | 12 | 14% | 251 |
| {68_5883} | 5883 | 2 - Mainline Ramp | I 040121J | I-40 Exit 121 J-Ramp | 0.000 | I-40 Exit 121 C-Ramp | 0.233 | I-40 nonCard | 375 | Derivation Code = 3 MS2 TDMS; Reference = {68_5883} Previous AADT = 380 | 12 | - | 22 | 48 | 19% | 593 |
| {68_5890} | 5890 | 2 - Mainline Ramp | I 040123A | I-40 Exit 123 A-Ramp | 0.000 | I-40 | 0.191 | I-40 Front | 1,597 | Derivation Code = 3 MS2 TDMS; Reference = {68_5890} Previous AADT = 1616 | 11 | - | 106 | 137 | 15% | 2,524 |
| {68_5892} | 5892 | 2 - Mainline Ramp | I 040123C | I-40 Exit 123 C-Ramp | 0.000 | I-40 nonCard | 0.149 | I-40 Exit 123 J-Ramp | 1,092 | Derivation Code = 3 MS2 TDMS; Reference = {68_5892} Previous AADT = 1,128 | 11 | - | 78 | 101 | 16% | 1,726 |
| {68_5891} | 5891 | 2 - Mainline Ramp | I 040123G | I-40 Exit 123 G-Ramp | 0.000 | I-40 Front | 0.225 | I-40 | 2,274 | Derivation Code = 3 MS2 TDMS; Reference = {68_5891} Previous AADT = 2,302 | 10 | - | 151 | 287 | 19% | 3,594 |
| {68_5893} | 5893 | 2 - Mainline Ramp | I 040123J | I-40 Exit 123 J-Ramp | 0.000 | I-40 Exit 123 C-Ramp | 0.261 | I-40 nonCard | 966 | Derivation Code = 3 MS2 TDMS; Reference = {68_5893} Previous AADT = 978 | 11 | - | 65 | 82 | 15% | 1,527 |
| {68_5910} | 5910 | 2 - Mainline Ramp | I 040139A | I-40 Exit 139 A-Ramp | 0.000 | I-40 | 0.159 | I-40 Front | 171 | Derivation Code = 3 MS2 TDMS; Reference = {68_5910} Previous AADT = 173 | 13 | - | 12 | 19 | 18% | 270 |
| {68_5912} | 5912 | 2 - Mainline Ramp | I 040139C | I-40 Exit 139 C-Ramp | 0.000 | I-40 nonCard | 0.160 | I-40 Front nonCard | 384 | Derivation Code = 3 MS2 TDMS; Reference = {68_5912} Previous AADT = 389 | 14 | - | 24 | 50 | 19% | 607 |
| {68_5911} | 5911 | 2 - Mainline Ramp | I 040139G | I-40 Exit 139 G-Ramp | 0.000 | I-40 Front | 0.159 | I-40 | 508 | Derivation Code = 3 MS2 TDMS; Reference = {68_5911} Previous AADT = 514 | 15 | - | 32 | 63 | 19% | 803 |
| {68_5913} | 5913 | 2 - Mainline Ramp | I 040139J | I-40 Exit 139 J-Ramp | 0.000 | I-40 Front nonCard | 0.162 | I-40 nonCard | 105 | Derivation Code = 3 MS2 TDMS; Reference = {68_5913} Previous AADT = 106 | 19 | - | 4 | 10 | 13% | 166 |
| {68_5920} | 5920 | 2 - Mainline Ramp | I 040144A | I-40 Exit 144 A-Ramp | 0.000 | I-40 | 0.264 | I-40 Front | 809 | Derivation Code = 3 MS2 TDMS; Reference = {68_5920} Previous AADT = 819 | 11 | - | 54 | 102 | 19% | 1,279 |
| {68_5922} | 5922 | 2 - Mainline Ramp | I 040144C | I-40 Exit 144 C-Ramp | 0.000 | I-40 nonCard | 0.221 | I-40 Exit 144 J-Ramp | 257 | Derivation Code = 3 MS2 TDMS; Reference = {68_5922} Previous AADT = 261 | 13 | - | 14 | 30 | 17% | 408 |
| {68_5921} | 5921 | 2 - Mainline Ramp | I 040144G | I-40 Exit 144 G-Ramp | 0.000 | I-40 Front | 0.287 | I-40 | 670 | Derivation Code = 3 MS2 TDMS; Reference = {68_5921} Previous AADT = 678 | 12 | - | 42 | 85 | 19% | 1,059 |
| {68_5923} | 5923 | 2 - Mainline Ramp | I 040144J | I-40 Exit 144 J-Ramp | 0.000 | I-40 Exit 144 C-Ramp | 0.307 | I-40 nonCard | 462 | Derivation Code = 3 MS2 TDMS; Reference = {68_5923} Previous AADT = 468 | 14 | - | 30 | 59 | 19% | 730 |
| {68_5930} | 5930 | 2 - Mainline Ramp | I 040146A | I-40 Exit 146 A-Ramp | 0.000 | I-40 | 0.242 | I-40 Exit 146 G-Ramp | 869 | Derivation Code = 3 MS2 TDMS; Reference = {68_5930} Previous AADT = 880 | 13 | - | 57 | 109 | 19% | 1,374 |
| {68_5932} | 5932 | 2 - Mainline Ramp | I 040146C | I-40 Exit 146 C-Ramp | 0.000 | I-40 nonCard | 0.500 | Flagstaff 8551/Kingman 8651 DB | 816 | Derivation Code = 3 MS2 TDMS; Reference = {68_5932} Previous AADT = 826 | 13 | - | 54 | 70 | 15% | 1,290 |
| {68_5931} | 5931 | 2 - Mainline Ramp | I 040146G | I-40 Exit 146 G-Ramp | 0.000 | I-40 Exit 146 A-Ramp | 0.353 | I-40 | 1,176 | Derivation Code = 3 MS2 TDMS; Reference = {68_5931} Previous AADT = 1,190 | 12 | - | 77 | 98 | 15% | 1,859 |
| {68_5933} | 5933 | 2 - Mainline Ramp | I 040146J | I-40 Exit 146 J-Ramp | 0.000 | Flagstaff 8551/Kingman 8651 DB | 0.273 | I-40 nonCard | 1,194 | Derivation Code = 3 MS2 TDMS; Reference = {68_5933} Previous AADT = 1,209 | 12 | - | 79 | 152 | 19% | 1,887 |
| {68_5940} | 5940 | 2 - Mainline Ramp | I 040148B | I-40 Exit 148 B-Ramp | 0.000 | I-40 | 0.056 | I-40 Front | 11 | Derivation Code = 3 MS2 TDMS; Reference = {68_5940} Previous AADT = 11 | 30 | - | - | - | 0% | 18 |
| {68_5942} | 5942 | 2 - Mainline Ramp | I 040148C | I-40 Exit 148 C-Ramp | 0.000 | I-40 nonCard | 0.104 | I-40 Front nonCard | 18 | Derivation Code = 3 MS2 TDMS; Reference = {68_5942} Previous AADT = 18 | 31 | - | - | - | 0% | 29 |
| {68_5941} | 5941 | 2 - Mainline Ramp | I 040148G | I-40 Exit 148 G-Ramp | 0.000 | I-40 Front | 0.091 | I-40 | 8 | Derivation Code = 3 MS2 TDMS; Reference = {68_5941} Previous AADT = 8 | 25 | - | - | - | 0% | 13 |
| {68_5943} | 5943 | 2 - Mainline Ramp | I 040148J | I-40 Exit 148 J-Ramp | 0.000 | I-40 Front nonCard | 0.055 | I-40 nonCard | 38 | Derivation Code = 3 MS2 TDMS; Reference = {68_5943} Previous AADT = 36 | 26 | - | 1 | 2 | 8% | 58 |
| {68_5950} | 5950 | 2 - Mainline Ramp | I 040149A | I-40 Exit 149 A-Ramp | 0.000 | I-40 | 0.170 | Monte Carlo Rd | 24 | Derivation Code = 3 MS2 TDMS; Reference = {68_5950} Previous AADT = 24 | 27 | - | 2 | 8% | 39 | |
| {68_5952} | 5952 | 2 - Mainline Ramp | I 040149C | I-40 Exit 149 C-Ramp | 0.000 | I-40 nonCard | 0.186 | I-40 Exit 149 J-Ramp | 24 | Derivation Code = 3 MS2 TDMS; Reference = {68_5952} Previous AADT = 24 | 27 | - | - | - | 0% | 39 |
| {68_5951} | 5951 | 2 - Mainline Ramp | I 040149F | I-40 Exit 149 F-Ramp | 0.000 | I-40 Exit 149 A-Ramp | 0.065 | I-40 | 25 | Derivation Code = 3 MS2 TDMS; Reference = {68_5951} Previous AADT = 24 | 39 | - | - | - | 0% | 38 |
| {68_5953} | 5953 | 2 - Mainline Ramp | I 040149H | I-40 Exit 149 H-Ramp | 0.000 | I-40 Exit 149 C-Ramp | 0.069 | I-40 nonCard | 28 | Derivation Code = 3 MS2 TDMS; Reference = {68_5953} Previous AADT = 26 | 40 | - | 1 | 1 | 7% | 43 |
| {68_5960} | 5960 | 2 - Mainline Ramp | I 040151A | I-40 Exit 151 A-Ramp | 0.000 | I-40 | 0.116 | FS 35 Rd | 22 | Derivation Code = 3 MS2 TDMS; Reference = {68_5960} Previous AADT = 22 | 30 | - | - | - | 0% | 36 |
| {68_5962} | 5962 | 2 - Mainline Ramp | I 040151C | I-40 Exit 151 C-Ramp | 0.000 | I-40 nonCard | 0.114 | Corva Rd | 23 | Derivation Code = 3 MS2 TDMS; Reference = {68_5962} Previous AADT = 23 | 19 | - | - | - | 0% | 37 |
| {68_5961} | 5961 | 2 - Mainline Ramp | I 040151F | I-40 Exit 151 F-Ramp | 0.000 | I-40 Exit 151 A-Ramp | 0.050 | I-40 | 28 | Derivation Code = 3 MS2 TDMS; Reference = {68_5961} Previous AADT = 26 | 20 | - | 1 | 1 | 7% | 43 |
| {68_5963} | 5963 | 2 - Mainline Ramp | I 040151J | I-40 Exit 151 J-Ramp | 0.000 | I-40 Exit 151 C-Ramp | 0.043 | I-40 nonCard | 22 | Derivation Code = 3 MS2 TDMS; Reference = {68_5963} Previous AADT = 20 | 110 | - | - | - | 0% | 34 |
| {68_5970} | 5970 | 2 - Mainline Ramp | I 040157A | I-40 Exit 157 A-Ramp | 0.000 | I-40 | 0.099 | McLellan Reservoir U | 37 | Derivation Code = 3 MS2 TDMS; Reference = {68_5970} Previous AADT = 37 | 12 | - | 1 | 3 | 11% | 60 |
| {68_5972} | 5972 | 2 - Mainline Ramp | I 040157D | I-40 Exit 157 D-Ramp | 0.000 | I-40 nonCard | 0.060 | I-40 Exit 157 J-Ramp | 20 | Derivation Code = 3 MS2 TDMS; Reference = {68_5972} Previous AADT = 20 | 32 | - | - | - | 0% | 32 |
| {68_5971} | 5971 | 2 - Mainline Ramp | I 040157F | I-40 Exit 157 F-Ramp | 0.000 | I-40 Exit 157 A-Ramp | 0.056 | I-40 | 26 | Derivation Code = 3 MS2 TDMS; Reference = {68_5971} Previous AADT = 25 | 25 | - | - | - | 0% | 40 |
| {68_5973} | 5973 | 2 - Mainline Ramp | I 040157J | I-40 Exit 157 J-Ramp | 0.000 | McLellan Reservoir Rd | 0.141 | I-40 nonCard | 32 | Derivation Code = 3 MS2 TDMS; Reference = {68_5973} Previous AADT = 32 | 24 | - | 1 | 1 | 6% | 52 |
| {68_5980} | 5980 | 2 - Mainline Ramp | I 040161A | I-40 Exit 161 A-Ramp | 0.000 | I-40 | 0.388 | I-40 Exit 161 G-Ramp | 904 | Derivation Code = 1 MS2 TDMS; Reference = {68_5980} Previous AADT = 1601 | 8 | - | 104 | 203 | 34% | 1,468 |
| {68_5982} | 5982 | 2 - Mainline Ramp | I 040161C | I-40 Exit 161 C-Ramp | 0.000 | I-40 Front nonCard | 0.282 | I-40 nonCard | 1,166 | Derivation Code = 3 MS2 TDMS; Reference = {68_5982} Previous AADT = 1,180 | 12 | - | 73 | 151 | 19% | 1,894 |
| {68_5981} | 5981 | 2 - Mainline Ramp | I 040161G | I-40 Exit 161 G-Ramp | 0.000 | I-40 Exit 161 A-Ramp | 0.205 | I-40 | 2,163 | Derivation Code = 3 MS2 TDMS; Reference = {68_5981} Previous AADT = 2,189 | 10 | - | 145 | 279 | 20% | 3,513 |
| {68_5983} | 5983 | 2 - Mainline Ramp | I 040161J | I-40 Exit 161 J-Ramp | 0.000 | I-40 Front nonCard | 0.262 | I-40 nonCard | 924 | Derivation Code = 3 MS2 TDMS; Reference = {68_5983} Previous AADT = 935 | 14 | - | 59 | 117 | 19% | 1,501 |
| {68_5990} | 5990 | 2 - Mainline Ramp | I 040163A | I-40 Exit 163 A-Ramp | 0.000 | I-40 | 0.268 | I-40 Exit 163 G-Ramp | 1,990 | Derivation Code = 3 MS2 TDMS; Reference = {68_5990} Previous AADT = 2,014 | 12 | - | 130 | 251 | 19% | 3,232 |
| {68_5992} | 5992 | 2 - Mainline Ramp | I 040163C | I-40 Exit 163 C-Ramp | 0.000 | I-40 nonCard | 0.274 | I-40 Exit 163 J-Ramp | 2,239 | Derivation Code = 3 MS2 TDMS; Reference = {68_5992} Previous AADT = 2,266 | 11 | - | 147 | 285 | 19% | 3,636 |
| {68_5991} | 5991 | 2 - Mainline Ramp | I 040163G | I-40 Exit 163 G-Ramp | 0.000 | I-40 Exit 163 A-Ramp | 0.250 | I-40 | 2,741 | Derivation Code = 3 MS2 TDMS; Reference = {68_5991} Previous AADT = 2,774 | 11 | - | 181 | 347 | 19% | 4,451 |
| {68_5993} | 5993 | 2 - Mainline Ramp | I 040163J | I-40 Exit 163 J-Ramp | 0.000 | I-40 nonCard | 0.244 | I-40 Exit 163 C-Ramp | 818 | Derivation Code = 3 MS2 TDMS; Reference = {68_5993} Previous AADT = 828 | 11 | - | 54 | 70 | 15% | 1,328 |
| {68_6000} | 6000 | 2 - Mainline Ramp | I 040165A | I-40 Exit 165 A-Ramp | 0.000 | I-40 | 0.257 | I-40 Exit 165 G-Ramp | 1,089 | Derivation Code = 3 MS2 TDMS; Reference = {68_6000} Previous AADT = 1,102 | 14 | - | 70 | 137 | 19% | 1,768 |
| {68_6002} | 6002 | 2 - Mainline Ramp | I 040165C | I-40 Exit 165 C-Ramp | 0.000 | I-40 nonCard | 0.271 | I-40 Exit 165 J-Ramp | 3,080 | Derivation Code = 3 MS2 TDMS; Reference = {68_6002} Previous AADT = 3,117 | 12 | - | 202 | 387 | 19% | 5,002 |
| {68_6001} | 6001 | 2 - Mainline Ramp | I 040165G | I-40 Exit 165 G-Ramp | 0.000 | I-40 Exit 165 A-Ramp | 0.278 | I-40 | 2,631 | Derivation Code = 3 MS2 TDMS; Reference = {68_6001} Previous AADT = 2,663</ | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | ADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------------------|--------|--------------------|------------|------------------------|-------------|-----------------------|-----------|--------------------------|-----------|---|------------|------------|-------------------|-------------------|------------|------------------|
| {68_6013} | 6013 | 2 - Mainline Ramp | I040167I | I-40 Exit 167 J-Ramp | 0.000 | I-40 Front nonCard | 0.195 | I-40 nonCard | 498 | Derivation Code = 3 MS2 TDMS; Reference = {68_6013} Previous AADT = 504 | 14 | - | 32 | 65 | 19% | 809 |
| {68_6020} | 6020 | 2 - Mainline Ramp | I040171A | I-40 Exit 171 A-Ramp | 0.000 | I-40 | 0.162 | I-40 Exit 171 G-Ramp | 488 | Derivation Code = 3 MS2 TDMS; Reference = {68_6020} Previous AADT = 494 | 26 | - | 30 | 59 | 18% | 792 |
| {68_6022} | 6022 | 2 - Mainline Ramp | I040171C | I-40 Exit 171 C-Ramp | 0.000 | I-40 nonCard | 0.207 | I-40 Exit 171 J-Ramp | 288 | Derivation Code = 3 MS2 TDMS; Reference = {68_6022} Previous AADT = 291 | 19 | - | 18 | 36 | 19% | 468 |
| {68_6021} | 6021 | 2 - Mainline Ramp | I040171G | I-40 Exit 171 G-Ramp | 0.000 | I-40 Exit 171 A-Ramp | 0.182 | I-40 | 217 | Derivation Code = 3 MS2 TDMS; Reference = {68_6021} Previous AADT = 220 | 18 | - | 13 | 25 | 18% | 352 |
| {68_6023} | 6023 | 2 - Mainline Ramp | I040171J | I-40 Exit 171 J-Ramp | 0.000 | I-40 Exit 171 C-Ramp | 0.137 | I-40 nonCard | 541 | Derivation Code = 3 MS2 TDMS; Reference = {68_6023} Previous AADT = 548 | 19 | - | 33 | 68 | 19% | 879 |
| {68_6030} | 6030 | 2 - Mainline Ramp | I040178A | I-40 Exit 178 A-Ramp | 0.000 | I-40 | 0.193 | I-40 Exit 178 G-Ramp | 240 | Derivation Code = 3 MS2 TDMS; Reference = {68_6030} Previous AADT = 243 | 14 | - | 14 | 31 | 15% | 390 |
| {68_6032} | 6032 | 2 - Mainline Ramp | I040178C | I-40 Exit 178 C-Ramp | 0.000 | I-40 nonCard | 0.180 | I-40 Exit 178 J-Ramp | 808 | Derivation Code = 3 MS2 TDMS; Reference = {68_6032} Previous AADT = 818 | 15 | - | 54 | 68 | 15% | 1,312 |
| {68_6031} | 6031 | 2 - Mainline Ramp | I040178G | I-40 Exit 178 G-Ramp | 0.000 | I-40 Exit 178 A-Ramp | 0.167 | I-40 | 1,035 | Derivation Code = 3 MS2 TDMS; Reference = {68_6031} Previous AADT = 1048 | 15 | - | 68 | 131 | 19% | 1,681 |
| {68_6033} | 6033 | 2 - Mainline Ramp | I040178J | I-40 Exit 178 J-Ramp | 0.000 | I-40 Exit 178 C-Ramp | 0.171 | I-40 nonCard | 199 | Derivation Code = 3 MS2 TDMS; Reference = {68_6033} Previous AADT = 201 | 17 | - | 12 | 21 | 17% | 323 |
| - | - | 2 - Mainline Ramp | I040181A | I-40 Exit 181 A-Ramp | 0.000 | I-40 | 0.108 | I-40 Exit 181 R2-Ramp | 3,771 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3817 | - | - | - | - | - | 6,124 |
| - | - | 2 - Mainline Ramp | I040181G | I-40 Exit 181 G-Ramp | 0.000 | I-40 Exit 181 R2-Ramp | 0.089 | I-40 | 3,625 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3670 | - | - | - | - | - | 5,887 |
| - | - | 2 - Mainline Ramp | I040182C | I-40 Exit 182 C-Ramp | 0.000 | I-40 nonCard | 0.095 | I-40 Exit 182 S2-Ramp | 3,771 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3817 | - | - | - | - | - | 6,124 |
| - | - | 2 - Mainline Ramp | I040182J | I-40 Exit 182 J-Ramp | 0.000 | I-40 Exit 182 S2-Ramp | 0.086 | I-40 nonCard | 3,625 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3670 | - | - | - | - | - | 5,887 |
| {68_6050} | 6050 | 2 - Mainline Ramp | I040185A | I-40 Exit 185 A-Ramp | 0.000 | I-40 | 0.186 | I-40 Exit 185 G-Ramp | 2,483 | Derivation Code = 3 MS2 TDMS; Reference = {68_6050} Previous AADT = 2513 | 10 | - | 163 | 312 | 19% | 4,032 |
| {68_6052} | 6052 | 2 - Mainline Ramp | I040185C | I-40 Exit 185 C-Ramp | 0.000 | I-40 nonCard | 0.181 | I-40 Exit 185 J-Ramp | 2,763 | Derivation Code = 3 MS2 TDMS; Reference = {68_6052} Previous AADT = 2797 | 9 | - | 182 | 350 | 19% | 4,487 |
| {68_6051} | 6051 | 2 - Mainline Ramp | I040185G | I-40 Exit 185 G-Ramp | 0.000 | I-40 Exit 185 A-Ramp | 0.144 | I-40 | 2,452 | Derivation Code = 3 MS2 TDMS; Reference = {68_6051} Previous AADT = 2482 | 11 | - | 161 | 310 | 19% | 3,982 |
| {68_6053} | 6053 | 2 - Mainline Ramp | I040185J | I-40 Exit 185 J-Ramp | 0.000 | I-40 Exit 185 C-Ramp | 0.129 | I-40 nonCard | 1,629 | Derivation Code = 3 MS2 TDMS; Reference = {68_6053} Previous AADT = 1649 | 10 | - | 106 | 205 | 19% | 2,645 |
| {68_6060} | 6060 | 2 - Mainline Ramp | I040190A | I-40 Exit 190 A-Ramp | 0.000 | I-40 | 0.241 | I-40 Exit 190 G-Ramp | 72 | Derivation Code = 3 MS2 TDMS; Reference = {68_6060} Previous AADT = 73 | 19 | - | 3 | 4 | 10% | 117 |
| {68_6062} | 6062 | 2 - Mainline Ramp | I040190C | I-40 Exit 190 C-Ramp | 0.000 | I-40 nonCard | 0.143 | I-40 Exit 190 J-Ramp | 225 | Derivation Code = 3 MS2 TDMS; Reference = {68_6062} Previous AADT = 228 | 13 | - | 14 | 27 | 18% | 365 |
| {68_6061} | 6061 | 2 - Mainline Ramp | I040190G | I-40 Exit 190 G-Ramp | 0.000 | I-40 Exit 190 A-Ramp | 0.102 | I-40 | 221 | Derivation Code = 3 MS2 TDMS; Reference = {68_6061} Previous AADT = 224 | 15 | - | 14 | 25 | 18% | 359 |
| {68_6063} | 6063 | 2 - Mainline Ramp | I040190J | I-40 Exit 190 J-Ramp | 0.000 | I-40 Exit 190 C-Ramp | 0.133 | I-40 nonCard | 65 | Derivation Code = 3 MS2 TDMS; Reference = {68_6063} Previous AADT = 66 | 22 | - | 2 | 8 | 15% | 106 |
| {68_6070} | 6070 | 2 - Mainline Ramp | I040191A | I-40 Exit 191 A-Ramp | 0.000 | I-40 | 0.176 | I-40 Exit 191 F-Ramp | 1,677 | Derivation Code = 3 MS2 TDMS; Reference = {68_6070} Previous AADT = 1697 | 11 | 50 | 375 | 61 | 26% | 2,490 |
| {68_6072} | 6072 | 2 - Mainline Ramp | I040191D | I-40 Exit 191 D-Ramp | 0.000 | I-40 nonCard | 0.149 | I-40 Exit 191 J-Ramp | 54 | Derivation Code = 3 MS2 TDMS; Reference = {68_6072} Previous AADT = 55 | 26 | - | 2 | 3 | 9% | 80 |
| {68_6071} | 6071 | 2 - Mainline Ramp | I040191F | I-40 Exit 191 F-Ramp | 0.000 | I-40 Exit 191 A-Ramp | 0.100 | EB I-40 Exit 191 On Ramp | 95 | Derivation Code = 3 MS2 TDMS; Reference = {68_6071} Previous AADT = 85 | 16 | - | 4 | 5 | 9% | 145 |
| {68_6073} | 6073 | 2 - Mainline Ramp | I040191J | I-40 Exit 191 J-Ramp | 0.000 | SR-408 nonCard | 0.501 | I-40 nonCard | 2,177 | Derivation Code = 3 MS2 TDMS; Reference = {68_6073} Previous AADT = 2093 | 15 | - | 116 | 149 | 12% | 3,535 |
| {68_6080} | 6080 | 2 - Mainline Ramp | I040192A | I-40 Exit 192 A-Ramp | 0.000 | I-40 | 0.252 | I-40 Exit 192 G-Ramp | 357 | Derivation Code = 3 MS2 TDMS; Reference = {68_6080} Previous AADT = 361 | 14 | - | 21 | 38 | 17% | 530 |
| {68_6082} | 6082 | 2 - Mainline Ramp | I040192C | I-40 Exit 192 C-Ramp | 0.000 | I-40 nonCard | 0.168 | I-40 Exit 192 J-Ramp | 1,723 | Derivation Code = 3 MS2 TDMS; Reference = {68_6082} Previous AADT = 1744 | 13 | - | 114 | 146 | 15% | 2,558 |
| {68_6081} | 6081 | 2 - Mainline Ramp | I040192G | I-40 Exit 192 G-Ramp | 0.000 | I-40 Exit 192 A-Ramp | 0.177 | I-40 | 1,903 | Derivation Code = 3 MS2 TDMS; Reference = {68_6081} Previous AADT = 1926 | 14 | - | 127 | 160 | 15% | 2,825 |
| {68_6083} | 6083 | 2 - Mainline Ramp | I040192J | I-40 Exit 192 J-Ramp | 0.000 | I-40 Exit 192 C-Ramp | 0.256 | I-40 nonCard | 192 | Derivation Code = 3 MS2 TDMS; Reference = {68_6083} Previous AADT = 194 | 23 | - | 13 | 14 | 14% | 285 |
| - | - | 2 - Mainline Ramp | I040195A1 | I-40 Exit 195 A1-Ramp | 0.000 | I-40 | 0.607 | I-17 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I040195A11 | I-40 Exit 195 A11-Ramp | 0.000 | I-40 Exit 195 A1-Ramp | 0.379 | I-17 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I040195C1 | I-40 Exit 195 C1-Ramp | 0.000 | I-40 nonCard | 0.476 | I-17 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I040195C11 | I-40 Exit 195 C11-Ramp | 0.000 | I-40 Exit 195 C1-Ramp | 0.612 | I-40 Exit 195 A1-Ramp | - | - | - | - | - | - | - | - |
| {68_6110} | 6110 | 2 - Mainline Ramp | I040198A | I-40 Exit 198 A-Ramp | 0.000 | I-40 | 0.235 | I-40 Exit 198 G-Ramp | 8,843 | Derivation Code = 3 MS2 TDMS; Reference = {68_6110} Previous AADT = 8950 | 12 | - | 578 | 1,115 | 19% | 13,127 |
| {68_6112} | 6112 | 2 - Mainline Ramp | I040198C | I-40 Exit 198 C-Ramp | 0.000 | I-40 nonCard | 0.246 | I-40 Exit 198 J-Ramp | 4,027 | Derivation Code = 3 MS2 TDMS; Reference = {68_6112} Previous AADT = 4076 | 11 | - | 268 | 341 | 15% | 5,978 |
| {68_6111} | 6111 | 2 - Mainline Ramp | I040198G | I-40 Exit 198 G-Ramp | 0.000 | I-40 Exit 198 A-Ramp | 0.164 | I-40 | 2,966 | Derivation Code = 3 MS2 TDMS; Reference = {68_6111} Previous AADT = 3002 | 14 | - | 196 | 250 | 15% | 4,403 |
| {216_140}+{68_6113}/2 | 6113 | 2 - Mainline Ramp | I040198J | I-40 Exit 198 J-Ramp | 0.000 | I-40 Exit 198 C-Ramp | 0.134 | I-40 nonCard | 8,622 | Derivation Code = 3 MS2 TDMS; Reference = ({216_140}+{68_6113})/2 Previous AADT = 8727 | 10 | - | 541 | 1,040 | 18% | 12,799 |
| {68_6120}+{216_156}/2 | 6120 | 2 - Mainline Ramp | I040201A | I-40 Exit 201 A-Ramp | 0.000 | I-40 | 0.194 | I-40 Exit 201 G-Ramp | 16,449 | Derivation Code = 3 MS2 TDMS; Reference = ({68_6120}+{216_156})/2 Previous AADT = 16648 | 13 | - | 631 | 808 | 9% | 24,419 |
| {68_6122}+{216_154}/2 | 6122 | 2 - Mainline Ramp | I040201C | I-40 Exit 201 C-Ramp | 0.000 | I-40 nonCard | 0.320 | SR-408 nonCard | 3,076 | Derivation Code = 3 MS2 TDMS; Reference = ({68_6122}+{216_154})/2 Previous AADT = 3114 | 11 | - | 124 | 158 | 9% | 4,566 |
| {68_6121}+{216_157}/2 | 6121 | 2 - Mainline Ramp | I040201G | I-40 Exit 201 G-Ramp | 0.000 | I-40 Exit 201 A-Ramp | 0.170 | I-40 | 1,548 | Derivation Code = 3 MS2 TDMS; Reference = ({68_6121}+{216_157})/2 Previous AADT = 1566 | 11 | - | 94 | 123 | 14% | 2,298 |
| {68_6123}+{216_155}/2 | 6123 | 2 - Mainline Ramp | I040201J | I-40 Exit 201 J-Ramp | 0.000 | SR-408 nonCard | 0.255 | I-40 nonCard | 18,322 | Derivation Code = 3 MS2 TDMS; Reference = ({68_6123}+{216_155})/2 Previous AADT = 18544 | 11 | - | 672 | 1,296 | 11% | 27,199 |
| {68_6130} | 6130 | 2 - Mainline Ramp | I040204A | I-40 Exit 204 A-Ramp | 0.000 | I-40 | 0.229 | I-40 Exit 204 G-Ramp | 352 | Derivation Code = 3 MS2 TDMS; Reference = {68_6130} Previous AADT = 356 | 14 | - | 21 | 30 | 14% | 523 |
| {68_6132} | 6132 | 2 - Mainline Ramp | I040204C | I-40 Exit 204 C-Ramp | 0.000 | I-40 nonCard | 0.204 | I-40 Front nonCard | 779 | Derivation Code = 3 MS2 TDMS; Reference = {68_6132} Previous AADT = 788 | 16 | - | 50 | 97 | 19% | 1,156 |
| {68_6131} | 6131 | 2 - Mainline Ramp | I040204G | I-40 Exit 204 G-Ramp | 0.000 | I-40 Exit 204 A-Ramp | 0.136 | I-40 | 1,476 | Derivation Code = 3 MS2 TDMS; Reference = {68_6131} Previous AADT = 1494 | 12 | - | 97 | 183 | 19% | 2,191 |
| {68_6133} | 6133 | 2 - Mainline Ramp | I040204J | I-40 Exit 204 J-Ramp | 0.000 | I-40 Front nonCard | 0.074 | I-40 nonCard | 642 | Derivation Code = 1 MS2 TDMS; Reference = {68_6133} Previous AADT = 672 | 18 | - | 58 | 9 | 10% | 953 |
| {68_6140}+{216_171}/2 | 6140 | 2 - Mainline Ramp | I040207A1 | I-40 Exit 207 A1-Ramp | 0.000 | I-40 | 0.132 | I-40 Exit 207 G1-Ramp | 888 | Derivation Code = 3 MS2 TDMS; Reference = ({68_6140}+{216_171})/2 Previous AADT = 899 | 18 | - | 55 | 71 | 14% | 1,442 |
| {68_6142} | 6142 | 2 - Mainline Ramp | I040207D | I-40 Exit 207 D-Ramp | 0.000 | I-40 nonCard | 0.107 | N Cosnino Rd | 38 | Derivation Code = 3 MS2 TDMS; Reference = {68_6142} Previous AADT = 104 | 17 | - | 1 | 2 | 8% | 62 |
| {68_6141}+{216_172}/2 | 6141 | 2 - Mainline Ramp | I040207G1 | I-40 Exit 207 G1-Ramp | 0.000 | I-40 Exit 207 A1-Ramp | 0.140 | I-40 | 78 | Derivation Code = 3 MS2 TDMS; Reference = ({68_6141}+{216_172})/2 Previous AADT = 79 | 20 | - | 2 | 6 | 10% | 127 |
| {68_6143} | 6143 | 2 - Mainline Ramp | I040207J | I-40 Exit 207 J-Ramp | 0.000 | N Cosnino Rd | 0.159 | I-40 nonCard | 882 | Derivation Code = 3 MS2 TDMS; Reference = {68_6143} Previous AADT = 1214 | 16 | - | 55 | 111 | 19% | 1,432 |
| {68_6160} | 6160 | 2 - Mainline Ramp | I040211A | I-40 Exit 211 A-Ramp | 0.000 | I-40 | 0.161 | I-40 Exit 211 G-Ramp | 1,320 | Derivation Code = 3 MS2 TDMS; Reference = {68_6160} Previous AADT = 1336 | 14 | - | 86 | 166 | 19% | 2,144 |
| {68_6162} | 6162 | 2 - Mainline Ramp | I040211C | I-40 Exit 211 C-Ramp | 0.000 | I-40 nonCard | 0.267 | I-40 Exit 211 J-Ramp | 560 | Derivation Code = 3 MS2 TDMS; Reference = {68_6162} Previous AADT = 567 | 12 | - | 37 | 71 | 19% | 909 |
| {68_6161} | 6161 | 2 - Mainline Ramp | I040211G | I-40 Exit 211 G-Ramp | 0.000 | I-40 Exit 211 A-Ramp | 0.281 | I-40 | 426 | Derivation Code = 3 MS2 TDMS; Reference = {68_6161} Previous AADT = 431 | 11 | - | 26 | 52 | 18% | 692 |
| {68_6163} | 6163 | 2 - Mainline Ramp | I040211J | I-40 Exit 211 J-Ramp | 0.000 | I-40 Exit 211 C-Ramp | 0.249 | I-40 nonCard | 1,370 | Derivation Code = 3 MS2 TDMS; Reference = {68_6163} Previous AADT = 1387 | 13 | - | 90 | 172 | 19% | 2,225 |
| {68_6170} | 6170 | 2 - Mainline Ramp | I040219A | I-40 Exit 219 A-Ramp | 0.000 | I-40 | 0.270 | I-40 Exit 219 G-Ramp | 1,114 | Derivation Code = 1 MS2 TDMS; Reference = {68_6170} Previous AADT = 935 | 12 | - | 62 | 81 | 13% | 1,809 |
| {68_6172} | 6172 | 2 - Mainline Ramp | I040219C | I-40 Exit 219 C-Ramp | 0.000 | I-40 nonCard | 0.266 | I-40 Exit 219 J-Ramp | 892 | Derivation Code = 3 MS2 TDMS; Reference = {68_6172} Previous AADT = 903 | 12 | - | 58 | 115 | 19% | 1,449 |
| {68_6171} | 6171 | 2 - Mainline Ramp | I040219G | I-40 Exit 219 G-Ramp | 0.000 | I-40 Exit 219 A-Ramp | 0.224 | I-40 | 753 | Derivation Code = 3 MS2 TDMS; Reference = {68_6171} Previous AADT = 762 | 11 | - | 50 | 63 | 15% | 1,223 |
| {68_6173} | 6173 | 2 - Mainline Ramp | I040219J | I-40 Exit 219 J-Ramp | 0.000 | I-40 Exit 219 C-Ramp | 0.267 | I-40 nonCard | 1,507 | Derivation Code = 3 MS2 TDMS; Reference = {68_6173} Previous AADT = 1525 | 10 | - | 100 | 129 | 15% | 2,447 |
| {68_6180} | 6180 | 2 - Mainline Ramp | I040225A | I-40 Exit 225 A-Ramp | 0.000 | I-40 | 0.160 | I-40 Exit 225 G-Ramp | 92 | Derivation Code = 3 MS2 TDMS; Reference = {68_6180} Previous AADT = 93 | 18 | - | 4 | 6 | 11% | 149 |
| {68_6182} | 6182 | 2 - Mainline Ramp | I040225C | I-40 Exit 225 C-Ramp | 0.000 | I-40 nonCard | 0.207 | I-40 Exit 225 J-Ramp | 66 | Derivation Code = 3 MS2 TDMS; Reference = {68_6182} Previous AADT = 67 | 26 | - | 3 | 7 | 15% | 107 |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------|----------------------|-------------|-----------------------|-----------|-----------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_6181} | 6181 | 2 - Mainline Ramp | I 040225G | I-40 Exit 225 G-Ramp | 0.000 | I-40 Exit 225 A-Ramp | 0.135 | I-40 | 110 | Derivation Code = 3 MS2 TDMS; Reference = {68_6181} Previous AADT = 111 | 14 | - | 6 | 8 | 13% | 179 |
| {68_6183} | 6183 | 2 - Mainline Ramp | I 040225I | I-40 Exit 225 J-Ramp | 0.000 | I-40 Exit 225 C-Ramp | 0.209 | I-40 nonCard | 84 | Derivation Code = 3 MS2 TDMS; Reference = {68_6183} Previous AADT = 85 | 22 | - | 4 | 12 | 19% | 136 |
| {68_6190} | 6190 | 2 - Mainline Ramp | I 040230A | I-40 Exit 230 A-Ramp | 0.000 | I-40 | 0.245 | I-40 Exit 230 G-Ramp | 73 | Derivation Code = 3 MS2 TDMS; Reference = {68_6190} Previous AADT = 74 | 15 | - | 3 | 7 | 14% | 119 |
| {68_6192} | 6192 | 2 - Mainline Ramp | I 040230C | I-40 Exit 230 C-Ramp | 0.000 | I-40 nonCard | 0.230 | I-40 Exit 230 J-Ramp | 50 | Derivation Code = 3 MS2 TDMS; Reference = {68_6192} Previous AADT = 51 | 21 | - | 2 | 4 | 12% | 81 |
| {68_6191} | 6191 | 2 - Mainline Ramp | I 040230G | I-40 Exit 230 G-Ramp | 0.000 | I-40 Exit 230 A-Ramp | 0.222 | I-40 | 128 | Derivation Code = 1 MS2 TDMS; Reference = {68_6191} Previous AADT = 72 | 18 | - | 3 | 7 | 8% | 208 |
| {68_6193} | 6193 | 2 - Mainline Ramp | I 040230I | I-40 Exit 230 J-Ramp | 0.000 | I-40 Exit 230 C-Ramp | 0.220 | I-40 nonCard | 68 | Derivation Code = 3 MS2 TDMS; Reference = {68_6193} Previous AADT = 69 | 17 | - | 3 | 4 | 10% | 110 |
| {68_6200} | 6200 | 2 - Mainline Ramp | I 040233A | I-40 Exit 233 A-Ramp | 0.000 | I-40 | 0.251 | I-40 Exit 233 G-Ramp | 342 | Derivation Code = 3 MS2 TDMS; Reference = {68_6200} Previous AADT = 346 | 15 | - | 20 | 42 | 18% | 555 |
| {68_6202} | 6202 | 2 - Mainline Ramp | I 040233C | I-40 Exit 233 C-Ramp | 0.000 | I-40 nonCard | 0.268 | I-40 Exit 233 J-Ramp | 330 | Derivation Code = 3 MS2 TDMS; Reference = {68_6202} Previous AADT = 334 | 14 | - | 22 | 39 | 18% | 536 |
| {68_6201} | 6201 | 2 - Mainline Ramp | I 040233G | I-40 Exit 233 G-Ramp | 0.000 | I-40 Exit 233 A-Ramp | 0.225 | I-40 | 350 | Derivation Code = 3 MS2 TDMS; Reference = {68_6201} Previous AADT = 354 | 19 | - | 20 | 40 | 17% | 568 |
| {68_6203} | 6203 | 2 - Mainline Ramp | I 040233J | I-40 Exit 233 J-Ramp | 0.000 | I-40 Exit 233 C-Ramp | 0.243 | I-40 nonCard | 336 | Derivation Code = 3 MS2 TDMS; Reference = {68_6203} Previous AADT = 340 | 16 | - | 21 | 40 | 18% | 546 |
| - | - | 2 - Mainline Ramp | I 040235A | I-40 Exit 235 A-Ramp | 0.000 | I-40 | 0.101 | I-40 Exit 235 R5-Ramp | 3,771 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3817 | - | - | - | - | - | 6,124 |
| - | - | 2 - Mainline Ramp | I 040235G | I-40 Exit 235 G-Ramp | 0.000 | I-40 Exit 235 R3-Ramp | 0.100 | I-40 | 3,625 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3670 | - | - | - | - | - | 5,887 |
| - | - | 2 - Mainline Ramp | I 040236C | I-40 Exit 236 C-Ramp | 0.000 | I-40 nonCard | 0.077 | I-40 Exit 236 S-Ramp | 3,771 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3817 | - | - | - | - | - | 6,124 |
| - | - | 2 - Mainline Ramp | I 040236I | I-40 Exit 236 J-Ramp | 0.000 | I-40 Exit 235 S3-Ramp | 0.066 | I-40 nonCard | 3,625 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3670 | - | - | - | - | - | 5,887 |
| - | - | 2 - Mainline Ramp | I 040236S | I-40 Exit 236 S-Ramp | 0.000 | I-40 Exit 236 C-Ramp | 0.214 | I-40 Exit 235 S3-Ramp | 3,499 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 3461 | - | - | - | - | - | 5,682 |
| {68_6220} | 6220 | 2 - Mainline Ramp | I 040239A | I-40 Exit 239 A-Ramp | 0.000 | I-40 | 0.214 | I-40 Exit 239 G-Ramp | 92 | Derivation Code = 1 MS2 TDMS; Reference = {68_6220} Previous AADT = 50 | 27 | - | 2 | 4 | 7% | 149 |
| {68_6222} | 6222 | 2 - Mainline Ramp | I 040239C | I-40 Exit 239 C-Ramp | 0.000 | I-40 nonCard | 0.212 | I-40 Exit 239 J-Ramp | 118 | Derivation Code = 1 MS2 TDMS; Reference = {68_6222} Previous AADT = 50 | 36 | - | 2 | 4 | 5% | 192 |
| {68_6221} | 6221 | 2 - Mainline Ramp | I 040239G | I-40 Exit 239 G-Ramp | 0.000 | I-40 Exit 239 A-Ramp | 0.201 | I-40 | 61 | Derivation Code = 1 MS2 TDMS; Reference = {68_6221} Previous AADT = 68 | 21 | - | 2 | 6 | 13% | 99 |
| {68_6223} | 6223 | 2 - Mainline Ramp | I 040239I | I-40 Exit 239 J-Ramp | 0.000 | I-40 Exit 239 C-Ramp | 0.204 | I-40 nonCard | 162 | Derivation Code = 1 MS2 TDMS; Reference = {68_6223} Previous AADT = 74 | 23 | - | 3 | 7 | 6% | 263 |
| {68_6230} | 6230 | 2 - Mainline Ramp | I 040245A | I-40 Exit 245 A-Ramp | 0.000 | I-40 | 0.209 | I-40 Exit 245 G-Ramp | 114 | Derivation Code = 3 MS2 TDMS; Reference = {68_6230} Previous AADT = 115 | 16 | - | 8 | 12 | 18% | 185 |
| {68_6232} | 6232 | 2 - Mainline Ramp | I 040245C | I-40 Exit 245 C-Ramp | 0.000 | I-40 nonCard | 0.273 | I-40 Exit 245 J-Ramp | 174 | Derivation Code = 3 MS2 TDMS; Reference = {68_6232} Previous AADT = 176 | 29 | - | 12 | 13 | 14% | 283 |
| {68_6231} | 6231 | 2 - Mainline Ramp | I 040245G | I-40 Exit 245 G-Ramp | 0.000 | I-40 Exit 245 A-Ramp | 0.186 | I-40 | 341 | Derivation Code = 1 MS2 TDMS; Reference = {68_6231} Previous AADT = 452 | 12 | - | 28 | 57 | 25% | 554 |
| {68_6233} | 6233 | 2 - Mainline Ramp | I 040245I | I-40 Exit 245 J-Ramp | 0.000 | I-40 Exit 245 C-Ramp | 0.297 | I-40 nonCard | 98 | Derivation Code = 3 MS2 TDMS; Reference = {68_6233} Previous AADT = 99 | 19 | - | 4 | 6 | 10% | 159 |
| {68_6240} | 6240 | 2 - Mainline Ramp | I 040252A | I-40 Exit 252 A-Ramp | 0.000 | I-40 | 0.273 | I-40 Exit 252 G-Ramp | 1,362 | Derivation Code = 3 MS2 TDMS; Reference = {68_6240} Previous AADT = 1379 | 12 | - | 90 | 117 | 15% | 2,384 |
| {68_6242} | 6242 | 2 - Mainline Ramp | I 040252C | I-40 Exit 252 C-Ramp | 0.000 | I-40 nonCard | 0.213 | I-40 Exit 252 J-Ramp | 1,260 | Derivation Code = 3 MS2 TDMS; Reference = {68_6242} Previous AADT = 1275 | 12 | - | 82 | 157 | 19% | 2,205 |
| {68_6241} | 6241 | 2 - Mainline Ramp | I 040252G | I-40 Exit 252 G-Ramp | 0.000 | I-40 Exit 252 A-Ramp | 0.189 | I-40 | 1,023 | Derivation Code = 3 MS2 TDMS; Reference = {68_6241} Previous AADT = 1035 | 10 | - | 68 | 86 | 15% | 1,790 |
| {68_6243} | 6243 | 2 - Mainline Ramp | I 040252J | I-40 Exit 252 J-Ramp | 0.000 | I-40 Exit 252 C-Ramp | 0.217 | I-40 nonCard | 1,103 | Derivation Code = 3 MS2 TDMS; Reference = {68_6243} Previous AADT = 1116 | 11 | - | 71 | 137 | 19% | 1,930 |
| {68_6250} | 6250 | 2 - Mainline Ramp | I 040253A | I-40 Exit 253 A-Ramp | 0.000 | I-40 | 0.220 | I-40 Exit 253 G-Ramp | 1,980 | Derivation Code = 3 MS2 TDMS; Reference = {68_6250} Previous AADT = 2004 | 12 | - | 130 | 169 | 15% | 3,465 |
| {68_6252} | 6252 | 2 - Mainline Ramp | I 040253C | I-40 Exit 253 C-Ramp | 0.000 | I-40 nonCard | 0.280 | I-40 Exit 253 G-Ramp | 1,496 | Derivation Code = 3 MS2 TDMS; Reference = {68_6252} Previous AADT = 1514 | 12 | - | 97 | 188 | 19% | 2,618 |
| {68_6251} | 6251 | 2 - Mainline Ramp | I 040253G | I-40 Exit 253 G-Ramp | 0.000 | I-40 Exit 253 C-Ramp | 0.299 | I-40 | 1,923 | Derivation Code = 3 MS2 TDMS; Reference = {68_6251} Previous AADT = 1946 | 10 | - | 125 | 242 | 19% | 3,365 |
| {68_6253} | 6253 | 2 - Mainline Ramp | I 040253I | I-40 Exit 253 J-Ramp | 0.000 | I-40 Exit 253 C-Ramp | 0.301 | I-40 nonCard | 1,484 | Derivation Code = 3 MS2 TDMS; Reference = {68_6253} Previous AADT = 1502 | 11 | - | 98 | 127 | 15% | 2,597 |
| - | - | 2 - Mainline Ramp | I 040253L | I-40 Exit 253 L-Ramp | 0.000 | I-40 Exit 253 X-Ramp | 0.055 | I-40 Exit 253 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 040253P | I-40 Exit 253 P-Ramp | 0.000 | I-40 Exit 253 T-Ramp | 0.044 | I-40 Exit 253 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 040253T | I-40 Exit 253 T-Ramp | 0.000 | I-40 Exit 253 A-Ramp | 0.056 | I-40 Exit 253 P-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | I 040253X | I-40 Exit 253 X-Ramp | 0.000 | I-40 Exit 253 C-Ramp | 0.057 | I-40 Exit 253 J-Ramp | - | - | - | - | - | - | - | - |
| {68_6260} | 6260 | 2 - Mainline Ramp | I 040255A | I-40 Exit 255 A-Ramp | 0.000 | I-40 | 0.296 | I-40 Exit 255 G-Ramp | 2,181 | Derivation Code = 3 MS2 TDMS; Reference = {68_6260} Previous AADT = 2207 | 10 | - | 142 | 273 | 19% | 3,817 |
| {68_6262} | 6262 | 2 - Mainline Ramp | I 040255C | I-40 Exit 255 C-Ramp | 0.000 | I-40 nonCard | 0.264 | I-40 Exit 255 J-Ramp | 1,304 | Derivation Code = 3 MS2 TDMS; Reference = {68_6262} Previous AADT = 1320 | 17 | - | 86 | 109 | 15% | 2,282 |
| {68_6261} | 6261 | 2 - Mainline Ramp | I 040255G | I-40 Exit 255 G-Ramp | 0.000 | I-40 Exit 255 A-Ramp | 0.269 | I-40 | 2,554 | Derivation Code = 1 MS2 TDMS; Reference = {68_6261} Previous AADT = 4170 | 9 | - | 364 | 59 | 17% | 4,470 |
| {68_6263} | 6263 | 2 - Mainline Ramp | I 040255I | I-40 Exit 255 J-Ramp | 0.000 | I-40 Exit 255 C-Ramp | 0.248 | I-40 nonCard | 1,497 | Derivation Code = 1 MS2 TDMS; Reference = {68_6263} Previous AADT = 2380 | 8 | - | 207 | 33 | 16% | 2,620 |
| {68_6270} | 6270 | 2 - Mainline Ramp | I 040257A | I-40 Exit 257 A-Ramp | 0.000 | I-40 | 0.294 | I-40 Exit 257 G-Ramp | 1,087 | Derivation Code = 3 MS2 TDMS; Reference = {68_6270} Previous AADT = 1100 | 13 | - | 71 | 135 | 19% | 1,893 |
| {68_6272} | 6272 | 2 - Mainline Ramp | I 040257C | I-40 Exit 257 C-Ramp | 0.000 | I-40 nonCard | 0.280 | I-40 Exit 257 J-Ramp | 162 | Derivation Code = 3 MS2 TDMS; Reference = {68_6272} Previous AADT = 164 | 17 | - | 10 | 12 | 14% | 282 |
| {68_6271} | 6271 | 2 - Mainline Ramp | I 040257G | I-40 Exit 257 G-Ramp | 0.000 | I-40 Exit 257 A-Ramp | 0.317 | I-40 | 276 | Derivation Code = 1 MS2 TDMS; Reference = {68_6271} Previous AADT = 332 | 12 | - | 32 | 12 | 16% | 481 |
| - | - | 2 - Mainline Ramp | I 040257I | I-40 Exit 257 J-Ramp | 0.000 | I-40 Exit 257 C-Ramp | 0.323 | I-40 nonCard | 3,771 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3817 | - | - | - | - | - | 6,566 |
| {68_6280} | 6280 | 2 - Mainline Ramp | I 040264A | I-40 Exit 264 A-Ramp | 0.000 | I-40 | 0.256 | I-40 Exit 264 G-Ramp | 22 | Derivation Code = 3 MS2 TDMS; Reference = {68_6280} Previous AADT = 22 | 30 | - | - | - | 0% | 38 |
| {68_6282} | 6282 | 2 - Mainline Ramp | I 040264C | I-40 Exit 264 C-Ramp | 0.000 | I-40 nonCard | 0.267 | I-40 Exit 264 J-Ramp | 39 | Derivation Code = 3 MS2 TDMS; Reference = {68_6282} Previous AADT = 39 | 22 | - | 1 | 2 | 8% | 68 |
| {68_6281} | 6281 | 2 - Mainline Ramp | I 040264G | I-40 Exit 264 G-Ramp | 0.000 | I-40 Exit 264 A-Ramp | 0.292 | I-40 | 115 | Derivation Code = 1 MS2 TDMS; Reference = {68_6281} Previous AADT = 103 | 24 | - | 7 | 3 | 9% | 200 |
| {68_6283} | 6283 | 2 - Mainline Ramp | I 040264I | I-40 Exit 264 J-Ramp | 0.000 | I-40 Exit 264 C-Ramp | 0.284 | I-40 nonCard | 105 | Derivation Code = 1 MS2 TDMS; Reference = {68_6283} Previous AADT = 383 | 19 | - | 37 | 13 | 48% | 183 |
| {68_6290} | 6290 | 2 - Mainline Ramp | I 040269A | I-40 Exit 269 A-Ramp | 0.000 | I-40 | 0.233 | I-40 Exit 269 G-Ramp | 92 | Derivation Code = 3 MS2 TDMS; Reference = {68_6290} Previous AADT = 93 | 21 | - | 4 | 6 | 11% | 160 |
| {68_6292} | 6292 | 2 - Mainline Ramp | I 040269C | I-40 Exit 269 C-Ramp | 0.000 | I-40 nonCard | 0.228 | I-40 Exit 269 J-Ramp | 93 | Derivation Code = 3 MS2 TDMS; Reference = {68_6292} Previous AADT = 94 | 20 | - | 4 | 6 | 11% | 162 |
| {68_6291} | 6291 | 2 - Mainline Ramp | I 040269G | I-40 Exit 269 G-Ramp | 0.000 | I-40 Exit 269 A-Ramp | 0.234 | I-40 | 83 | Derivation Code = 3 MS2 TDMS; Reference = {68_6291} Previous AADT = 84 | 17 | - | 4 | 6 | 12% | 145 |
| {68_6293} | 6293 | 2 - Mainline Ramp | I 040269I | I-40 Exit 269 J-Ramp | 0.000 | I-40 Exit 269 C-Ramp | 0.283 | I-40 nonCard | 119 | Derivation Code = 3 MS2 TDMS; Reference = {68_6293} Previous AADT = 120 | 22 | - | 8 | 3 | 9% | 207 |
| {68_6300} | 6300 | 2 - Mainline Ramp | I 040274A | I-40 Exit 274 A-Ramp | 0.000 | I-40 | 0.340 | I-40 Exit 274 G-Ramp | 314 | Derivation Code = 3 MS2 TDMS; Reference = {68_6300} Previous AADT = 318 | 61 | - | 19 | 40 | 19% | 547 |
| {68_6302} | 6302 | 2 - Mainline Ramp | I 040274C | I-40 Exit 274 C-Ramp | 0.000 | I-40 nonCard | 0.278 | I-40 Exit 274 J-Ramp | 76 | Derivation Code = 3 MS2 TDMS; Reference = {68_6302} Previous AADT = 77 | 23 | - | 3 | 4 | 9% | 132 |
| {68_6301} | 6301 | 2 - Mainline Ramp | I 040274G | I-40 Exit 274 G-Ramp | 0.000 | I-40 Exit 274 A-Ramp | 0.270 | I-40 | 145 | Derivation Code = 1 MS2 TDMS; Reference = {68_6301} Previous AADT = 264 | 20 | - | 15 | 19 | 23% | 252 |
| {68_6303} | 6303 | 2 - Mainline Ramp | I 040274I | I-40 Exit 274 J-Ramp | 0.000 | I-40 Exit 274 C-Ramp | 0.231 | I-40 nonCard | 116 | Derivation Code = 1 MS2 TDMS; Reference = {68_6303} Previous AADT = 459 | 11 | - | 45 | 14 | 19% | 503 |
| {68_6310} | 6310 | 2 - Mainline Ramp | I 040277A | I-40 Exit 277 A-Ramp | 0.000 | I-40 | 0.182 | I-40 Exit 277 G-Ramp | 1,151 | Derivation Code = 3 MS2 TDMS; Reference = {68_6310} Previous AADT = 1165 | 10 | - | 75 | 146 | 19% | 2,004 |
| {68_6312} | 6312 | 2 - Mainline Ramp | I 040277C | I-40 Exit 277 C-Ramp | 0.000 | I-40 nonCard | 0.181 | I-40 Exit 277 J-Ramp | 2,763 | Derivation Code = 3 MS2 TDMS; Reference = {68_6312} Previous AADT = 2797 | 12 | - | 182 | 350 | 19% | 4,811 |
| {68_6311} | 6311 | 2 - Mainline Ramp | I 040277G | I-40 Exit 277 G-Ramp | 0.000 | I-40 Exit 277 A-Ramp | 0.177</ | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|-----------|--------|--------------------|-----------|----------------------|-------------|----------------------|-----------|----------------------|--------------|---|---------------|---------------|---------------------------|--------------------------|------------------|-------------------------|
| {68_6321} | 6321 | 2 - Mainline Ramp | I 040280G | I-40 Exit 280 G-Ramp | 0.000 | I-40 Exit 280 A-Ramp | 0.112 | I-40 | 76 | Derivation Code = 3 MS2 TDMS; Reference = {68_6321} Previous AAADT = 77 | 26 | - | 3 | 8 | 14% | 132 |
| {68_6323} | 6323 | 2 - Mainline Ramp | I 040280I | I-40 Exit 280 I-Ramp | 0.000 | Hunt Rd | 0.139 | I-40 nonCard | 92 | Derivation Code = 1 MS2 TDMS; Reference = {68_6323} Previous AAADT = 68 | 21 | - | 3 | 1 | 4% | 160 |
| {68_6330} | 6330 | 2 - Mainline Ramp | I 040283A | I-40 Exit 283 A-Ramp | 0.000 | I-40 | 0.169 | I-40 Exit 283 G-Ramp | 1,032 | Derivation Code = 3 MS2 TDMS; Reference = {68_6330} Previous AAADT = 1045 | 11 | - | 69 | 131 | 19% | 1,797 |
| {68_6332} | 6332 | 2 - Mainline Ramp | I 040283C | I-40 Exit 283 C-Ramp | 0.000 | I-40 nonCard | 0.288 | I-40 Exit 283 J-Ramp | 996 | Derivation Code = 1 MS2 TDMS; Reference = {68_6332} Previous AAADT = 227 | 21 | - | 14 | 27 | 4% | 1,734 |
| {68_6331} | 6331 | 2 - Mainline Ramp | I 040283G | I-40 Exit 283 G-Ramp | 0.000 | I-40 Exit 283 A-Ramp | 0.144 | I-40 | 3,206 | Derivation Code = 3 MS2 TDMS; Reference = {68_6331} Previous AAADT = 3245 | 9 | - | 211 | 408 | 19% | 5,582 |
| {68_6333} | 6333 | 2 - Mainline Ramp | I 040283J | I-40 Exit 283 J-Ramp | 0.000 | I-40 Exit 283 C-Ramp | 0.181 | I-40 nonCard | 1,315 | Derivation Code = 3 MS2 TDMS; Reference = {68_6333} Previous AAADT = 1331 | 10 | - | 86 | 164 | 19% | 2,290 |
| {68_6340} | 6340 | 2 - Mainline Ramp | I 040285A | I-40 Exit 285 A-Ramp | 0.000 | I-40 | 0.289 | I-40 Exit 285 G-Ramp | 1,596 | Derivation Code = 3 MS2 TDMS; Reference = {68_6340} Previous AAADT = 1615 | 13 | - | 104 | 202 | 19% | 2,779 |
| {68_6342} | 6342 | 2 - Mainline Ramp | I 040285C | I-40 Exit 285 C-Ramp | 0.000 | I-40 nonCard | 0.234 | I-40 Exit 285 J-Ramp | 174 | Derivation Code = 3 MS2 TDMS; Reference = {68_6342} Previous AAADT = 176 | 15 | - | 9 | 20 | 17% | 303 |
| {68_6341} | 6341 | 2 - Mainline Ramp | I 040285G | I-40 Exit 285 G-Ramp | 0.000 | I-40 Exit 285 A-Ramp | 0.214 | I-40 | 93 | Derivation Code = 3 MS2 TDMS; Reference = {68_6341} Previous AAADT = 94 | 16 | - | 4 | 6 | 11% | 162 |
| {68_6343} | 6343 | 2 - Mainline Ramp | I 040285J | I-40 Exit 285 J-Ramp | 0.000 | I-40 Exit 285 C-Ramp | 0.265 | I-40 nonCard | 1,543 | Derivation Code = 3 MS2 TDMS; Reference = {68_6343} Previous AAADT = 1562 | 11 | - | 100 | 194 | 19% | 2,687 |
| {68_6350} | 6350 | 2 - Mainline Ramp | I 040286A | I-40 Exit 286 A-Ramp | 0.000 | I-40 | 0.337 | I-40 Exit 286 G-Ramp | 1,127 | Derivation Code = 3 MS2 TDMS; Reference = {68_6350} Previous AAADT = 1141 | 11 | - | 74 | 143 | 19% | 1,962 |
| {68_6352} | 6352 | 2 - Mainline Ramp | I 040286C | I-40 Exit 286 C-Ramp | 0.000 | I-40 nonCard | 0.253 | SR-40B nonCard (8) | 2,091 | Derivation Code = 3 MS2 TDMS; Reference = {68_6352} Previous AAADT = 2116 | 11 | - | 137 | 265 | 19% | 3,641 |
| {68_6351} | 6351 | 2 - Mainline Ramp | I 040286G | I-40 Exit 286 G-Ramp | 0.000 | I-40 Exit 286 A-Ramp | 0.323 | I-40 | 2,216 | Derivation Code = 3 MS2 TDMS; Reference = {68_6351} Previous AAADT = 2243 | 12 | - | 148 | 189 | 15% | 3,858 |
| {68_6353} | 6353 | 2 - Mainline Ramp | I 040286I | I-40 Exit 286 I-Ramp | 0.000 | I-40 Front nonCard | 0.111 | I-40 West On Ramp | 1,669 | Derivation Code = 3 MS2 TDMS; Reference = {68_6353} Previous AAADT = 1596 | 9 | - | 121 | 62 | 11% | 2,906 |
| {68_6360} | 6360 | 2 - Mainline Ramp | I 040289A | I-40 Exit 289 A-Ramp | 0.000 | I-40 | 0.388 | I-40 Exit 289 G-Ramp | 209 | Derivation Code = 3 MS2 TDMS; Reference = {68_6360} Previous AAADT = 212 | 16 | - | 13 | 15 | 13% | 364 |
| {68_6362} | 6362 | 2 - Mainline Ramp | I 040289C | I-40 Exit 289 C-Ramp | 0.000 | I-40 nonCard | 0.301 | I-40 Exit 289 J-Ramp | 1,176 | Derivation Code = 3 MS2 TDMS; Reference = {68_6362} Previous AAADT = 1190 | 10 | - | 77 | 98 | 15% | 2,048 |
| {68_6361} | 6361 | 2 - Mainline Ramp | I 040289G | I-40 Exit 289 G-Ramp | 0.000 | I-40 Exit 289 A-Ramp | 0.353 | I-40 | 1,037 | Derivation Code = 3 MS2 TDMS; Reference = {68_6361} Previous AAADT = 1050 | 11 | - | 68 | 133 | 19% | 1,806 |
| {68_6363} | 6363 | 2 - Mainline Ramp | I 040289J | I-40 Exit 289 J-Ramp | 0.000 | I-40 Exit 289 C-Ramp | 0.255 | I-40 nonCard | 257 | Derivation Code = 3 MS2 TDMS; Reference = {68_6363} Previous AAADT = 260 | 14 | - | 15 | 31 | 18% | 447 |
| {68_6370} | 6370 | 2 - Mainline Ramp | I 040292A | I-40 Exit 292 A-Ramp | 0.000 | I-40 | 0.240 | I-40 Exit 292 G-Ramp | 1,029 | Derivation Code = 3 MS2 TDMS; Reference = {68_6370} Previous AAADT = 1042 | 14 | - | 69 | 87 | 15% | 1,792 |
| {68_6372} | 6372 | 2 - Mainline Ramp | I 040292C | I-40 Exit 292 C-Ramp | 0.000 | I-40 nonCard | 0.223 | I-40 Exit 292 J-Ramp | 613 | Derivation Code = 3 MS2 TDMS; Reference = {68_6372} Previous AAADT = 620 | 10 | - | 40 | 51 | 15% | 1,067 |
| {68_6371} | 6371 | 2 - Mainline Ramp | I 040292G | I-40 Exit 292 G-Ramp | 0.000 | I-40 Exit 292 A-Ramp | 0.246 | I-40 | 758 | Derivation Code = 3 MS2 TDMS; Reference = {68_6371} Previous AAADT = 767 | 12 | - | 76 | 26 | 13% | 1,320 |
| {68_6373} | 6373 | 2 - Mainline Ramp | I 040292J | I-40 Exit 292 J-Ramp | 0.000 | I-40 Exit 292 C-Ramp | 0.236 | I-40 nonCard | 1,720 | Derivation Code = 3 MS2 TDMS; Reference = {68_6373} Previous AAADT = 1741 | 10 | - | 112 | 218 | 19% | 2,995 |
| {68_6380} | 6380 | 2 - Mainline Ramp | I 040294A | I-40 Exit 294 A-Ramp | 0.000 | I-40 | 0.220 | I-40 Exit 294 G-Ramp | 234 | Derivation Code = 3 MS2 TDMS; Reference = {68_6380} Previous AAADT = 237 | 14 | - | 14 | 16 | 13% | 407 |
| {68_6382} | 6382 | 2 - Mainline Ramp | I 040294C | I-40 Exit 294 C-Ramp | 0.000 | I-40 nonCard | 0.216 | I-40 Exit 294 J-Ramp | 119 | Derivation Code = 3 MS2 TDMS; Reference = {68_6382} Previous AAADT = 120 | 17 | - | 7 | 9 | 13% | 207 |
| {68_6381} | 6381 | 2 - Mainline Ramp | I 040294G | I-40 Exit 294 G-Ramp | 0.000 | I-40 Exit 294 A-Ramp | 0.212 | I-40 | 65 | Derivation Code = 3 MS2 TDMS; Reference = {68_6381} Previous AAADT = 66 | 15 | - | 3 | 4 | 11% | 113 |
| {68_6383} | 6383 | 2 - Mainline Ramp | I 040294I | I-40 Exit 294 I-Ramp | 0.000 | I-40 Exit 294 C-Ramp | 0.213 | I-40 nonCard | 348 | Derivation Code = 3 MS2 TDMS; Reference = {68_6383} Previous AAADT = 352 | 24 | - | 21 | 44 | 19% | 606 |
| {68_6390} | 6390 | 2 - Mainline Ramp | I 040300A | I-40 Exit 300 A-Ramp | 0.000 | I-40 | 0.201 | I-40 Exit 300 G-Ramp | 85 | Derivation Code = 3 MS2 TDMS; Reference = {68_6390} Previous AAADT = 86 | 20 | - | 4 | 6 | 12% | 148 |
| {68_6392} | 6392 | 2 - Mainline Ramp | I 040300C | I-40 Exit 300 C-Ramp | 0.000 | I-40 nonCard | 0.279 | I-40 Exit 300 J-Ramp | 88 | Derivation Code = 3 MS2 TDMS; Reference = {68_6392} Previous AAADT = 89 | 16 | - | 4 | 9 | 15% | 153 |
| {68_6391} | 6391 | 2 - Mainline Ramp | I 040300G | I-40 Exit 300 G-Ramp | 0.000 | I-40 Exit 300 A-Ramp | 0.176 | I-40 | 77 | Derivation Code = 3 MS2 TDMS; Reference = {68_6391} Previous AAADT = 78 | 23 | - | 3 | 4 | 9% | 134 |
| {68_6393} | 6393 | 2 - Mainline Ramp | I 040300I | I-40 Exit 300 I-Ramp | 0.000 | I-40 Exit 300 C-Ramp | 0.172 | I-40 nonCard | 85 | Derivation Code = 3 MS2 TDMS; Reference = {68_6393} Previous AAADT = 86 | 14 | - | 4 | 6 | 12% | 144 |
| {68_6400} | 6400 | 2 - Mainline Ramp | I 040303A | I-40 Exit 303 A-Ramp | 0.000 | I-40 | 0.149 | I-40 Exit 303 G-Ramp | 127 | Derivation Code = 3 MS2 TDMS; Reference = {68_6400} Previous AAADT = 129 | 25 | - | 7 | 9 | 13% | 221 |
| {68_6402} | 6402 | 2 - Mainline Ramp | I 040303C | I-40 Exit 303 C-Ramp | 0.000 | I-40 nonCard | 0.152 | I-40 Exit 303 J-Ramp | 93 | Derivation Code = 3 MS2 TDMS; Reference = {68_6402} Previous AAADT = 94 | 23 | - | 4 | 6 | 11% | 162 |
| {68_6401} | 6401 | 2 - Mainline Ramp | I 040303G | I-40 Exit 303 G-Ramp | 0.000 | I-40 Exit 303 A-Ramp | 0.154 | I-40 | 90 | Derivation Code = 3 MS2 TDMS; Reference = {68_6401} Previous AAADT = 91 | 23 | - | 4 | 6 | 11% | 157 |
| {68_6403} | 6403 | 2 - Mainline Ramp | I 040303J | I-40 Exit 303 J-Ramp | 0.000 | I-40 Exit 303 C-Ramp | 0.149 | I-40 nonCard | 138 | Derivation Code = 3 MS2 TDMS; Reference = {68_6403} Previous AAADT = 140 | 16 | - | 9 | 10 | 14% | 240 |
| {68_6410} | 6410 | 2 - Mainline Ramp | I 040311A | I-40 Exit 311 A-Ramp | 0.000 | I-40 | 0.268 | I-40 Exit 311 G-Ramp | 288 | Derivation Code = 3 MS2 TDMS; Reference = {68_6410} Previous AAADT = 291 | 20 | - | 18 | 25 | 15% | 517 |
| {68_6412} | 6412 | 2 - Mainline Ramp | I 040311C | I-40 Exit 311 C-Ramp | 0.000 | I-40 nonCard | 0.287 | I-40 Exit 311 J-Ramp | 386 | Derivation Code = 3 MS2 TDMS; Reference = {68_6412} Previous AAADT = 391 | 19 | - | 24 | 48 | 19% | 693 |
| {68_6411} | 6411 | 2 - Mainline Ramp | I 040311G | I-40 Exit 311 G-Ramp | 0.000 | I-40 Exit 311 A-Ramp | 0.296 | I-40 | 165 | Derivation Code = 3 MS2 TDMS; Reference = {68_6411} Previous AAADT = 167 | 16 | - | 10 | 12 | 13% | 296 |
| {68_6413} | 6413 | 2 - Mainline Ramp | I 040311J | I-40 Exit 311 J-Ramp | 0.000 | I-40 Exit 311 C-Ramp | 0.291 | I-40 nonCard | 290 | Derivation Code = 3 MS2 TDMS; Reference = {68_6413} Previous AAADT = 294 | 17 | - | 18 | 25 | 15% | 520 |
| {68_6430} | 6430 | 2 - Mainline Ramp | I 040320A | I-40 Exit 320 A-Ramp | 0.000 | I-40 | 0.127 | I-40 Front | 133 | Derivation Code = 3 MS2 TDMS; Reference = {68_6430} Previous AAADT = 135 | 17 | - | 7 | 13 | 15% | 239 |
| {68_6432} | 6432 | 2 - Mainline Ramp | I 040320C | I-40 Exit 320 C-Ramp | 0.000 | I-40 nonCard | 0.168 | I-40 Front nonCard | 79 | Derivation Code = 3 MS2 TDMS; Reference = {68_6432} Previous AAADT = 80 | 14 | - | 3 | 4 | 9% | 142 |
| {68_6431} | 6431 | 2 - Mainline Ramp | I 040320G | I-40 Exit 320 G-Ramp | 0.000 | I-40 Front | 0.206 | I-40 | 123 | Derivation Code = 3 MS2 TDMS; Reference = {68_6431} Previous AAADT = 124 | 21 | - | 7 | 9 | 13% | 221 |
| {68_6433} | 6433 | 2 - Mainline Ramp | I 040320I | I-40 Exit 320 I-Ramp | 0.000 | I-40 Front nonCard | 0.144 | I-40 nonCard | 96 | Derivation Code = 3 MS2 TDMS; Reference = {68_6433} Previous AAADT = 97 | 16 | - | 4 | 6 | 10% | 172 |
| {68_6440} | 6440 | 2 - Mainline Ramp | I 040325A | I-40 Exit 325 A-Ramp | 0.000 | I-40 | 0.166 | I-40 Front | 569 | Derivation Code = 3 MS2 TDMS; Reference = {68_6440} Previous AAADT = 576 | 16 | - | 38 | 48 | 15% | 1,021 |
| {68_6442} | 6442 | 2 - Mainline Ramp | I 040325C | I-40 Exit 325 C-Ramp | 0.000 | I-40 nonCard | 0.123 | I-40 Front nonCard | 444 | Derivation Code = 3 MS2 TDMS; Reference = {68_6442} Previous AAADT = 449 | 15 | - | 30 | 39 | 16% | 797 |
| {68_6441} | 6441 | 2 - Mainline Ramp | I 040325G | I-40 Exit 325 G-Ramp | 0.000 | I-40 Front | 0.231 | I-40 | 741 | Derivation Code = 3 MS2 TDMS; Reference = {68_6441} Previous AAADT = 750 | 12 | - | 46 | 58 | 14% | 1,449 |
| {68_6443} | 6443 | 2 - Mainline Ramp | I 040325J | I-40 Exit 325 J-Ramp | 0.000 | I-40 Front nonCard | 0.159 | I-40 nonCard | 502 | Derivation Code = 3 MS2 TDMS; Reference = {68_6443} Previous AAADT = 508 | 15 | - | 32 | 64 | 19% | 901 |
| {68_6450} | 6450 | 2 - Mainline Ramp | I 040330A | I-40 Exit 330 A-Ramp | 0.000 | I-40 | 0.105 | I-40 Front | 39 | Derivation Code = 3 MS2 TDMS; Reference = {68_6450} Previous AAADT = 39 | 33 | - | 1 | 2 | 8% | 70 |
| {68_6452} | 6452 | 2 - Mainline Ramp | I 040330C | I-40 Exit 330 C-Ramp | 0.000 | I-40 nonCard | 0.101 | I-40 Front nonCard | 42 | Derivation Code = 3 MS2 TDMS; Reference = {68_6452} Previous AAADT = 43 | 18 | - | 1 | 2 | 7% | 75 |
| {68_6451} | 6451 | 2 - Mainline Ramp | I 040330G | I-40 Exit 330 G-Ramp | 0.000 | I-40 Front | 0.101 | I-40 | 73 | Derivation Code = 3 MS2 TDMS; Reference = {68_6451} Previous AAADT = 74 | 18 | - | 2 | 7 | 12% | 131 |
| {68_6453} | 6453 | 2 - Mainline Ramp | I 040330I | I-40 Exit 330 I-Ramp | 0.000 | I-40 Front nonCard | 0.104 | I-40 nonCard | 36 | Derivation Code = 3 MS2 TDMS; Reference = {68_6453} Previous AAADT = 36 | 24 | - | 1 | 2 | 8% | 65 |
| {68_6460} | 6460 | 2 - Mainline Ramp | I 040333A | I-40 Exit 333 A-Ramp | 0.000 | I-40 | 0.143 | I-40 Front | 458 | Derivation Code = 3 MS2 TDMS; Reference = {68_6460} Previous AAADT = 464 | 11 | - | 30 | 39 | 15% | 822 |
| {68_6462} | 6462 | 2 - Mainline Ramp | I 040333C | I-40 Exit 333 C-Ramp | 0.000 | I-40 nonCard | 0.171 | I-40 Exit 333 J-Ramp | 486 | Derivation Code = 3 MS2 TDMS; Reference = {68_6462} Previous AAADT = 492 | 10 | 53 | 33 | 57 | 19% | 872 |
| {68_6461} | 6461 | 2 - Mainline Ramp | I 040333G | I-40 Exit 333 G-Ramp | 0.000 | I-40 Front | 0.345 | I-40 | 511 | Derivation Code = 3 MS2 TDMS; Reference = {68_6461} Previous AAADT = 517 | 14 | - | 33 | 64 | 19% | 917 |
| {68_6463} | 6463 | 2 - Mainline Ramp | I 040333J | I-40 Exit 333 J-Ramp | 0.000 | I-40 Exit 333 C-Ramp | 0.131 | I-40 nonCard | 432 | Derivation Code = 3 MS2 TDMS; Reference = {68_6463} Previous AAADT = 437 | 11 | - | 28 | 37 | 15% | 775 |
| {68_6470} | 6470 | 2 - Mainline Ramp | I 040339A | I-40 Exit 339 A-Ramp | 0.000 | I-40 | 0.172 | I-40 Exit 339 G-Ramp | 220 | Derivation Code = 3 MS2 TDMS; Reference = {68_6470} Previous AAADT = 240 | 15 | - | 14 | 18 | 15% | 430 |
| {68_6472} | 6472 | 2 - Mainline Ramp | I 040339C | I-40 Exit 339 C-Ramp | 0.000 | I-40 nonCard | 0.175 | I-40 Exit 339 J-Ramp | 854 | Derivation Code = 3 MS2 TDMS; Reference = {68_6472} Previous AAADT = 864 | 11 | - | 56 | 106 | 19% | 1,532 |
| {68_6471} | 6471 | 2 - Mainline Ramp | I 040339G | I-40 Exit 339 G-Ramp | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-------------|--------|--------------------|-------------|-----------------------|-------------|--------------------------|-----------|--------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| | - | 2 - Mainline Ramp | I 040340I | I-40 Exit 340 J-Ramp | 0.000 | I-40 Exit 340 S-Ramp | 0.148 | I-40 nonCard | 3,625 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3670 | - | - | - | - | - | 6,504 |
| [68_6480] | 6480 | 2 - Mainline Ramp | I 040341A | I-40 Exit 341 A-Ramp | 0.000 | I-40 | 0.171 | Unidentified Rd | 210 | Derivation Code = 3 MS2 TDMS; Reference = [68_6480] Previous AADT = 213 | 13 | - | 13 | 15 | 13% | 377 |
| [68_6482] | 6482 | 2 - Mainline Ramp | I 040341C | I-40 Exit 341 C-Ramp | 0.000 | I-40 nonCard | 0.173 | I-40 Exit 341 J-Ramp | 120 | Derivation Code = 3 MS2 TDMS; Reference = [68_6482] Previous AADT = 121 | 19 | - | 4 | 10 | 12% | 215 |
| [68_6481] | 6481 | 2 - Mainline Ramp | I 040341G | I-40 Exit 341 G-Ramp | 0.000 | I-40 Front | 0.078 | I-40 | 97 | Derivation Code = 3 MS2 TDMS; Reference = [68_6481] Previous AADT = 98 | 17 | - | 4 | 9 | 13% | 174 |
| [68_6483] | 6483 | 2 - Mainline Ramp | I 040341J | I-40 Exit 341 J-Ramp | 0.000 | I-40 Exit 341 C-Ramp | 0.144 | I-40 nonCard | 214 | Derivation Code = 1 MS2 TDMS; Reference = [68_6483] Previous AADT = 410 | 12 | - | 40 | 13 | 25% | 384 |
| [68_6490] | 6490 | 2 - Mainline Ramp | I 040343A | I-40 Exit 343 A-Ramp | 0.000 | I-40 | 0.221 | I-40 Exit 343 G-Ramp | 78 | Derivation Code = 3 MS2 TDMS; Reference = [68_6490] Previous AADT = 79 | 15 | - | 3 | 4 | 9% | 140 |
| [68_6492] | 6492 | 2 - Mainline Ramp | I 040343C | I-40 Exit 343 C-Ramp | 0.000 | I-40 nonCard | 0.222 | I-40 Exit 343 J-Ramp | 117 | Derivation Code = 3 MS2 TDMS; Reference = [68_6492] Previous AADT = 118 | 15 | - | 6 | 8 | 12% | 210 |
| [68_6491] | 6491 | 2 - Mainline Ramp | I 040343G | I-40 Exit 343 G-Ramp | 0.000 | I-40 Exit 343 A-Ramp | 0.227 | I-40 | 96 | Derivation Code = 3 MS2 TDMS; Reference = [68_6491] Previous AADT = 97 | 18 | - | 6 | 10 | 17% | 172 |
| [68_6493] | 6493 | 2 - Mainline Ramp | I 040343J | I-40 Exit 343 J-Ramp | 0.000 | I-40 Exit 343 C-Ramp | 0.169 | I-40 nonCard | 92 | Derivation Code = 3 MS2 TDMS; Reference = [68_6493] Previous AADT = 93 | 19 | - | 4 | 9 | 14% | 165 |
| [68_6500] | 6500 | 2 - Mainline Ramp | I 040346A | I-40 Exit 346 A-Ramp | 0.000 | I-40 | 0.163 | I-40 Exit 346 G-Ramp | 71 | Derivation Code = 3 MS2 TDMS; Reference = [68_6500] Previous AADT = 72 | 15 | - | 3 | 4 | 10% | 127 |
| [68_6502] | 6502 | 2 - Mainline Ramp | I 040346C | I-40 Exit 346 C-Ramp | 0.000 | I-40 nonCard | 0.145 | I-40 Exit 346 J-Ramp | 148 | Derivation Code = 3 MS2 TDMS; Reference = [68_6502] Previous AADT = 150 | 18 | - | 8 | 15 | 16% | 266 |
| [68_6501] | 6501 | 2 - Mainline Ramp | I 040346G | I-40 Exit 346 G-Ramp | 0.000 | I-40 Exit 346 A-Ramp | 0.208 | I-40 | 109 | Derivation Code = 3 MS2 TDMS; Reference = [68_6501] Previous AADT = 110 | 13 | - | 6 | 8 | 13% | 196 |
| [68_6503] | 6503 | 2 - Mainline Ramp | I 040346J | I-40 Exit 346 J-Ramp | 0.000 | I-40 Exit 346 C-Ramp | 0.234 | I-40 nonCard | 111 | Derivation Code = 3 MS2 TDMS; Reference = [68_6503] Previous AADT = 112 | 19 | - | 6 | 8 | 13% | 199 |
| [68_6510] | 6510 | 2 - Mainline Ramp | I 040348A1 | I-40 Exit 348 A1-Ramp | 0.000 | I-40 | 0.164 | I-40 Front | 129 | Derivation Code = 1 MS2 TDMS; Reference = [68_6510] Previous AADT = 151 | 15 | - | 9 | 18 | 21% | 231 |
| [68_6512] | 6512 | 2 - Mainline Ramp | I 040348C | I-40 Exit 348 C-Ramp | 0.000 | I-40 nonCard | 0.173 | I-40 Exit 348 J-Ramp | 167 | Derivation Code = 3 MS2 TDMS; Reference = [68_6512] Previous AADT = 169 | 20 | - | 8 | 18 | 16% | 300 |
| [68_6511] | 6511 | 2 - Mainline Ramp | I 040348G1 | I-40 Exit 348 G1-Ramp | 0.000 | Unidentified Rd | 0.204 | I-40 | 173 | Derivation Code = 3 MS2 TDMS; Reference = [68_6511] Previous AADT = 175 | 17 | - | 10 | 18 | 16% | 310 |
| [68_6513] | 6513 | 2 - Mainline Ramp | I 040348J | I-40 Exit 348 J-Ramp | 0.000 | I-40 Exit 348 C-Ramp | 0.133 | I-40 nonCard | 131 | Derivation Code = 1 MS2 TDMS; Reference = [68_6513] Previous AADT = 170 | 15 | - | 16 | 32 | 37% | 235 |
| [68_6520] | 6520 | 2 - Mainline Ramp | I 040351A | I-40 Exit 351 A-Ramp | 0.000 | I-40 | 0.218 | I-40 Exit 351 G-Ramp | 180 | Derivation Code = 3 MS2 TDMS; Reference = [68_6520] Previous AADT = 182 | 15 | - | 12 | 13 | 14% | 323 |
| [68_6522] | 6522 | 2 - Mainline Ramp | I 040351C | I-40 Exit 351 C-Ramp | 0.000 | I-40 nonCard | 0.217 | I-40 Exit 351 J-Ramp | 313 | Derivation Code = 1 MS2 TDMS; Reference = [68_6522] Previous AADT = 378 | 13 | - | 37 | 13 | 16% | 562 |
| [68_6521] | 6521 | 2 - Mainline Ramp | I 040351G | I-40 Exit 351 G-Ramp | 0.000 | I-40 Exit 351 A-Ramp | 0.229 | I-40 | 282 | Derivation Code = 3 MS2 TDMS; Reference = [68_6521] Previous AADT = 285 | 14 | - | 16 | 37 | 19% | 506 |
| [68_6523] | 6523 | 2 - Mainline Ramp | I 040351J | I-40 Exit 351 J-Ramp | 0.000 | I-40 Exit 351 C-Ramp | 0.197 | I-40 nonCard | 267 | Derivation Code = 1 MS2 TDMS; Reference = [68_6523] Previous AADT = 290 | 13 | - | 38 | 13 | 19% | 479 |
| [68_6530] | 6530 | 2 - Mainline Ramp | I 040354A | I-40 Exit 354 A-Ramp | 0.000 | I-40 | 0.150 | I-40 Exit 354 G-Ramp | 60 | Derivation Code = 3 MS2 TDMS; Reference = [68_6530] Previous AADT = 61 | 14 | - | 2 | 3 | 8% | 108 |
| [68_6532] | 6532 | 2 - Mainline Ramp | I 040354C | I-40 Exit 354 C-Ramp | 0.000 | I-40 nonCard | 0.153 | I-40 Exit 354 J-Ramp | 65 | Derivation Code = 3 MS2 TDMS; Reference = [68_6532] Previous AADT = 66 | 23 | - | 3 | 7 | 15% | 117 |
| [68_6531] | 6531 | 2 - Mainline Ramp | I 040354G | I-40 Exit 354 G-Ramp | 0.000 | I-40 Exit 354 A-Ramp | 0.129 | I-40 | 72 | Derivation Code = 3 MS2 TDMS; Reference = [68_6531] Previous AADT = 73 | 15 | - | 3 | 4 | 10% | 129 |
| [68_6533] | 6533 | 2 - Mainline Ramp | I 040354J | I-40 Exit 354 J-Ramp | 0.000 | I-40 Exit 354 C-Ramp | 0.131 | I-40 nonCard | 120 | Derivation Code = 3 MS2 TDMS; Reference = [68_6533] Previous AADT = 121 | 16 | - | 7 | 9 | 13% | 215 |
| [68_6540] | 6540 | 2 - Mainline Ramp | I 040357A | I-40 Exit 357 A-Ramp | 0.000 | I-40 | 0.155 | I-40 Exit 357 G-Ramp | 556 | Derivation Code = 3 MS2 TDMS; Reference = [68_6540] Previous AADT = 563 | 11 | - | 37 | 46 | 15% | 998 |
| [68_6542] | 6542 | 2 - Mainline Ramp | I 040357C | I-40 Exit 357 C-Ramp | 0.000 | I-40 nonCard | 0.177 | I-40 Exit 357 J-Ramp | 314 | Derivation Code = 3 MS2 TDMS; Reference = [68_6542] Previous AADT = 318 | 12 | - | 19 | 40 | 19% | 563 |
| [68_6541] | 6541 | 2 - Mainline Ramp | I 040357G | I-40 Exit 357 G-Ramp | 0.000 | I-40 Exit 357 A-Ramp | 0.171 | I-40 | 203 | Derivation Code = 3 MS2 TDMS; Reference = [68_6541] Previous AADT = 205 | 12 | - | 13 | 14 | 13% | 364 |
| [68_6543] | 6543 | 2 - Mainline Ramp | I 040357J | I-40 Exit 357 J-Ramp | 0.000 | I-40 Exit 357 C-Ramp | 0.179 | I-40 nonCard | 531 | Derivation Code = 3 MS2 TDMS; Reference = [68_6543] Previous AADT = 537 | 12 | - | 34 | 65 | 19% | 953 |
| | 900006 | 2 - Mainline Ramp | I 040358J | I-40 Exit 358 J-Ramp | 0.000 | I-40 Exit 358 S2-Ramp | 0.072 | I-40 nonCard | 3,625 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 3670 | - | - | - | - | - | 6,504 |
| | 900006 | 2 - Mainline Ramp | I 040358S1 | I-40 Exit 358 S1-Ramp | 0.000 | I-40 Front nonCard | 0.172 | I-40 Exit 358 J-Ramp | - | - | - | - | - | - | - | - |
| [68_6560] | 6560 | 2 - Mainline Ramp | I 040359A | I-40 Exit 359 A-Ramp | 0.000 | I-40 | 0.195 | Unidentified Rd | 546 | Derivation Code = 3 MS2 TDMS; Reference = [68_6560] Previous AADT = 553 | 11 | - | 36 | 45 | 15% | 980 |
| [68_6562] | 6562 | 2 - Mainline Ramp | I 040359C | I-40 Exit 359 C-Ramp | 0.000 | I-40 nonCard | 0.199 | I-40 Exit 359 J-Ramp | 939 | Derivation Code = 3 MS2 TDMS; Reference = [68_6562] Previous AADT = 950 | 11 | - | 62 | 81 | 15% | 1,685 |
| [68_6561] | 6561 | 2 - Mainline Ramp | I 040359G | I-40 Exit 359 G-Ramp | 0.000 | I-40 Front | 0.278 | I-40 | 694 | Derivation Code = 3 MS2 TDMS; Reference = [68_6561] Previous AADT = 702 | 12 | - | 45 | 57 | 15% | 1,245 |
| [68_6563] | 6563 | 2 - Mainline Ramp | I 040359J | I-40 Exit 359 J-Ramp | 0.000 | I-40 Exit 359 C-Ramp | 0.145 | I-40 nonCard | 942 | Derivation Code = 3 MS2 TDMS; Reference = [68_6563] Previous AADT = 953 | 11 | - | 62 | 81 | 15% | 1,690 |
| | - | 2 - Mainline Ramp | S 024000C1 | SR-24 Exit 0 C1-Ramp | 0.000 | SR-24 Exit 1 J-Ramp | 0.901 | SR-202 nonCard | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 024001A | - | 0.000 | - | 0.384 | - | 8,000 | Estimate | - | - | - | - | - | 13,451 |
| | - | 2 - Mainline Ramp | S 024001C | - | 0.000 | - | 0.389 | - | 9,000 | Estimate | - | - | - | - | - | 15,133 |
| | - | 2 - Mainline Ramp | S 024001G | - | 0.000 | - | 0.276 | - | 8,000 | Estimate | - | - | - | - | - | 13,451 |
| | - | 2 - Mainline Ramp | S 024001J | - | 0.000 | - | 0.356 | - | 8,000 | Estimate | - | - | - | - | - | 13,451 |
| [68_100670] | 100670 | 2 - Mainline Ramp | S 051 | SR-51 | 0.675 | SR-51 Exit 0 Y-Ramp | 1.033 | SR-202 Exit 1 A1-Ramp | 44,329 | Derivation Code = 1 MS2 TDMS; Reference = [68_100670] Previous AADT = 41976 | 9 | 56 | 3,644 | 3,068 | 15% | 69,775 |
| [68_7253] | 7253 | 2 - Mainline Ramp | S 051 | SR-51 | 15.985 | SR-51 Exit 15 A-Ramp | 16.706 | SR-101 nonCard | 32,454 | Derivation Code = 3 MS2 TDMS; Reference = [68_7253] Previous AADT = 29477 | 8 | 53 | 4,221 | 3,496 | 24% | 43,019 |
| [68_7601] | 7601 | 2 - Mainline Ramp | S 051 | SR-51 nonCard | 0.167 | SR-202 Exit 1 C11-Ramp | 0.380 | SR-51 Exit 1 J1-Ramp | 49,582 | Derivation Code = 3 MS2 TDMS; Reference = [68_7601] Previous AADT = 45034 | 8 | - | 3,890 | 641 | 9% | 78,044 |
| [68_7252] | 7252 | 2 - Mainline Ramp | S 051 | SR-51 nonCard | 15.370 | SR-101 Exit 29 A-Ramp | 16.130 | SR-101 nonCard | 25,767 | Derivation Code = 3 MS2 TDMS; Reference = [68_7252] Previous AADT = 23403 | 9 | - | 1,981 | 325 | 9% | 34,155 |
| [68_3845] | 3845 | 2 - Mainline Ramp | S 051000G | SR-51 Exit 0 G-Ramp | 0.000 | I-10 Exit 148 J-Ramp | 0.172 | SR-51 | 11,544 | Derivation Code = 3 MS2 TDMS; Reference = [68_3845] Previous AADT = 10754 | 15 | - | 350 | 1,358 | 15% | 15,846 |
| [68_7602] | 7602 | 2 - Mainline Ramp | S 051000W | SR-51 Exit 0 W-Ramp | 0.009 | Eb I 10 Ex 148 Hov Ramp | 0.909 | 270 Ft S of Van Buren St | 8,334 | Derivation Code = 3 MS2 TDMS; Reference = [68_7602] Previous AADT = 8432 | 9 | - | 603 | 100 | 8% | 13,118 |
| [68_7603] | 7603 | 2 - Mainline Ramp | S 051000Y | SR-51 Exit 0 Y-Ramp | 0.257 | 270 Ft S of Van Buren St | 0.900 | SR-51 | 7,469 | Derivation Code = 3 MS2 TDMS; Reference = [68_7603] Previous AADT = 7557 | 14 | - | 545 | 89 | 8% | 11,756 |
| [68_6590] | 6590 | 2 - Mainline Ramp | S 051001A1 | SR-51 Exit 1 A1-Ramp | 0.000 | SR-51 | 0.323 | SR-202 | 10,384 | Derivation Code = 3 MS2 TDMS; Reference = [68_6590] Previous AADT = 9431 | 10 | - | 883 | 145 | 10% | 13,764 |
| [68_7770] | 7770 | 2 - Mainline Ramp | S 051001A2 | SR-51 Exit 1 A2-Ramp | 0.000 | SR-51 | 0.217 | SR-51 Exit 1 J1-Ramp | 3,409 | Derivation Code = 3 MS2 TDMS; Reference = [68_7770] Previous AADT = 3096 | 12 | - | 115 | 96 | 6% | 4,519 |
| [68_7820] | 7820 | 2 - Mainline Ramp | S 051001A3 | SR-51 Exit 1 A3-Ramp | 0.000 | SR-51 | 0.347 | SR-51 Exit 1 J3-Ramp | 14,837 | Derivation Code = 3 MS2 TDMS; Reference = [68_7820] Previous AADT = 13476 | 9 | - | 498 | 410 | 6% | 19,667 |
| [68_6592] | 6592 | 2 - Mainline Ramp | S 051001C1 | SR-51 Exit 1 C1-Ramp | 0.000 | SR-51 nonCard | 0.214 | SR-202 nonCard | 21,667 | Derivation Code = 3 MS2 TDMS; Reference = [68_6592] Previous AADT = 19679 | 8 | - | 758 | 628 | 6% | 28,720 |
| [68_6573] | 6573 | 2 - Mainline Ramp | S 051001C11 | SR-51 Exit 1 C11-Ramp | 0.000 | SR-51 Exit 1 A1-Ramp | 0.390 | SR-51 Exit 1 C1-Ramp | 31,820 | Derivation Code = 3 MS2 TDMS; Reference = [68_6573] Previous AADT = 28901 | 8 | - | 968 | 3,753 | 15% | 42,178 |
| [68_7771] | 7771 | 2 - Mainline Ramp | S 051001C2 | SR-51 Exit 1 C2-Ramp | 0.000 | SR-51 nonCard | 0.245 | SR-51 Exit 1 J1-Ramp | 6,709 | Derivation Code = 3 MS2 TDMS; Reference = [68_7771] Previous AADT = 6094 | 8 | - | 225 | 186 | 6% | 8,893 |
| | - | 2 - Mainline Ramp | S 051001C3 | SR-51 Exit 1 C3-Ramp | 0.000 | SR-51 Exit 1 J3-Ramp | 0.056 | SR-51 Exit 1 X3-Ramp | - | - | - | - | - | - | - | - |
| [68_7822] | 7822 | 2 - Mainline Ramp | S 051001C4 | SR-51 Exit 1 C4-Ramp | 0.000 | SR-51 nonCard | 0.327 | SR-51 Exit 1 J3-Ramp | 12,931 | Derivation Code = 3 MS2 TDMS; Reference = [68_7822] Previous AADT = 11745 | 10 | - | 434 | 358 | 6% | 17,140 |
| | - | 2 - Mainline Ramp | S 051001G | SR-51 Exit 1 G-Ramp | 0.000 | SR-51 Exit 1 C4-Ramp | 0.030 | SR-51 Front | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | - | - | - | - | - | 38,931 |
| [68_7828] | 7828 | 2 - Mainline Ramp | S 051001G | SR-51 Exit 1 G-Ramp | 0.030 | SR-51 Front | 0.227 | SR-51 Front | 17,504 | Derivation Code = 3 MS2 TDMS; Reference = [68_7828] Previous AADT = 15146 | 13 | - | 1,525 | 248 | 10% | 23,202 |
| [68_7821] | 7821 | 2 - Mainline Ramp | S 051001G | SR-51 Exit 1 G-Ramp | 0.227 | SR-51 Front | 0.333 | SR-51 | 12,746 | Derivation Code = 3 MS2 TDMS; Reference = [68_7821] Previous AADT = 11577 | 11 | - | 428 | 353 | 6% | 16,895 |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|----------------------|-------------|-----------------------|-----------|----------------------|-----------|---|---|---|------------|------------|--------------------|-------------------|------------|------------------|
| - | - | 2 - Mainline Ramp | S 051001L | SR-51 Exit 1 L-Ramp | 0.000 | SR-51 Front nonCard | 0.031 | SR-51 Exit 1 X-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001L1 | SR-51 Exit 1 L1-Ramp | 0.000 | McDowell Rd | 0.039 | SR-51 Exit 1 J1-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001L3 | SR-51 Exit 1 X3-Ramp | 0.000 | SR-51 Exit 1 X3-Ramp | 0.015 | SR-51 Exit 1 J3-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001P1 | SR-51 Exit 1 P1-Ramp | 0.000 | McDowell Rd | 0.035 | SR-51 Exit 1 G1-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001P2 | SR-51 Exit 1 P2-Ramp | 0.000 | SR-51 Exit 1 T-Ramp | 0.033 | SR-51 Front | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | S 051001P3 | SR-51 Exit 1 P3-Ramp | 0.000 | 20th St | 0.022 | SR-51 Front | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001T | SR-51 Exit 1 T-Ramp | 0.000 | SR-51 Front | 0.030 | SR-51 Exit 1 P2-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001T1 | SR-51 Exit 1 T1-Ramp | 0.000 | McDowell Rd | 0.028 | SR-51 Exit 1 A2-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001X | SR-51 Exit 1 X-Ramp | 0.000 | SR-51 Front nonCard | 0.031 | SR-51 Exit 1 L-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001X1 | SR-51 Exit 1 X1-Ramp | 0.000 | SR-51 Exit 1 C2-Ramp | 0.036 | McDowell Rd | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051001X4 | SR-51 Exit 1 X4-Ramp | 0.000 | SR-51 Exit 1 J3-Ramp | 0.023 | Nb On Slip Sr51 NB | - | - | - | - | - | - | - | - | - | - |
| {68_6600} | 6600 | 2 - Mainline Ramp | S 051002A | SR-51 Exit 2 A-Ramp | 0.000 | SR-51 | 0.233 | SR-51 Exit 2 J-Ramp | 11,848 | Derivation Code = 3 MS2 TDMS; Reference = {68_6600} Previous AADT = 10761 | | | 9 | - | 1,007 | 165 | 10% | 15,705 |
| {68_6602} | 6602 | 2 - Mainline Ramp | S 051002C | SR-51 Exit 2 C-Ramp | 0.000 | SR-51 nonCard | 0.221 | SR-51 Exit 2 J-Ramp | 15,165 | Derivation Code = 3 MS2 TDMS; Reference = {68_6602} Previous AADT = 13774 | | | 9 | - | 509 | 422 | 6% | 20,102 |
| {68_6601} | 6601 | 2 - Mainline Ramp | S 051002G | SR-51 Exit 2 G-Ramp | 0.000 | SR-51 Exit 2 A-Ramp | 0.208 | SR-51 | 13,279 | Derivation Code = 3 MS2 TDMS; Reference = {68_6601} Previous AADT = 12061 | | | 10 | - | 1,127 | 186 | 10% | 17,602 |
| {68_6603} | 6603 | 2 - Mainline Ramp | S 051002J | SR-51 Exit 2 J-Ramp | 0.000 | SR-51 Exit 2 A-Ramp | 0.202 | SR-51 nonCard | 17,418 | Derivation Code = 3 MS2 TDMS; Reference = {68_6603} Previous AADT = 15820 | | | 11 | - | 586 | 486 | 6% | 23,088 |
| - | - | 2 - Mainline Ramp | S 051002L | SR-51 Exit 2 L-Ramp | 0.000 | SR-51 Exit 2 X-Ramp | 0.030 | SR-51 Exit 2 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051002P | SR-51 Exit 2 P-Ramp | 0.000 | Indian School Rd | 0.035 | SR-51 Exit 2 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051002T | SR-51 Exit 2 T-Ramp | 0.000 | SR-51 Exit 2 A-Ramp | 0.033 | Indian School Rd | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051002X | SR-51 Exit 2 X-Ramp | 0.000 | SR-51 Exit 2 C-Ramp | 0.033 | SR-51 Exit 2 L-Ramp | - | - | - | - | - | - | - | - | - | - |
| {68_6610} | 6610 | 2 - Mainline Ramp | S 051003A | SR-51 Exit 3 A-Ramp | 0.000 | SR-51 | 0.206 | Highland Ave | 22,266 | Derivation Code = 3 MS2 TDMS; Reference = {68_6610} Previous AADT = 20223 | | | 9 | - | 747 | 620 | 6% | 29,514 |
| {68_6622} | 6622 | 2 - Mainline Ramp | S 051003C | SR-51 Exit 3 C-Ramp | 0.000 | SR-51 nonCard | 0.174 | Colter St | 13,674 | Derivation Code = 3 MS2 TDMS; Reference = {68_6622} Previous AADT = 12420 | | | 9 | - | 460 | 382 | 6% | 18,125 |
| {68_6620} | 6620 | 2 - Mainline Ramp | S 051003G | SR-51 Exit 3 G-Ramp | 0.000 | Nb Sr51 Ex 4A On Ramp | 0.177 | SR-51 | 10,375 | Derivation Code = 3 MS2 TDMS; Reference = {68_6620} Previous AADT = 9423 | | | 15 | - | 318 | 1,228 | 15% | 13,752 |
| {68_6613} | 6613 | 2 - Mainline Ramp | S 051003J | SR-51 Exit 3 J-Ramp | 0.000 | Highland Ave | 0.168 | SR-51 nonCard | 22,870 | Derivation Code = 3 MS2 TDMS; Reference = {68_6613} Previous AADT = 20772 | | | 11 | - | 778 | 642 | 6% | 30,315 |
| {68_6630} | 6630 | 2 - Mainline Ramp | S 051004A | SR-51 Exit 4 A-Ramp | 0.000 | SR-51 | 0.204 | SR-51 Exit 4 J-Ramp | 10,838 | Derivation Code = 3 MS2 TDMS; Reference = {68_6630} Previous AADT = 9844 | | | 9 | - | 365 | 303 | 6% | 14,366 |
| {68_6632} | 6632 | 2 - Mainline Ramp | S 051004C | SR-51 Exit 4 C-Ramp | 0.000 | SR-51 nonCard | 0.206 | SR-51 Exit 4 J-Ramp | 8,100 | Derivation Code = 3 MS2 TDMS; Reference = {68_6632} Previous AADT = 7357 | | | 11 | - | 271 | 224 | 6% | 10,737 |
| {68_6631} | 6631 | 2 - Mainline Ramp | S 051004G | SR-51 Exit 4 G-Ramp | 0.000 | SR-51 Exit 4 C-Ramp | 0.237 | SR-51 | 9,606 | Derivation Code = 3 MS2 TDMS; Reference = {68_6631} Previous AADT = 8725 | | | 12 | - | 322 | 267 | 6% | 12,733 |
| {68_6633} | 6633 | 2 - Mainline Ramp | S 051004J | SR-51 Exit 4 J-Ramp | 0.000 | SR-51 Exit 4 C-Ramp | 0.227 | SR-51 nonCard | 8,499 | Derivation Code = 3 MS2 TDMS; Reference = {68_6633} Previous AADT = 7719 | | | 13 | - | 289 | 240 | 6% | 11,266 |
| - | - | 2 - Mainline Ramp | S 051004L | SR-51 Exit 4 L-Ramp | 0.000 | Bethany Home Rd | 0.035 | SR-51 Exit 4 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051004T | SR-51 Exit 4 T-Ramp | 0.000 | SR-51 Exit 4 C-Ramp | 0.030 | Bethany Home Rd | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051004X | SR-51 Exit 4 X-Ramp | 0.000 | SR-51 Exit 4 C-Ramp | 0.028 | Bethany Home Rd | - | - | - | - | - | - | - | - | - | - |
| {68_6640} | 6640 | 2 - Mainline Ramp | S 051005A | SR-51 Exit 5 A-Ramp | 0.000 | SR-51 | 0.233 | SR-51 Exit 5 G-Ramp | 14,027 | Derivation Code = 3 MS2 TDMS; Reference = {68_6640} Previous AADT = 12740 | | | 9 | - | 472 | 391 | 6% | 18,593 |
| {68_6642} | 6642 | 2 - Mainline Ramp | S 051005C | SR-51 Exit 5 C-Ramp | 0.000 | SR-51 nonCard | 0.186 | SR-51 Exit 5 G-Ramp | 15,883 | Derivation Code = 3 MS2 TDMS; Reference = {68_6642} Previous AADT = 14426 | | | 12 | - | 533 | 443 | 6% | 21,053 |
| {68_6641} | 6641 | 2 - Mainline Ramp | S 051005G | SR-51 Exit 5 G-Ramp | 0.000 | SR-51 Exit 5 A-Ramp | 0.186 | SR-51 | 17,539 | Derivation Code = 3 MS2 TDMS; Reference = {68_6641} Previous AADT = 15930 | | | 12 | - | 591 | 488 | 6% | 23,248 |
| {68_6643} | 6643 | 2 - Mainline Ramp | S 051005J | SR-51 Exit 5 J-Ramp | 0.000 | SR-51 Exit 5 A-Ramp | 0.224 | SR-51 nonCard | 11,570 | Derivation Code = 3 MS2 TDMS; Reference = {68_6643} Previous AADT = 10509 | | | 9 | - | 402 | 334 | 6% | 15,336 |
| - | - | 2 - Mainline Ramp | S 051005L | SR-51 Exit 5 L-Ramp | 0.000 | Glendale Ave | 0.024 | SR-51 Exit 5 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051005P | SR-51 Exit 5 P-Ramp | 0.000 | Glendale Ave | 0.033 | SR-51 Exit 5 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051005T | SR-51 Exit 5 T-Ramp | 0.000 | SR-51 Exit 5 A-Ramp | 0.029 | Glendale Ave | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051005X | SR-51 Exit 5 X-Ramp | 0.000 | SR-51 Exit 5 C-Ramp | 0.041 | Glendale Ave | - | - | - | - | - | - | - | - | - | - |
| {68_6650} | 6650 | 2 - Mainline Ramp | S 051007A | SR-51 Exit 7 A-Ramp | 0.000 | SR-51 | 0.239 | Northern Ave | 12,036 | Derivation Code = 3 MS2 TDMS; Reference = {68_6650} Previous AADT = 10932 | | | 11 | - | 404 | 335 | 6% | 15,954 |
| {68_6652} | 6652 | 2 - Mainline Ramp | S 051007C | SR-51 Exit 7 C-Ramp | 0.000 | SR-51 nonCard | 0.306 | SR-51 Exit 7 J-Ramp | 15,635 | Derivation Code = 3 MS2 TDMS; Reference = {68_6652} Previous AADT = 14201 | | | 16 | - | 525 | 434 | 6% | 20,725 |
| {68_6651} | 6651 | 2 - Mainline Ramp | S 051007G | SR-51 Exit 7 G-Ramp | 0.000 | Northern Ave nonCard | 0.255 | SR-51 | 11,661 | Derivation Code = 3 MS2 TDMS; Reference = {68_6651} Previous AADT = 10591 | | | 11 | - | 354 | 1,375 | 15% | 15,457 |
| {68_6653} | 6653 | 2 - Mainline Ramp | S 051007J | SR-51 Exit 7 J-Ramp | 0.000 | SR-51 Exit 7 C-Ramp | 0.205 | SR-51 nonCard | 10,059 | Derivation Code = 3 MS2 TDMS; Reference = {68_6653} Previous AADT = 9136 | | | 9 | - | 307 | 1,190 | 15% | 13,334 |
| {68_6655} | 6655 | 2 - Mainline Ramp | S 051007L | SR-51 Exit 7 L-Ramp | 0.000 | Northern Ave | 0.043 | SR-51 Exit 7 C-Ramp | 10,212 | Derivation Code = 3 MS2 TDMS; Reference = {68_6655} Previous AADT = 9275 | | | 10 | - | 310 | 1,205 | 15% | 13,536 |
| {68_6656} | 6656 | 2 - Mainline Ramp | S 051007X | SR-51 Exit 7 X-Ramp | 0.000 | SR-51 Exit 7 C-Ramp | 0.123 | Northern Ave | 14,129 | Derivation Code = 3 MS2 TDMS; Reference = {68_6656} Previous AADT = 12833 | | | 17 | - | 430 | 1,666 | 15% | 18,728 |
| {68_6660} | 6660 | 2 - Mainline Ramp | S 051008A | SR-51 Exit 8 A-Ramp | 0.000 | SR-51 | 0.217 | 32nd St | 4,341 | Derivation Code = 3 MS2 TDMS; Reference = {68_6660} Previous AADT = 3943 | | | 13 | - | 145 | 118 | 6% | 5,754 |
| {68_6665} | 6665 | 2 - Mainline Ramp | S 051008J1 | SR-51 Exit 8 J1-Ramp | 0.000 | 26th St | 0.181 | SR-51 nonCard | 2,693 | Derivation Code = 3 MS2 TDMS; Reference = {68_6665} Previous AADT = 2446 | | | 19 | - | 89 | 72 | 6% | 3,570 |
| {68_6663} | 6663 | 2 - Mainline Ramp | S 051008J2 | SR-51 Exit 8 J2-Ramp | 0.000 | 32nd St | 0.286 | SR-51 nonCard | 6,595 | Derivation Code = 3 MS2 TDMS; Reference = {68_6663} Previous AADT = 5990 | | | 19 | - | 200 | 777 | 15% | 8,742 |
| - | - | 2 - Mainline Ramp | S 051008L | SR-51 Exit 8 L-Ramp | 0.000 | 32nd St | 0.050 | SR-51 Exit 8 J2-Ramp | - | - | - | - | - | - | - | - | - | - |
| {68_6670} | 6670 | 2 - Mainline Ramp | S 051009A | SR-51 Exit 9 A-Ramp | 0.000 | SR-51 | 0.199 | SR-51 Exit 9 J-Ramp | 15,629 | Derivation Code = 3 MS2 TDMS; Reference = {68_6670} Previous AADT = 14195 | | | 9 | - | 525 | 434 | 6% | 20,717 |
| {68_6672} | 6672 | 2 - Mainline Ramp | S 051009C | SR-51 Exit 9 C-Ramp | 0.000 | SR-51 nonCard | 0.275 | SR-51 Exit 9 J-Ramp | 10,991 | Derivation Code = 3 MS2 TDMS; Reference = {68_6672} Previous AADT = 9983 | | | 10 | - | 368 | 306 | 6% | 14,569 |
| {68_6671} | 6671 | 2 - Mainline Ramp | S 051009G | SR-51 Exit 9 G-Ramp | 0.000 | SR-51 Exit 9 C-Ramp | 0.241 | SR-51 | 9,737 | Derivation Code = 3 MS2 TDMS; Reference = {68_6671} Previous AADT = 8844 | | | 10 | - | 295 | 1,148 | 15% | 12,907 |
| {68_6673} | 6673 | 2 - Mainline Ramp | S 051009J | SR-51 Exit 9 J-Ramp | 0.000 | SR-51 Exit 9 C-Ramp | 0.240 | Sb Sr51 Ex 9 On Ramp | 13,496 | Derivation Code = 3 MS2 TDMS; Reference = {68_6673} Previous AADT = 12258 | | | 9 | - | 1,103 | 181 | 10% | 17,889 |
| {68_6675} | 6675 | 2 - Mainline Ramp | S 051009J1 | SR-51 Exit 9 J1-Ramp | 0.000 | SR-51 Exit 9 J-Ramp | 0.138 | SR-51 Exit 9 J-Ramp | 20 | Derivation Code = 3 MS2 TDMS; Reference = {68_6675} Previous AADT = 19 | | | 39 | - | 2 | 2 | 20% | 31 |
| - | - | 2 - Mainline Ramp | S 051009L | SR-51 Exit 9 L-Ramp | 0.000 | SR-51 Exit 9 X-Ramp | 0.048 | SR-51 Exit 9 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051009L1 | SR-51 Exit 9 L1-Ramp | 0.000 | Shea Blvd | 0.026 | SR-51 Exit 9 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051009P | SR-51 Exit 9 P-Ramp | 0.000 | SR-51 Exit 9 T-Ramp | 0.047 | SR-51 Exit 9 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051009T | SR-51 Exit 9 T-Ramp | 0.000 | SR-51 Exit 9 A-Ramp | 0.060 | SR-51 Exit 9 P-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051009X | SR-51 Exit 9 X-Ramp | 0.000 | SR-51 Exit 9 C-Ramp | 0.048 | SR-51 Exit 9 L-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 051009X1 | SR-51 Exit 9 X1-Ramp | 0.000 | SR-51 Exit 9 X-Ramp | 0.035 | Shea Blvd | - | - | - | - | - | - | - | - | - | - |
| {68_6680} | 6680 | 2 - Mainline Ramp | S 051010A | SR-51 Exit 10 A-Ramp | 0.000 | SR-51 | 0.242 | SR-51 Exit 10 G-Ramp | 16,113 | Derivation Code = 3 MS2 TDMS; Reference = {68_6680} Previous AADT = 14635 | | | 10 | - | 551 | 456 | 6% | 21,358 |
| {68_6682} | 6682 | 2 - Mainline Ramp | S 051010C | SR-51 Exit 10 C-Ramp | 0.000 | SR-51 nonCard | 0.242 | SR-51 Exit 10 G-Ramp | 12,413 | Derivation | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-------------|--------|--------------------|------------|------------------------|-------------|----------------------------------|-----------|----------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_6681} | 6681 | 2 - Mainline Ramp | S 051010G | SR-51 Exit 10 G-Ramp | 0.000 | SR-51 Exit 10 C-Ramp | 0.253 | SR-51 | 11,188 | Derivation Code = 3 MS2 TDMS; Reference = {68_6681} Previous AADT = 10162 | 9 | | 338 | 1,307 | 15% | 14,830 |
| {68_6683} | 6683 | 2 - Mainline Ramp | S 051010J | SR-51 Exit 10 J-Ramp | 0.000 | SR-51 Exit 10 C-Ramp | 0.228 | SR-51 nonCard | 15,458 | Derivation Code = 3 MS2 TDMS; Reference = {68_6683} Previous AADT = 14040 | 11 | | 466 | 1,810 | 15% | 20,490 |
| | | 2 - Mainline Ramp | S 051010L | SR-51 Exit 10 L-Ramp | 0.000 | SR-51 Exit 10 X-Ramp | 0.048 | SR-51 Exit 10 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051010P | SR-51 Exit 10 P-Ramp | 0.000 | SR-51 Exit 10 T-Ramp | 0.041 | SR-51 Exit 10 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051010T | SR-51 Exit 10 T-Ramp | 0.000 | SR-51 Exit 10 A-Ramp | 0.042 | SR-51 Exit 10 P-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051010X | SR-51 Exit 10 X-Ramp | 0.000 | SR-51 Exit 10 C-Ramp | 0.047 | SR-51 Exit 10 L-Ramp | - | - | - | - | - | - | - | - |
| {68_6690} | 6690 | 2 - Mainline Ramp | S 051011A | SR-51 Exit 11 A-Ramp | 0.000 | SR-51 | 0.305 | Thunderbird Rd | 9,618 | Derivation Code = 3 MS2 TDMS; Reference = {68_6690} Previous AADT = 8736 | 11 | | 329 | 271 | 6% | 12,749 |
| {68_6693} | 6693 | 2 - Mainline Ramp | S 051011J | SR-51 Exit 11 J-Ramp | 0.000 | Thunderbird Rd | 0.249 | SR-51 nonCard | 8,820 | Derivation Code = 3 MS2 TDMS; Reference = {68_6693} Previous AADT = 8011 | 12 | | 266 | 1,033 | 15% | 11,691 |
| | | 2 - Mainline Ramp | S 051011L | SR-51 Exit 11 L-Ramp | 0.000 | Thunderbird Rd | 0.018 | SR-51 Exit 11 J-Ramp | - | - | - | - | - | - | - | - |
| {68_6700} | 6700 | 2 - Mainline Ramp | S 051012A | SR-51 Exit 12 A-Ramp | 0.000 | SR-51 | 0.305 | SR-51 Exit 12 G-Ramp | 16,093 | Derivation Code = 3 MS2 TDMS; Reference = {68_6700} Previous AADT = 14617 | 10 | | 551 | 455 | 6% | 21,332 |
| {68_6702} | 6702 | 2 - Mainline Ramp | S 051012C | SR-51 Exit 12 C-Ramp | 0.000 | SR-51 nonCard | 0.238 | SR-51 Exit 12 G-Ramp | 10,676 | Derivation Code = 3 MS2 TDMS; Reference = {68_6702} Previous AADT = 9697 | 9 | | 365 | 303 | 6% | 14,151 |
| {68_6701} | 6701 | 2 - Mainline Ramp | S 051012G | SR-51 Exit 12 G-Ramp | 0.000 | SR-51 Exit 12 A-Ramp | 0.277 | SR-51 | 9,951 | Derivation Code = 3 MS2 TDMS; Reference = {68_6701} Previous AADT = 9038 | 11 | | 300 | 1,163 | 15% | 13,190 |
| {68_6703} | 6703 | 2 - Mainline Ramp | S 051012J | SR-51 Exit 12 J-Ramp | 0.000 | SR-51 Exit 12 A-Ramp | 0.272 | SR-51 nonCard | 15,865 | Derivation Code = 3 MS2 TDMS; Reference = {68_6703} Previous AADT = 14410 | 11 | | 478 | 1,856 | 15% | 21,030 |
| | | 2 - Mainline Ramp | S 051012L | SR-51 Exit 12 L-Ramp | 0.000 | Greenway Rd | 0.038 | SR-51 Exit 12 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051012P | SR-51 Exit 12 P-Ramp | 0.000 | 40 ft SE of Nb Sr51 Ex 12 OnS R* | 0.031 | SR-51 Exit 12 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051012T | SR-51 Exit 12 T-Ramp | 0.000 | SR-51 Exit 12 A-Ramp | 0.045 | Greenway Rd | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051012X | SR-51 Exit 12 X-Ramp | 0.000 | SR-51 Exit 12 C-Ramp | 0.047 | Greenway Rd | - | - | - | - | - | - | - | - |
| {68_6710} | 6710 | 2 - Mainline Ramp | S 051013A | SR-51 Exit 13 A-Ramp | 0.000 | SR-51 | 0.244 | SR-51 Exit 13 J-Ramp | 15,849 | Derivation Code = 3 MS2 TDMS; Reference = {68_6710} Previous AADT = 14395 | 11 | | 542 | 450 | 6% | 21,008 |
| {68_6712} | 6712 | 2 - Mainline Ramp | S 051013C | SR-51 Exit 13 C-Ramp | 0.000 | SR-51 nonCard | 0.228 | SR-51 Exit 13 G-Ramp | 9,439 | Derivation Code = 3 MS2 TDMS; Reference = {68_6712} Previous AADT = 8573 | 10 | | 322 | 267 | 6% | 12,512 |
| {68_6711} | 6711 | 2 - Mainline Ramp | S 051013G | SR-51 Exit 13 G-Ramp | 0.000 | SR-51 Exit 13 C-Ramp | 0.263 | SR-51 | 9,156 | Derivation Code = 3 MS2 TDMS; Reference = {68_6711} Previous AADT = 8316 | 8 | | 313 | 257 | 6% | 12,137 |
| {68_6713} | 6713 | 2 - Mainline Ramp | S 051013J | SR-51 Exit 13 J-Ramp | 0.000 | SR-51 Exit 13 A-Ramp | 0.233 | SR-51 nonCard | 14,072 | Derivation Code = 3 MS2 TDMS; Reference = {68_6713} Previous AADT = 13759 | 9 | | 492 | 408 | 6% | 19,316 |
| {68_6715} | 6715 | 2 - Mainline Ramp | S 051013I1 | SR-51 Exit 13 I1-Ramp | 0.000 | SR-51 Exit 13 J-Ramp | 0.161 | SR-51 Exit 13 J-Ramp | 49 | Derivation Code = 3 MS2 TDMS; Reference = {68_6715} Previous AADT = 49 | 21 | | 1 | 1 | 4% | 67 |
| | | 2 - Mainline Ramp | S 051013L | SR-51 Exit 13 L-Ramp | 0.000 | Bell Rd | 0.039 | SR-51 Exit 13 J-Ramp | 21,155 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20091 | - | - | - | - | - | 28,042 |
| | | 2 - Mainline Ramp | S 051013P | SR-51 Exit 13 P-Ramp | 0.000 | SR-51 Exit 13 T-Ramp | 0.047 | SR-51 Exit 13 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051013T | SR-51 Exit 13 T-Ramp | 0.000 | SR-51 Exit 13 A-Ramp | 0.058 | SR-51 Exit 13 P-Ramp | 21,155 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20091 | - | - | - | - | - | 28,042 |
| | | 2 - Mainline Ramp | S 051013X | SR-51 Exit 13 X-Ramp | 0.000 | SR-51 Exit 13 C-Ramp | 0.044 | Bell Rd | - | - | - | - | - | - | - | - |
| {68_6720} | 6720 | 2 - Mainline Ramp | S 051014A | SR-51 Exit 14 A-Ramp | 0.000 | SR-51 | 0.276 | SR-51 Exit 14 G-Ramp | 12,002 | Derivation Code = 3 MS2 TDMS; Reference = {68_6720} Previous AADT = 10901 | 14 | | 409 | 340 | 6% | 15,909 |
| {68_6722} | 6722 | 2 - Mainline Ramp | S 051014C | SR-51 Exit 14 C-Ramp | 0.000 | SR-51 Exit 14 G-Ramp | 0.275 | SR-51 nonCard | 7,326 | Derivation Code = 3 MS2 TDMS; Reference = {68_6722} Previous AADT = 6654 | 12 | | 222 | 862 | 15% | 9,711 |
| {68_6721} | 6721 | 2 - Mainline Ramp | S 051014G | SR-51 Exit 14 G-Ramp | 0.000 | SR-51 Exit 14 C-Ramp | 0.238 | SR-51 | 7,551 | Derivation Code = 3 MS2 TDMS; Reference = {68_6721} Previous AADT = 6858 | 11 | | 257 | 213 | 6% | 10,009 |
| {68_6723} | 6723 | 2 - Mainline Ramp | S 051014J | SR-51 Exit 14 J-Ramp | 0.000 | SR-51 Exit 14 C-Ramp | 0.247 | SR-51 nonCard | 10,716 | Derivation Code = 3 MS2 TDMS; Reference = {68_6723} Previous AADT = 9733 | 12 | | 366 | 303 | 6% | 14,204 |
| | | 2 - Mainline Ramp | S 051014L | SR-51 Exit 14 L-Ramp | 0.000 | Union Hills Dr | 0.028 | SR-51 Exit 14 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051014P | SR-51 Exit 14 P-Ramp | 0.000 | Union Hills Dr | 0.033 | SR-51 Exit 14 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051014T | SR-51 Exit 14 T-Ramp | 0.000 | SR-51 Exit 14 A-Ramp | 0.033 | Union Hills Dr | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 051014X | SR-51 Exit 14 X-Ramp | 0.000 | SR-51 Exit 14 C-Ramp | 0.044 | Union Hills Dr | - | - | - | - | - | - | - | - |
| {68_7251} | 7251 | 2 - Mainline Ramp | S 051015A | SR-51 Exit 15 A-Ramp | 0.000 | SR-51 Exit 15 A1-Ramp | 0.559 | SR-101 | 29,215 | Derivation Code = 3 MS2 TDMS; Reference = {68_7251} Previous AADT = 26535 | 9 | | 994 | 825 | 6% | 38,725 |
| {68_7254} | 7254 | 2 - Mainline Ramp | S 051015A2 | SR-51 Exit 15 A2-Ramp | 0.000 | SR-51 Exit 15 A1-Ramp | 0.493 | Black Mountain Tfway | 5,520 | Derivation Code = 3 MS2 TDMS; Reference = {68_7254} Previous AADT = 5242 | 16 | | 210 | 310 | 9% | 9,883 |
| {68_7255} | 7255 | 2 - Mainline Ramp | S 051015J | SR-51 Exit 15 J-Ramp | 0.000 | Black Mountain Tfway nonCard | 0.617 | SR-101 Exit 29 A-Ramp | 5,359 | Derivation Code = 3 MS2 TDMS; Reference = {68_7255} Previous AADT = 4867 | 15 | | 203 | 301 | 9% | 7,104 |
| {68_6730} | 6730 | 2 - Mainline Ramp | S 051015V | SR-51 Exit 15 V-Ramp | 0.010 | 50 ft N of SR-51 | 0.863 | 60 ft W of SR-101 | 2,319 | Derivation Code = 3 MS2 TDMS; Reference = {68_6730} Previous AADT = 2346 | 11 | | 169 | 27 | 8% | 3,650 |
| | | 2 - Mainline Ramp | S 061352C | SR-61 Exit 352 C-Ramp | 0.000 | SR-61 | 0.410 | US-60 | 776 | VolGroup Estimate; Reference = {2b} Previous AADT = 904 | - | - | - | - | - | 1,321 |
| {68_6004} | 6004 | 2 - Mainline Ramp | S 064 | SR-64 | 0.000 | I-40 Exit 165 G-Ramp | 0.093 | I-40 Exit 165 J-Ramp | 6,995 | Derivation Code = 1 MS2 TDMS; Reference = {68_6004} Previous AADT = 5685 | 8 | | - | - | - | 8,168 |
| | | 2 - Mainline Ramp | S 068001C | SR-68 Exit 1 C-Ramp | 0.000 | SR-68 nonCard | 0.262 | 0.26 mi W of SR-68 nonCard | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 068005C | SR-68 Exit 5 C-Ramp | 0.000 | SR-68 nonCard | 0.294 | SR-68 nonCard | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 068026A | SR-68 Exit 26 A-Ramp | 0.000 | SR-68 | 0.241 | US-93 | - | - | - | - | - | - | - | - |
| {68_100728} | | 2 - Mainline Ramp | S 068026B | SR-68 Exit 26 B-Ramp | 0.000 | US-93 nonCard | 0.368 | US-93 Exit 67 C-Ramp | 15,678 | Derivation Code = 3 MS2 TDMS; Reference = {68_100728} Previous AADT = 15725 | - | - | - | - | - | 22,939 |
| {68_5194} | 5194 | 2 - Mainline Ramp | S 069 | SR-69 | 0.253 | SR-69 Exit 262 A-Ramp | 1.120 | SR-69 Exit 262 G-Ramp | 6,006 | Derivation Code = 1 MS2 TDMS; Reference = {68_5194} Previous AADT = 5997 | 7 | 50 | 357 | 883 | 21% | 9,692 |
| {68_5196} | 5196 | 2 - Mainline Ramp | S 069 | SR-69 nonCard | 0.000 | I-17 nonCard | 0.536 | E Arcosanti Rd | 2,623 | Derivation Code = 1 MS2 TDMS; Reference = {68_5196} Previous AADT = 5555 | 9 | | 406 | 201 | 23% | 4,233 |
| {68_5191} | 5191 | 2 - Mainline Ramp | S 069262A | SR-69 Exit 262 A-Ramp | 0.000 | SR-69 | 0.235 | E Cordes Lakes Rd WB | 2,574 | Derivation Code = 1 MS2 TDMS; Reference = {68_5191} Previous AADT = 3774 | 9 | | 356 | 133 | 19% | 4,069 |
| {68_8717} | 8717 | 2 - Mainline Ramp | S 069262C | SR-69 Exit 262 C-Ramp | 0.000 | SR-69 nonCard | 0.250 | E Arcosanti Rd | 1,951 | Derivation Code = 1 MS2 TDMS; Reference = {68_8717} Previous AADT = 1815 | 9 | | 173 | 66 | 12% | 2,677 |
| {68_5195} | 5195 | 2 - Mainline Ramp | S 069262G | SR-69 Exit 262 G-Ramp | 0.000 | SR-69 Front | 0.021 | SR-69 Front | 3,483 | Derivation Code = 1 MS2 TDMS; Reference = {68_5195} Previous AADT = 1978 | 11 | | 147 | 72 | 6% | 6,409 |
| {68_8716} | 8716 | 2 - Mainline Ramp | S 069262G | SR-69 Exit 262 G-Ramp | 0.021 | SR-69 Front | 0.227 | SR-69 | 2,377 | Derivation Code = 1 MS2 TDMS; Reference = {68_8716} Previous AADT = 2275 | 10 | | 217 | 80 | 12% | 3,627 |
| | | 2 - Mainline Ramp | S 069288A | SR-69 Exit 288 A-Ramp | 0.000 | SR-69 | 0.022 | SR-69 Exit 288 C-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 069288C | SR-69 Exit 288 C-Ramp | 0.000 | SR-69 Exit 288 A-Ramp | 0.025 | SR-69 | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 069288C1 | SR-69 Exit 288 C1-Ramp | 0.000 | E 1st St | 0.025 | SR-69 | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 069296A1 | SR-69 Exit 296 A1-Ramp | 0.000 | SR-69 | 0.094 | SR-89 Exit 312 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 069296J | SR-69 Exit 296 J-Ramp | 0.000 | SR-89 Exit 312 A-Ramp | 0.105 | SR-69 nonCard | - | - | - | - | - | - | - | - |
| {68_4564} | 4564 | 2 - Mainline Ramp | S 076 | SR-108 (3) | 0.000 | I-10 Exit 306 G-Ramp | 0.029 | I-10 Front nonCard | 1,511 | Derivation Code = 3 MS2 TDMS; Reference = {68_4564} Previous AADT = 1496 | 12 | 97 | - | - | - | 2,461 |
| {68_4284} | 4284 | 2 - Mainline Ramp | S 077 | SR-77 | 0.000 | I-10 Front | 0.086 | I-10 Front nonCard | 35,055 | Derivation Code = 3 MS2 TDMS; Reference = {68_4284} Previous AADT = 34300 | 11 | 53 | 812 | 536 | 4% | 53,436 |
| {68_6374} | 6374 | 2 - Mainline Ramp | S 077 | SR-77 | 224.857 | Petrified Forest Dr | 225.039 | I-40 Exit 292 C-Ramp | 2,577 | Derivation Code = 1 MS2 TDMS; Reference = {68_6374} Previous AADT = 2027 | 12 | 51 | 123 | 41 | 6% | 4,048 |
| {68_7915} | 7915 | 2 - Mainline Ramp | S 077069A | SR-77 Exit 69 A-Ramp | 0.000 | SR-77 | 0.137 | N Oracle Rd | 2,962 | Derivation Code = 1 MS2 TDMS; Reference = {68_7915} Previous AADT = 3377 | 14 | | 107 | 415 | 18% | 3,975 |
| {68_7916} | 7916 | 2 - Mainline Ramp | S 077069J | SR-77 Exit 69 J-Ramp | 0.000 | SR-77 nonCard | 0.038 | SR-77 nonCard | 14,701 | Derivation Code = 1 MS2 TDMS; Reference = {68_7916} Previous AADT = 13712 | 10 | | 433 | 1,682 | 14% | 19,730 |
| | | 2 - Mainline Ramp | S 077109A | SR-77 Exit 109 A-Ramp | 0.000 | SR-77 Exit 109 J-Ramp | 0.122 | SR-77 Exit 109 G-Ramp | 3,391 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3358 | - | - | - | - | - | 7,852 |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-------------|------------------------------|-------------|--------------------------------|-----------|------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| - | - | 2 - Mainline Ramp | S 077109C | SR-77 Exit 109 C-Ramp | 0.000 | SR-77 | 0.122 | SR-77 Exit 109 J-Ramp | 3,391 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3358 | - | - | - | - | - | 7,852 |
| - | - | 2 - Mainline Ramp | S 077109G | SR-77 Exit 109 G-Ramp | 0.000 | SR-77 Exit 109 A-Ramp | 0.121 | SR-77 | 3,391 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3358 | - | - | - | - | - | 7,852 |
| - | - | 2 - Mainline Ramp | S 077109J | SR-77 Exit 109 J-Ramp | 0.000 | SR-77 Exit 109 C-Ramp | 0.120 | SR-77 Exit 109 A-Ramp | 3,391 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3358 | - | - | - | - | - | 7,852 |
| - | - | 2 - Mainline Ramp | S 077155C | SR-77 Exit 155 C-Ramp | 0.000 | SR-77 | 0.241 | 0.24 mi S of SR-77 | 3,380 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3347 | - | - | - | - | - | 4,481 |
| - | - | 2 - Mainline Ramp | S 080317A | SR-80 Exit 317 A-Ramp | 0.000 | SR-80 | 0.053 | SR-80 Exit 317 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 080317D | SR-80 Exit 317 D-Ramp | 0.000 | SR-80 | 0.021 | SR-80 Exit 317 G-Ramp | - | - | - | - | - | - | - | - |
| (68_8001) | 8001 | 2 - Mainline Ramp | S 080332A | SR-80 Exit 332 A-Ramp | 0.000 | SR-80 | 0.069 | SR-90 | 101 | Derivation Code = 3 MS2 TDMS; Reference = (68_8001) Previous AADT = 100 | 21 | - | 7 | 3 | 10% | 147 |
| (68_7970) | 7970 | 2 - Mainline Ramp | S 080339B | SR-80 Exit 339 B-Ramp | 0.000 | SR-80 | 0.092 | Tombstone Cyn | 432 | Derivation Code = 3 MS2 TDMS; Reference = (68_7970) Previous AADT = 423 | 11 | - | 9 | 2 | 3% | 536 |
| (68_7972) | 7972 | 2 - Mainline Ramp | S 080339D | SR-80 Exit 339 D-Ramp | 0.000 | SR-80 | 0.120 | Tombstone Cyn | 132 | Derivation Code = 3 MS2 TDMS; Reference = (68_7972) Previous AADT = 129 | 14 | - | 9 | 2 | 8% | 164 |
| - | - | 2 - Mainline Ramp | S 080339O2 | SR-80 Exit 339 O2-Ramp | 0.000 | SR-80 Exit 339 D-Ramp | 0.013 | Tombstone Cyn | - | - | - | - | - | - | - | - |
| (68_7971) | 7971 | 2 - Mainline Ramp | S 080339G | SR-80 Exit 339 G-Ramp | 0.000 | Tombstone Cyn | 0.113 | SR-80 | 156 | Derivation Code = 3 MS2 TDMS; Reference = (68_7971) Previous AADT = | 14 | - | 9 | 2 | 7% | 194 |
| (68_7973) | 7973 | 2 - Mainline Ramp | S 080339J | SR-80 Exit 339 J-Ramp | 0.000 | Tombstone Cyn | 0.221 | SR-80 | 458 | Derivation Code = 3 MS2 TDMS; Reference = (68_7973) Previous AADT = 448 | 12 | - | 47 | 6 | 12% | 569 |
| - | - | 2 - Mainline Ramp | S 080339J2 | SR-80 Exit 339 J2-Ramp | 0.000 | Tombstone Cyn | 0.012 | SR-80 Exit 339 J-Ramp | - | - | - | - | - | - | - | - |
| (68_7950) | 7950 | 2 - Mainline Ramp | S 080341B | SR-80 Exit 341 B-Ramp | 0.000 | SR-80 | 0.034 | SR-80 Exit 341 G-Ramp | 288 | Derivation Code = 3 MS2 TDMS; Reference = (68_7950) Previous AADT = 282 | 19 | - | 32 | 5 | 13% | 358 |
| (68_7952) | 7952 | 2 - Mainline Ramp | S 080341C | SR-80 Exit 341 C-Ramp | 0.000 | SR-80 | 0.128 | Naco Rd | 2,472 | Derivation Code = 3 MS2 TDMS; Reference = (68_7952) Previous AADT = 2419 | 11 | - | 74 | 291 | 15% | 6,648 |
| (68_7951) | 7951 | 2 - Mainline Ramp | S 080341G | SR-80 Exit 341 G-Ramp | 0.000 | SR-80 Exit 341 B-Ramp | 0.064 | SR-80 | 1,682 | Derivation Code = 3 MS2 TDMS; Reference = (68_7951) Previous AADT = 1646 | 10 | - | 37 | 5 | 2% | 2,088 |
| (68_7953) | 7953 | 2 - Mainline Ramp | S 080341I | SR-80 Exit 341 I-Ramp | 0.000 | SR-80 Exit 341 C-Ramp | 0.046 | SR-80 | 249 | Derivation Code = 3 MS2 TDMS; Reference = (68_7953) Previous AADT = 220 | 19 | - | 17 | 3 | 8% | 489 |
| - | - | 2 - Mainline Ramp | S 080341T | SR-80 Exit 341 T-Ramp | 0.000 | SR-80 Exit 341 B-Ramp | 0.012 | SR-80 Exit 341 G-Ramp | 108 | Applied Growth Factor = 0.022 to Previous Year Previous AADT = 106 | - | - | 6 | 4 | 9% | 134 |
| - | - | 2 - Mainline Ramp | S 082001G | SR-82 Exit 1 G-Ramp | 0.000 | N Perkins Ave | 0.180 | SR-82 | 3,342 | Applied Growth Factor = 0.022 to Previous Year Previous AADT = 3271 | - | - | - | - | - | 10,026 |
| (68_7935) | 7935 | 2 - Mainline Ramp | S 082032R | SR-82 Exit 32 R-Ramp | 0.000 | SR-82 | 0.091 | SR-82 | 107 | Derivation Code = 1 MS2 TDMS; Reference = (68_7935) Previous AADT = 21 | - | - | 1 | - | 1% | 181 |
| (68_3294) | 3294 | 2 - Mainline Ramp | S 084 | SR-84 | 0.000 | I-8 Front | 0.122 | I-8 Exit 151 J-Ramp | 1,662 | Derivation Code = 1 MS2 TDMS; Reference = (68_3294) Previous AADT = 622 | 8 | 63 | 164 | 241 | 24% | 3,812 |
| (68_4074) | 4074 | 2 - Mainline Ramp | S 084 | SR-84 | 27.972 | I-10 Exit 198 F-Ramp | 28.219 | I-10 Exit 198 D-Ramp | 9,473 | Derivation Code = 3 MS2 TDMS; Reference = (68_4074) Previous AADT = 9379 | 8 | 70 | 606 | 775 | 15% | 21,935 |
| (68_3542) | 3542 | 2 - Mainline Ramp | S 085 | SR-85 nonCard (2) | 33.935 | I-10 Exit 112 A-Ramp | 34.658 | I-10 nonCard | 7,809 | Derivation Code = 3 MS2 TDMS; Reference = (68_3542) Previous AADT = 7534 | 9 | - | 1,155 | 4,154 | 68% | 9,913 |
| - | - | 2 - Mainline Ramp | S 085062S | SR-85 Exit 62 S-Ramp | 0.000 | SR-85 | 0.152 | SR-85 Exit 62 S-Ramp nonCard | 75 | VolGroup Estimate; Reference = (1b) Previous AADT = 79 | - | - | - | - | - | 106 |
| - | - | 2 - Mainline Ramp | S 085062S 0 | SR-85 Exit 62 S-Ramp nonCard | 0.000 | SR-85 Exit 62 S-Ramp | 0.013 | SR-85 Exit 62 S-Ramp | 75 | VolGroup Estimate; Reference = (1b) Previous AADT = 79 | - | - | - | - | - | 106 |
| - | - | 2 - Mainline Ramp | S 085072R | SR-85 Exit 72 R-Ramp | 0.000 | SR-85 | 0.140 | SR-85 Exit 72 R-Ramp nonCard | 75 | VolGroup Estimate; Reference = (1b) Previous AADT = 79 | - | - | - | - | - | 106 |
| - | - | 2 - Mainline Ramp | S 085072R 0 | SR-85 Exit 72 R-Ramp nonCard | 0.000 | SR-85 Exit 72 R-Ramp | 0.014 | SR-85 Exit 72 R-Ramp | 75 | VolGroup Estimate; Reference = (1b) Previous AADT = 79 | - | - | - | - | - | 106 |
| - | - | 2 - Mainline Ramp | S 085120C | SR-85 Exit 120 C-Ramp | 0.000 | SR-85 nonCard | 0.486 | SR-85 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 085138A | SR-85 Exit 138 A-Ramp | 0.000 | SR-85 | 0.304 | SR-85 Exit 138 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 085138C | SR-85 Exit 138 C-Ramp | 0.000 | SR-85 nonCard | 0.381 | SR-85 Exit 138 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 085138G | SR-85 Exit 138 G-Ramp | 0.000 | SR-85 Exit 138 A-Ramp | 0.307 | SR-85 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 085138J | SR-85 Exit 138 J-Ramp | 0.000 | SR-85 Exit 138 C-Ramp | 0.446 | SR-85 nonCard | - | - | - | - | - | - | - | - |
| (68_6824) | 6824 | 2 - Mainline Ramp | S 087 | SR-87 | 56.870 | US-60 Exit 179 G-Ramp | 57.024 | 20 ft S of Holmes Ave | 56,597 | Derivation Code = 3 MS2 TDMS; Reference = (68_6824) Previous AADT = 53748 | 9 | 51 | 3,277 | 2,367 | 10% | 89,086 |
| (68_7814) | 7814 | 2 - Mainline Ramp | S 087 | SR-87 | 61.641 | SR-202 Exit 13 A-Ramp | 61.710 | SR-202 Exit 13 J-Ramp | 23,420 | Derivation Code = 3 MS2 TDMS; Reference = (68_7814) Previous AADT = 22241 | 18 | 77 | 2,566 | 939 | 15% | 39,521 |
| (68_6274) | 6274 | 2 - Mainline Ramp | S 087 | SR-87 | 227.316 | I-40 Exit 257 G-Ramp | 227.600 | I-40 Exit 257 J-Ramp | 1,819 | Derivation Code = 1 MS2 TDMS; Reference = (68_6274) Previous AADT = 1028 | 8 | 73 | 172 | 85 | 14% | 2,858 |
| - | - | 2 - Mainline Ramp | S 087199A | SR-87 Exit 199 A-Ramp | 0.000 | SR-87 | 0.270 | SR-87 Exit 199 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 087199C | SR-87 Exit 199 C-Ramp | 0.000 | State Route 87 West | 0.149 | SR-87 Exit 199 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 087199G | SR-87 Exit 199 G-Ramp | 0.000 | SR-87 Exit 199 A-Ramp | 0.157 | SR-87 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 087199J | SR-87 Exit 199 J-Ramp | 0.000 | SR-87 Exit 199 C-Ramp | 0.154 | State Route 87 West | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 087227A | SR-87 Exit 227 A-Ramp | 0.000 | SR-87 | 0.406 | SR-87 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 087252A | SR-87 Exit 252 A-Ramp | 0.000 | Az 87 | 0.025 | SR-260 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 087253J | SR-87 Exit 253 J-Ramp | 0.000 | W Airport Rd | 0.023 | SR-260 | 2,913 | Applied Growth Factor = -0.017 to Previous Year Previous AADT = 2964 | - | - | - | - | - | 7,383 |
| (68_6964) | 6964 | 2 - Mainline Ramp | S 088 | SR-88 | 0.000 | US-60 Exit 196 G-Ramp | 0.110 | US-60 Exit 196 J-Ramp | 9,072 | Derivation Code = 3 MS2 TDMS; Reference = (68_6964) Previous AADT = 8615 | 11 | 81 | 1,217 | 357 | 17% | 22,807 |
| (68_5934) | 5934 | 2 - Mainline Ramp | S 089 | SR-408 (2) | 104.481 | Flagstaff 8551/Kingman 8651 DB | 104.587 | I-40 Exit 146 A-Ramp | 3,346 | Derivation Code = 1 MS2 TDMS; Reference = (68_5934) Previous AADT = 3055 | 11 | 53 | - | - | - | 4,234 |
| - | - | 2 - Mainline Ramp | S 089274C | SR-89 Exit 274 C-Ramp | 0.000 | SR-89 nonCard | 0.016 | SR-89 Exit 274 S-Ramp | 1,656 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 1677 | - | - | - | - | - | 3,047 |
| - | - | 2 - Mainline Ramp | S 089274J | SR-89 Exit 274 J-Ramp | 0.000 | SR-89 Exit 274 S-Ramp | 0.015 | SR-89 nonCard | 1,656 | Applied Growth Factor = -0.012 to Previous Year Previous AADT = 1677 | - | - | - | - | - | 3,047 |
| - | - | 2 - Mainline Ramp | S 089312C | SR-89 Exit 312 C-Ramp | 0.000 | SR-89 Exit 312 J-Ramp | 0.137 | SR-89 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089312J | SR-89 Exit 312 J-Ramp | 0.000 | SR-89 nonCard | 0.264 | SR-89 Exit 312 C-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089316J | SR-89 Exit 316 J-Ramp | 0.000 | Willow Lake Rd | 0.026 | SR-89 nonCard | 3,151 | Applied Growth Factor = -0.010 to Previous Year Previous AADT = 3183 | - | - | - | - | - | 4,374 |
| - | - | 2 - Mainline Ramp | S 089320C | SR-89 Exit 320 C-Ramp | 0.000 | SR-89 nonCard | 0.046 | Deep Well Ranch Rd WB | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089321A | SR-89 Exit 321 A-Ramp | 0.000 | SR-89 | 0.027 | SR-89 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089324C | SR-89 Exit 324 C-Ramp | 0.000 | SR-89 nonCard | 0.038 | SR-89 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089324C1 | SR-89 Exit 324 C1-Ramp | 0.000 | SR-89 nonCard | 0.035 | SR-89 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089325A | SR-89 Exit 325 A-Ramp | 0.000 | SR-89 | 0.024 | SR-89 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089325A1 | SR-89 Exit 325 A1-Ramp | 0.000 | SR-89 | 0.026 | SR-89 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089325C | SR-89 Exit 325 C-Ramp | 0.000 | SR-89 nonCard | 0.026 | SR-89 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089325C1 | SR-89 Exit 325 C1-Ramp | 0.000 | SR-89 nonCard | 0.040 | SR-89 Exit 325 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089325J | SR-89 Exit 325 J-Ramp | 0.000 | SR-89 Exit 325 C1-Ramp | 0.049 | SR-89 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089326A | SR-89 Exit 326 A-Ramp | 0.000 | SR-89 | 0.025 | SR-89 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089326A1 | SR-89 Exit 326 A1-Ramp | 0.000 | SR-89 | 0.025 | SR-89 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 089326C | SR-89 Exit 326 C-Ramp | 0.000 | SR-89 nonCard | 0.025 | SR-89 | - | - | - | - | - | - | - | - |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|------------------------|-------------|-----------------------|-----------|-----------------------|--------|---|---|---|------------|------------|--------------------|-------------------|------------|------------------|
| | - | 2 - Mainline Ramp | S 089326C1 | SR-89 Exit 326 C1-Ramp | 0.000 | SR-89 nonCard | 0.031 | SR-89 | - | - | - | - | - | - | - | - | - | - |
| (68_4534) | 4534 | 2 - Mainline Ramp | S 090 | SR-90 | 0.000 | I-10 Exit 302 J-Ramp | 0.098 | I-10 Exit 302 A-Ramp | 16,233 | Derivation Code = 3 MS2 TDMS; Reference = (68_4534) Previous AADT = 16072 | | | 7 | 54 | 840 | 401 | 8% | 31,909 |
| (68_8000) | 8000 | 2 - Mainline Ramp | S 090336A | SR-90 Exit 336 A-Ramp | 0.000 | SR-90 | 0.106 | SR-80 | 1,867 | Derivation Code = 1 MS2 TDMS; Reference = (68_8000) Previous AADT = 111 | | | 9 | - | 7 | 3 | 1% | 2,708 |
| (68_5674) | 5674 | 2 - Mainline Ramp | S 095 | SR-95 | 92.716 | I-40 Exit 9 G-Ramp | 92.795 | I-40 Exit 9 J-Ramp | 8,210 | Derivation Code = 1 MS2 TDMS; Reference = (68_5674) Previous AADT = 13277 | | | 6 | 55 | 579 | 615 | 15% | 12,700 |
| | - | 2 - Mainline Ramp | S 095158J | SR-95 Exit 158 J-Ramp | 0.000 | SR-95S nonCard (2) | 0.076 | SR-95 nonCard | - | - | - | - | - | - | - | - | - | - |
| (68_6234) | 6234 | 2 - Mainline Ramp | S 099 | SR-99 | 23.556 | I-40 Exit 245 A-Ramp | 23.715 | I-40 Exit 245 J-Ramp | 378 | Derivation Code = 1 MS2 TDMS; Reference = (68_6234) Previous AADT = 378 | | | 14 | 66 | 78 | 29 | 28% | 585 |
| (68_3630) | 3630 | 2 - Mainline Ramp | S 101 | SR-101 | 0.000 | I-10 | 0.721 | I-10 Exit 133 C1-Ramp | 29,943 | Derivation Code = 3 MS2 TDMS; Reference = (68_3630) Previous AADT = 27196 | | | 8 | 51 | 5,553 | 3,173 | 29% | 39,690 |
| (68_8434) | 8434 | 2 - Mainline Ramp | S 101 | SR-101 | 60.463 | Price Rd | 61.009 | SR-202 nonCard | 35,352 | Derivation Code = 3 MS2 TDMS; Reference = (68_8434) Previous AADT = 32109 | | | 10 | 60 | 3,843 | 3,182 | 20% | 46,860 |
| (68_7016) | 7016 | 2 - Mainline Ramp | S 101 | SR-101 nonCard | 0.000 | I-10 nonCard | 0.377 | SR-101 Exit 1 C1-Ramp | 30,215 | Derivation Code = 3 MS2 TDMS; Reference = (68_7016) Previous AADT = 27443 | | | 8 | - | 2,388 | 394 | 9% | 40,051 |
| (68_8503) | 8503 | 2 - Mainline Ramp | S 101 | SR-101 nonCard | 59.841 | SR-202 Exit 50 A-Ramp | 60.556 | SR-202 nonCard | 14,890 | Derivation Code = 3 MS2 TDMS; Reference = (68_8503) Previous AADT = 13524 | | | 8 | - | 1,140 | 187 | 9% | 19,737 |
| (68_7015) | 7015 | 2 - Mainline Ramp | S 101001C1 | SR-101 Exit 1 C1-Ramp | 0.000 | SR-101 Exit 1 C-Ramp | 0.579 | I-10 | 36,759 | Derivation Code = 3 MS2 TDMS; Reference = (68_7015) Previous AADT = 34790 | | | 10 | - | 1,323 | 1,764 | 8% | 50,456 |
| (68_7012) | 7012 | 2 - Mainline Ramp | S 101002C | SR-101 Exit 2 C-Ramp | 0.000 | SR-101 nonCard | 0.269 | McDowell Rd | 16,592 | Derivation Code = 3 MS2 TDMS; Reference = (68_7012) Previous AADT = 15070 | | | 11 | - | 557 | 461 | 6% | 21,993 |
| (68_7011) | 7011 | 2 - Mainline Ramp | S 101002G | SR-101 Exit 2 G-Ramp | 0.000 | McDowell Rd | 0.232 | SR-101 | 15,817 | Derivation Code = 3 MS2 TDMS; Reference = (68_7011) Previous AADT = 14366 | | | 10 | - | 484 | 1,875 | 15% | 20,966 |
| (68_7020) | 7020 | 2 - Mainline Ramp | S 101003A | SR-101 Exit 3 A-Ramp | 0.000 | SR-101 | 0.304 | SR-101 Exit 3 G-Ramp | 5,032 | Derivation Code = 3 MS2 TDMS; Reference = (68_7020) Previous AADT = 4570 | | | 8 | - | 168 | 138 | 6% | 6,720 |
| (68_7022) | 7022 | 2 - Mainline Ramp | S 101003C | SR-101 Exit 3 C-Ramp | 0.000 | SR-101 nonCard | 0.289 | SR-101 Exit 3 J-Ramp | 11,058 | Derivation Code = 3 MS2 TDMS; Reference = (68_7022) Previous AADT = 10044 | | | 12 | - | 371 | 307 | 6% | 14,658 |
| (68_7021) | 7021 | 2 - Mainline Ramp | S 101003G | SR-101 Exit 3 G-Ramp | 0.000 | SR-101 Exit 3 A-Ramp | 0.276 | SR-101 | 10,511 | Derivation Code = 3 MS2 TDMS; Reference = (68_7021) Previous AADT = 9547 | | | 8 | - | 321 | 1,244 | 15% | 13,933 |
| (68_7023) | 7023 | 2 - Mainline Ramp | S 101003J | SR-101 Exit 3 J-Ramp | 0.000 | SR-101 Exit 3 C-Ramp | 0.252 | SR-101 nonCard | 5,132 | Derivation Code = 3 MS2 TDMS; Reference = (68_7023) Previous AADT = 4661 | | | 8 | - | 155 | 606 | 15% | 6,803 |
| (68_7030) | 7030 | 2 - Mainline Ramp | S 101004A | SR-101 Exit 4 A-Ramp | 0.000 | SR-101 | 0.276 | SR-101 Exit 4 G-Ramp | 8,698 | Derivation Code = 3 MS2 TDMS; Reference = (68_7030) Previous AADT = 7900 | | | 8 | - | 286 | 237 | 6% | 11,529 |
| (68_7032) | 7032 | 2 - Mainline Ramp | S 101004C | SR-101 Exit 4 C-Ramp | 0.000 | SR-101 nonCard | 0.239 | SR-101 Exit 4 J-Ramp | 9,680 | Derivation Code = 3 MS2 TDMS; Reference = (68_7032) Previous AADT = 8792 | | | 11 | - | 322 | 266 | 6% | 12,831 |
| (68_7031) | 7031 | 2 - Mainline Ramp | S 101004G | SR-101 Exit 4 G-Ramp | 0.000 | SR-101 Exit 4 A-Ramp | 0.240 | SR-101 | 10,769 | Derivation Code = 3 MS2 TDMS; Reference = (68_7031) Previous AADT = 9781 | | | 10 | - | 329 | 1,276 | 15% | 14,275 |
| (68_7033) | 7033 | 2 - Mainline Ramp | S 101004J | SR-101 Exit 4 J-Ramp | 0.000 | SR-101 Exit 4 C-Ramp | 0.243 | SR-101 nonCard | 9,366 | Derivation Code = 3 MS2 TDMS; Reference = (68_7033) Previous AADT = 8507 | | | 8 | - | 286 | 1,110 | 15% | 12,415 |
| (68_7040) | 7040 | 2 - Mainline Ramp | S 101005A | SR-101 Exit 5 A-Ramp | 0.000 | SR-101 | 0.287 | SR-101 Exit 5 G-Ramp | 12,955 | Derivation Code = 3 MS2 TDMS; Reference = (68_7040) Previous AADT = 11767 | | | 8 | - | 439 | 364 | 6% | 17,172 |
| (68_7042) | 7042 | 2 - Mainline Ramp | S 101005C | SR-101 Exit 5 C-Ramp | 0.000 | SR-101 nonCard | 0.301 | SR-101 Exit 5 G-Ramp | 13,195 | Derivation Code = 3 MS2 TDMS; Reference = (68_7042) Previous AADT = 11985 | | | 10 | - | 449 | 373 | 6% | 17,490 |
| (68_7041) | 7041 | 2 - Mainline Ramp | S 101005G | SR-101 Exit 5 G-Ramp | 0.000 | SR-101 Exit 5 A-Ramp | 0.280 | SR-101 | 11,668 | Derivation Code = 3 MS2 TDMS; Reference = (68_7041) Previous AADT = 10598 | | | 9 | - | 357 | 1,381 | 15% | 15,466 |
| (68_7043) | 7043 | 2 - Mainline Ramp | S 101005J | SR-101 Exit 5 J-Ramp | 0.000 | SR-101 Exit 5 A-Ramp | 0.296 | SR-101 nonCard | 10,897 | Derivation Code = 3 MS2 TDMS; Reference = (68_7043) Previous AADT = 9897 | | | 7 | - | 331 | 1,289 | 15% | 14,444 |
| | - | 2 - Mainline Ramp | S 101005L | SR-101 Exit 5 L-Ramp | 0.000 | SR-101 Exit 5 X-Ramp | 0.045 | SR-101 Exit 5 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101005P | SR-101 Exit 5 P-Ramp | 0.000 | SR-101 Exit 5 T-Ramp | 0.048 | SR-101 Exit 5 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101005T | SR-101 Exit 5 T-Ramp | 0.000 | SR-101 Exit 5 A-Ramp | 0.047 | SR-101 Exit 5 P-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101005X | SR-101 Exit 5 X-Ramp | 0.000 | SR-101 Exit 5 C-Ramp | 0.051 | SR-101 Exit 5 L-Ramp | - | - | - | - | - | - | - | - | - | - |
| (68_7710) | 7710 | 2 - Mainline Ramp | S 101006A | SR-101 Exit 6 A-Ramp | 0.000 | SR-101 | 0.241 | SR-101 Exit 6 G-Ramp | 2,677 | Derivation Code = 3 MS2 TDMS; Reference = (68_7710) Previous AADT = 2431 | | | 13 | - | 88 | 72 | 6% | 3,548 |
| (68_7712) | 7712 | 2 - Mainline Ramp | S 101006C | SR-101 Exit 6 C-Ramp | 0.000 | SR-101 nonCard | 0.247 | SR-101 Exit 6 J-Ramp | 2,335 | Derivation Code = 3 MS2 TDMS; Reference = (68_7712) Previous AADT = 2121 | | | 13 | - | 77 | 66 | 6% | 3,095 |
| (68_7711) | 7711 | 2 - Mainline Ramp | S 101006G | SR-101 Exit 6 G-Ramp | 0.000 | SR-101 Exit 6 A-Ramp | 0.249 | SR-101 | 1,700 | Derivation Code = 3 MS2 TDMS; Reference = (68_7711) Previous AADT = 1544 | | | 12 | - | 51 | 201 | 15% | 2,253 |
| (68_7713) | 7713 | 2 - Mainline Ramp | S 101006J | SR-101 Exit 6 J-Ramp | 0.000 | SR-101 Exit 6 C-Ramp | 0.241 | SR-101 nonCard | 1,529 | Derivation Code = 3 MS2 TDMS; Reference = (68_7713) Previous AADT = 1389 | | | 10 | - | 45 | 180 | 15% | 2,027 |
| | - | 2 - Mainline Ramp | S 101006V | - | 0.000 | - | 0.222 | - | 900 | Estimate | | | - | - | - | - | - | 1,513 |
| | - | 2 - Mainline Ramp | S 101006W | - | 0.000 | - | 0.204 | - | 800 | Estimate | | | - | - | - | - | - | 1,345 |
| | - | 2 - Mainline Ramp | S 101006Y | - | 0.000 | - | 0.201 | - | 600 | Estimate | | | - | - | - | - | - | 1,009 |
| | - | 2 - Mainline Ramp | S 101006Z | - | 0.000 | - | 0.218 | - | 500 | Estimate | | | - | - | - | - | - | 841 |
| (68_7050) | 7050 | 2 - Mainline Ramp | S 101007A | SR-101 Exit 7 A-Ramp | 0.000 | SR-101 | 0.291 | SR-101 Exit 7 G-Ramp | 13,572 | Derivation Code = 3 MS2 TDMS; Reference = (68_7050) Previous AADT = 12327 | | | 7 | - | 499 | 415 | 7% | 17,990 |
| (68_7052) | 7052 | 2 - Mainline Ramp | S 101007C | SR-101 Exit 7 C-Ramp | 0.000 | SR-101 nonCard | 0.271 | SR-101 Exit 7 G-Ramp | 11,666 | Derivation Code = 3 MS2 TDMS; Reference = (68_7052) Previous AADT = 10596 | | | 9 | - | 391 | 322 | 6% | 15,464 |
| (68_7051) | 7051 | 2 - Mainline Ramp | S 101007G | SR-101 Exit 7 G-Ramp | 0.000 | SR-101 Exit 7 A-Ramp | 0.353 | SR-101 | 12,401 | Derivation Code = 3 MS2 TDMS; Reference = (68_7051) Previous AADT = 11263 | | | 9 | - | 378 | 1,468 | 15% | 16,438 |
| (68_7053) | 7053 | 2 - Mainline Ramp | S 101007J | SR-101 Exit 7 J-Ramp | 0.000 | SR-101 Exit 7 A-Ramp | 0.290 | SR-101 nonCard | 12,709 | Derivation Code = 3 MS2 TDMS; Reference = (68_7053) Previous AADT = 11543 | | | 8 | - | 361 | 1,399 | 14% | 16,846 |
| | - | 2 - Mainline Ramp | S 101007L | SR-101 Exit 7 L-Ramp | 0.000 | SR-101 Exit 7 X-Ramp | 0.047 | SR-101 Exit 7 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101007P | SR-101 Exit 7 P-Ramp | 0.000 | SR-101 Exit 7 T-Ramp | 0.042 | SR-101 Exit 7 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101007T | SR-101 Exit 7 T-Ramp | 0.000 | SR-101 Exit 7 A-Ramp | 0.043 | SR-101 Exit 7 P-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101007X | SR-101 Exit 7 X-Ramp | 0.000 | SR-101 Exit 7 C-Ramp | 0.047 | SR-101 Exit 7 L-Ramp | - | - | - | - | - | - | - | - | - | - |
| (68_7060) | 7060 | 2 - Mainline Ramp | S 101008A | SR-101 Exit 8 A-Ramp | 0.000 | SR-101 | 0.393 | SR-101 Exit 8 G-Ramp | 11,962 | Derivation Code = 3 MS2 TDMS; Reference = (68_7060) Previous AADT = 10865 | | | 9 | - | 404 | 335 | 6% | 15,856 |
| (68_7062) | 7062 | 2 - Mainline Ramp | S 101008C | SR-101 Exit 8 C-Ramp | 0.000 | SR-101 nonCard | 0.373 | SR-101 Exit 8 J-Ramp | 9,878 | Derivation Code = 3 MS2 TDMS; Reference = (68_7062) Previous AADT = 8972 | | | 9 | - | 331 | 275 | 6% | 13,094 |
| (68_7061) | 7061 | 2 - Mainline Ramp | S 101008G | SR-101 Exit 8 G-Ramp | 0.000 | SR-101 Exit 8 A-Ramp | 0.242 | SR-101 | 9,614 | Derivation Code = 3 MS2 TDMS; Reference = (68_7061) Previous AADT = 8732 | | | 8 | - | 292 | 1,137 | 15% | 12,744 |
| (68_7063) | 7063 | 2 - Mainline Ramp | S 101008J | SR-101 Exit 8 J-Ramp | 0.000 | SR-101 Exit 8 C-Ramp | 0.233 | SR-101 nonCard | 11,343 | Derivation Code = 3 MS2 TDMS; Reference = (68_7063) Previous AADT = 10302 | | | 7 | - | 344 | 1,342 | 15% | 15,035 |
| | - | 2 - Mainline Ramp | S 101008L | SR-101 Exit 8 L-Ramp | 0.000 | Northern Ave | 0.027 | SR-101 Exit 8 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 101008P | SR-101 Exit 8 P-Ramp | 0.000 | Northern Ave | 0.029 | SR-101 Exit 8 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| (68_7070) | 7070 | 2 - Mainline Ramp | S 101009A | SR-101 Exit 9 A-Ramp | 0.000 | SR-101 | 0.319 | SR-101 Exit 9 G-Ramp | 14,553 | Derivation Code = 3 MS2 TDMS; Reference = (68_7070) Previous AADT = 13218 | | | 9 | - | 493 | 408 | 6% | 19,290 |
| (68_7072) | 7072 | 2 - Mainline Ramp | S 101009C | SR-101 Exit 9 C-Ramp | 0.000 | SR-101 nonCard | 0.261 | SR-101 Exit 9 J-Ramp | 10,792 | Derivation Code = 3 MS2 TDMS; Reference = (68_7072) Previous AADT = 9802 | | | 10 | - | 367 | 306 | 6% | 14,305 |
| (68_7071) | 7071 | 2 - Mainline Ramp | S 101009G | SR-101 Exit 9 G-Ramp | 0.000 | SR-101 Exit 9 A-Ramp | 0.238 | SR-101 | 10,654 | Derivation Code = 3 MS2 TDMS; Reference = (68_7071) Previous AADT = 9677 | | | 10 | - | 324 | 1,261 | 15% | 14,122 |
| (68_7073) | 7073 | 2 - Mainline Ramp | S 101009J | SR-101 Exit 9 J-Ramp | 0.000 | SR-101 Exit 9 C-Ramp | 0.262 | SR-101 nonCard | 13,630 | Derivation Code = 3 MS2 TDMS; Reference = (68_7073) Previous AADT = 12380 | | | 7 | - | 416 | 1,616 | 15% | 18,067 |
| (68_7080) | 7080 | 2 - Mainline Ramp | S 101010A | SR-101 Exit 10 A-Ramp | 0.000 | SR-101 | 0.236 | SR-101 Exit 10 G-Ramp | 6,712 | Derivation Code = 3 MS2 TDMS; Reference = (68_7080) Previous AADT = 6096 | | | 8 | - | 225 | 186 | 6% | 8,897 |
| (68_7082) | 7082 | 2 - Mainline Ramp | S 101010C | SR-101 Exit 10 C-Ramp | 0.000 | SR-101 nonCard | 0.237 | SR-101 Exit 10 J-Ramp | 6,646 | Derivation Code = 3 MS2 TDMS; Reference = (68_7082) Previous AADT = 6036 | | | 9 | - | 224 | 186 | 6% | 8,809 |
| (68_7081) | 7081 | 2 - Mainline Ramp | S 101010G | SR-101 Exit 10 G-Ramp | 0.000 | SR-101 Exit 10 A-Ramp | 0. | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA2022 | AADT Source Dataset | | | K Factor % | D Factor % | AA2022 Single Trucks | AA2022 Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-------------|-------------------------|-------------|------------------------|-----------|------------------------|--------|---|---|---|------------|------------|----------------------|---------------------|------------|------------------|
| {68_7091} | 7091 | 2 - Mainline Ramp | S 101011G | SR-101 Exit 11 G-Ramp | 0.000 | SR-101 Exit 11 C-Ramp | 0.479 | SR-101 | 14,278 | Derivation Code = 3 MS2 TDMS; Reference = {68_7091} Previous AADT = 12968 | | | 8 | - | 435 | 1,667 | 15% | 18,926 |
| {68_7093} | 7093 | 2 - Mainline Ramp | S 101011J | SR-101 Exit 11 J-Ramp | 0.000 | US-60 nonCard | 0.273 | SR-101 nonCard | 13,314 | Derivation Code = 3 MS2 TDMS; Reference = {68_7093} Previous AADT = 12093 | | | 7 | - | 406 | 1,574 | 15% | 17,648 |
| {68_7100} | 7100 | 2 - Mainline Ramp | S 101012A | SR-101 Exit 12 A-Ramp | 0.000 | SR-101 | 0.362 | SR-101 Exit 12 G-Ramp | 18,518 | Derivation Code = 3 MS2 TDMS; Reference = {68_7100} Previous AADT = 16819 | | | 9 | - | 629 | 521 | 6% | 24,546 |
| {68_7102} | 7102 | 2 - Mainline Ramp | S 101012C | SR-101 Exit 12 C-Ramp | 0.000 | SR-101 nonCard | 0.415 | SR-101 Exit 12 J-Ramp | 12,447 | Derivation Code = 3 MS2 TDMS; Reference = {68_7102} Previous AADT = 11305 | | | 8 | - | 418 | 344 | 6% | 16,499 |
| {68_7101} | 7101 | 2 - Mainline Ramp | S 101012G | SR-101 Exit 12 G-Ramp | 0.000 | SR-101 Exit 12 A-Ramp | 0.220 | SR-101 | 11,123 | Derivation Code = 3 MS2 TDMS; Reference = {68_7101} Previous AADT = 10103 | | | 9 | - | 339 | 1,317 | 15% | 14,744 |
| {68_7103} | 7103 | 2 - Mainline Ramp | S 101012J | SR-101 Exit 12 J-Ramp | 0.000 | SR-101 Exit 12 C-Ramp | 0.206 | SR-101 nonCard | 18,127 | Derivation Code = 3 MS2 TDMS; Reference = {68_7103} Previous AADT = 16464 | | | 10 | - | 552 | 2,143 | 15% | 24,028 |
| - | - | 2 - Mainline Ramp | S 101012L | SR-101 Exit 12 L-Ramp | 0.000 | Thunderbird Rd | 0.032 | SR-101 Exit 12 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101012P | SR-101 Exit 12 P-Ramp | 0.000 | Thunderbird Rd | 0.025 | SR-101 Exit 12 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| {68_7110} | 7110 | 2 - Mainline Ramp | S 101014A | SR-101 Exit 14 A-Ramp | 0.000 | SR-101 | 0.391 | SR-101 Exit 14 G-Ramp | 22,784 | Derivation Code = 3 MS2 TDMS; Reference = {68_7110} Previous AADT = 20694 | | | 8 | - | 771 | 638 | 6% | 30,201 |
| {68_7112} | 7112 | 2 - Mainline Ramp | S 101014C | SR-101 Exit 14 C-Ramp | 0.000 | SR-101 nonCard | 0.317 | SR-101 Exit 14 G-Ramp | 21,087 | Derivation Code = 3 MS2 TDMS; Reference = {68_7112} Previous AADT = 19153 | | | 8 | - | 713 | 592 | 6% | 27,951 |
| {68_7111} | 7111 | 2 - Mainline Ramp | S 101014G | SR-101 Exit 14 G-Ramp | 0.000 | SR-101 Exit 14 C-Ramp | 0.328 | SR-101 | 17,524 | Derivation Code = 3 MS2 TDMS; Reference = {68_7111} Previous AADT = 15916 | | | 11 | - | 535 | 2,073 | 15% | 23,229 |
| {68_7113} | 7113 | 2 - Mainline Ramp | S 101014J | SR-101 Exit 14 J-Ramp | 0.000 | SR-101 Exit 14 C-Ramp | 0.344 | SR-101 nonCard | 17,899 | Derivation Code = 3 MS2 TDMS; Reference = {68_7113} Previous AADT = 16257 | | | 10 | - | 544 | 2,117 | 15% | 23,726 |
| - | - | 2 - Mainline Ramp | S 101014L | SR-101 Exit 14 L-Ramp | 0.000 | Bell Rd | 0.035 | SR-101 Exit 14 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101014P | SR-101 Exit 14 P-Ramp | 0.000 | Bell Rd | 0.043 | SR-101 Exit 14 G-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101014T | SR-101 Exit 14 T-Ramp | 0.000 | SR-101 Exit 14 A-Ramp | 0.045 | Bell Rd | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101014X | SR-101 Exit 14 X-Ramp | 0.000 | SR-101 Exit 14 C-Ramp | 0.067 | Bell Rd | - | - | - | - | - | - | - | - | - | - |
| {68_7120} | 7120 | 2 - Mainline Ramp | S 101015A | SR-101 Exit 15 A-Ramp | 0.000 | SR-101 | 0.257 | SR-101 Exit 15 G-Ramp | 15,132 | Derivation Code = 3 MS2 TDMS; Reference = {68_7120} Previous AADT = 13744 | | | 9 | - | 513 | 422 | 6% | 20,058 |
| {68_7135} | 7135 | 2 - Mainline Ramp | S 101015C | SR-101 Exit 15 C-Ramp | 0.000 | SR-101 nonCard | 0.169 | SR-101 Front nonCard | 20,340 | Derivation Code = 3 MS2 TDMS; Reference = {68_7135} Previous AADT = 18474 | | | 11 | - | 706 | 585 | 6% | 26,961 |
| {68_7125} | 7125 | 2 - Mainline Ramp | S 101015F | SR-101 Exit 15 F-Ramp | 0.172 | SR-101 | 0.336 | SR-101 | 4,909 | Derivation Code = 3 MS2 TDMS; Reference = {68_7125} Previous AADT = 4731 | | | 13 | - | 397 | 64 | 9% | 7,727 |
| {68_7121} | 7121 | 2 - Mainline Ramp | S 101015G | SR-101 Exit 15 G-Ramp | 0.000 | SR-101 Exit 15 A-Ramp | 0.518 | SR-101 | 9,864 | Derivation Code = 3 MS2 TDMS; Reference = {68_7121} Previous AADT = 8959 | | | 8 | - | 300 | 1,164 | 15% | 13,075 |
| {68_7123} | 7123 | 2 - Mainline Ramp | S 101015J | SR-101 Exit 15 J-Ramp | 0.000 | SR-101 Front nonCard | 0.246 | SR-101 nonCard | 9,204 | Derivation Code = 3 MS2 TDMS; Reference = {68_7123} Previous AADT = 8360 | | | 9 | - | 279 | 1,086 | 15% | 12,200 |
| {68_7130} | 7130 | 2 - Mainline Ramp | S 101017A | SR-101 Exit 17 A-Ramp | 0.000 | SR-101 | 0.244 | SR-101 Front | 6,915 | Derivation Code = 3 MS2 TDMS; Reference = {68_7130} Previous AADT = 6281 | | | 12 | - | 236 | 195 | 6% | 9,166 |
| {68_7132} | 7132 | 2 - Mainline Ramp | S 101017C | SR-101 Exit 17 C-Ramp | 0.000 | SR-101 nonCard | 0.141 | SR-101 Front nonCard | 16,064 | Derivation Code = 3 MS2 TDMS; Reference = {68_7132} Previous AADT = 14590 | | | 11 | - | 546 | 452 | 6% | 21,293 |
| {68_7131} | 7131 | 2 - Mainline Ramp | S 101017G | SR-101 Exit 17 G-Ramp | 0.000 | SR-101 Front | 0.126 | SR-101 | 15,544 | Derivation Code = 3 MS2 TDMS; Reference = {68_7131} Previous AADT = 14118 | | | 9 | - | 475 | 1,846 | 15% | 20,604 |
| {68_7133} | 7133 | 2 - Mainline Ramp | S 101017J | SR-101 Exit 17 J-Ramp | 0.000 | SR-101 Front nonCard | 0.201 | SR-101 nonCard | 11,295 | Derivation Code = 3 MS2 TDMS; Reference = {68_7133} Previous AADT = 10259 | | | 12 | - | 344 | 1,334 | 15% | 14,972 |
| {68_7140} | 7140 | 2 - Mainline Ramp | S 101018A | SR-101 Exit 18 A-Ramp | 0.000 | SR-101 | 0.129 | SR-101 Front | 8,120 | Derivation Code = 3 MS2 TDMS; Reference = {68_7140} Previous AADT = 7375 | | | 9 | - | 275 | 230 | 6% | 10,763 |
| {68_7142} | 7142 | 2 - Mainline Ramp | S 101018C | SR-101 Exit 18 C-Ramp | 0.000 | SR-101 nonCard | 0.146 | SR-101 Front nonCard | 16,111 | Derivation Code = 3 MS2 TDMS; Reference = {68_7142} Previous AADT = 14633 | | | 8 | - | 549 | 453 | 6% | 21,356 |
| {68_7141} | 7141 | 2 - Mainline Ramp | S 101018G | SR-101 Exit 18 G-Ramp | 0.000 | SR-101 Front | 0.151 | SR-101 Front | 16,505 | Derivation Code = 3 MS2 TDMS; Reference = {68_7141} Previous AADT = 14991 | | | 9 | - | 506 | 1,961 | 15% | 21,878 |
| {68_7143} | 7143 | 2 - Mainline Ramp | S 101018J | SR-101 Exit 18 J-Ramp | 0.000 | SR-101 Front nonCard | 0.133 | SR-101 nonCard | 8,953 | Derivation Code = 3 MS2 TDMS; Reference = {68_7143} Previous AADT = 8132 | | | 9 | - | 274 | 1,062 | 15% | 11,867 |
| {68_7150} | 7150 | 2 - Mainline Ramp | S 101019A | SR-101 Exit 19 A-Ramp | 0.000 | SR-101 | 0.139 | SR-101 Front | 8,725 | Derivation Code = 3 MS2 TDMS; Reference = {68_7150} Previous AADT = 7925 | | | 9 | - | 296 | 244 | 6% | 11,565 |
| {68_7152} | 7152 | 2 - Mainline Ramp | S 101019C | SR-101 Exit 19 C-Ramp | 0.000 | SR-101 nonCard | 0.154 | SR-101 Front nonCard | 11,453 | Derivation Code = 3 MS2 TDMS; Reference = {68_7152} Previous AADT = 10402 | | | 8 | - | 388 | 321 | 6% | 15,181 |
| {68_7151} | 7151 | 2 - Mainline Ramp | S 101019G | SR-101 Exit 19 G-Ramp | 0.000 | SR-101 Front | 0.096 | SR-101 | 9,736 | Derivation Code = 3 MS2 TDMS; Reference = {68_7151} Previous AADT = 8424 | | | 9 | - | 284 | 1,097 | 14% | 12,905 |
| {68_7153} | 7153 | 2 - Mainline Ramp | S 101019J | SR-101 Exit 19 J-Ramp | 0.000 | SR-101 Front nonCard | 0.156 | SR-101 nonCard | 9,362 | Derivation Code = 3 MS2 TDMS; Reference = {68_7153} Previous AADT = 8503 | | | 10 | - | 287 | 1,112 | 15% | 12,410 |
| {68_7160} | 7160 | 2 - Mainline Ramp | S 101020A | SR-101 Exit 20 A-Ramp | 0.000 | SR-101 | 0.144 | SR-101 Front | 7,130 | Derivation Code = 3 MS2 TDMS; Reference = {68_7160} Previous AADT = 6476 | | | 8 | - | 238 | 198 | 6% | 9,451 |
| {68_7162} | 7162 | 2 - Mainline Ramp | S 101020C | SR-101 Exit 20 C-Ramp | 0.000 | SR-101 nonCard | 0.061 | SR-101 Front nonCard | 10,888 | Derivation Code = 3 MS2 TDMS; Reference = {68_7162} Previous AADT = 9889 | | | 11 | - | 365 | 303 | 6% | 14,432 |
| {68_7161} | 7161 | 2 - Mainline Ramp | S 101020G | SR-101 Exit 20 G-Ramp | 0.000 | SR-101 Front | 0.039 | SR-101 | 9,879 | Derivation Code = 3 MS2 TDMS; Reference = {68_7161} Previous AADT = 8973 | | | 11 | - | 301 | 1,169 | 15% | 13,095 |
| {68_7163} | 7163 | 2 - Mainline Ramp | S 101020J | SR-101 Exit 20 J-Ramp | 0.000 | SR-101 Front nonCard | 0.185 | SR-101 nonCard | 7,537 | Derivation Code = 3 MS2 TDMS; Reference = {68_7163} Previous AADT = 6846 | | | 12 | - | 229 | 892 | 15% | 9,991 |
| {68_7170} | 7170 | 2 - Mainline Ramp | S 101022A | SR-101 Exit 22 A-Ramp | 0.000 | SR-101 | 0.081 | SR-101 Front | 10,336 | Derivation Code = 3 MS2 TDMS; Reference = {68_7170} Previous AADT = 9388 | | | 8 | - | 345 | 287 | 6% | 13,701 |
| {68_7173} | 7173 | 2 - Mainline Ramp | S 101022J | SR-101 Exit 22 J-Ramp | 0.000 | SR-101 Front nonCard | 0.093 | SR-101 nonCard | 9,255 | Derivation Code = 3 MS2 TDMS; Reference = {68_7173} Previous AADT = 8406 | | | 11 | - | 281 | 1,096 | 15% | 12,268 |
| {68_5026} | 5026 | 2 - Mainline Ramp | S 101023A | SR-101 Exit 23 A-Ramp | 0.000 | SR-101 | 1.818 | I-17 | 15,624 | Derivation Code = 3 MS2 TDMS; Reference = {68_5026} Previous AADT = 15278 | | | 10 | - | 561 | 464 | 7% | 21,446 |
| {68_7180} | 7180 | 2 - Mainline Ramp | S 101023A1 | SR-101 Exit 23 A1-Ramp | 0.000 | SR-101 Exit 23 A-Ramp | 0.159 | SR-101 Front | 8,215 | Derivation Code = 3 MS2 TDMS; Reference = {68_7180} Previous AADT = 7652 | | | 13 | - | 250 | 968 | 15% | 11,276 |
| {68_5028} | 5028 | 2 - Mainline Ramp | S 101023A2 | SR-101 Exit 23 A2-Ramp | 0.000 | SR-101 Exit 23 A-Ramp | 0.243 | SR-101 Exit 23 C2-Ramp | 16,281 | Derivation Code = 3 MS2 TDMS; Reference = {68_5028} Previous AADT = 15166 | | | 10 | - | 498 | 1,935 | 15% | 22,348 |
| {68_7182} | 7182 | 2 - Mainline Ramp | S 101023C1 | SR-101 Exit 23 C1-Ramp | 0.000 | SR-101 nonCard | 0.209 | SR-101 Front nonCard | 8,975 | Derivation Code = 3 MS2 TDMS; Reference = {68_7182} Previous AADT = 8152 | | | 12 | - | - | - | - | 11,897 |
| {68_5029} | 5029 | 2 - Mainline Ramp | S 101023C2 | SR-101 Exit 23 C2-Ramp | 0.000 | SR-101 nonCard | 0.980 | I-17 nonCard | 15,585 | Derivation Code = 3 MS2 TDMS; Reference = {68_5029} Previous AADT = 15241 | | | 10 | - | 1,363 | 223 | 10% | 21,392 |
| {68_5027} | 5027 | 2 - Mainline Ramp | S 101023C21 | SR-101 Exit 23 C21-Ramp | 0.000 | SR-101 Exit 23 C2-Ramp | 0.303 | SR-101 Exit 23 A-Ramp | 27,358 | Derivation Code = 3 MS2 TDMS; Reference = {68_5027} Previous AADT = 24848 | | | 7 | - | 844 | 3,271 | 15% | 36,264 |
| {68_7181} | 7181 | 2 - Mainline Ramp | S 101023G | SR-101 Exit 23 G-Ramp | 0.000 | SR-101 Front | 0.124 | SR-101 | 9,529 | Derivation Code = 3 MS2 TDMS; Reference = {68_7181} Previous AADT = 8655 | | | 12 | - | 290 | 1,129 | 15% | 12,631 |
| {68_7183} | 7183 | 2 - Mainline Ramp | S 101023J | SR-101 Exit 23 J-Ramp | 0.000 | SR-101 Front nonCard | 0.124 | I-17 Exit 214 C-Ramp | 9,857 | Derivation Code = 3 MS2 TDMS; Reference = {68_7183} Previous AADT = 9183 | | | 13 | - | 299 | 1,162 | 15% | 13,530 |
| {68_7203} | 7203 | 2 - Mainline Ramp | S 101024C | SR-101 Exit 24 C-Ramp | 0.001 | SR-101 nonCard | 0.148 | SR-101 Front nonCard | 9,371 | Derivation Code = 3 MS2 TDMS; Reference = {68_7203} Previous AADT = 8511 | | | 11 | - | - | - | - | 12,422 |
| {68_7202} | 7202 | 2 - Mainline Ramp | S 101024G | SR-101 Exit 24 G-Ramp | 0.000 | SR-101 Front | 0.152 | SR-101 | 11,673 | Derivation Code = 3 MS2 TDMS; Reference = {68_7202} Previous AADT = 10602 | | | 10 | - | - | - | - | 15,473 |
| {68_7210} | 7210 | 2 - Mainline Ramp | S 101025A | SR-101 Exit 25 A-Ramp | 0.000 | SR-101 | 0.119 | SR-101 Front | 10,227 | Derivation Code = 3 MS2 TDMS; Reference = {68_7210} Previous AADT = 9289 | | | 15 | - | - | - | - | 13,556 |
| {68_7212} | 7212 | 2 - Mainline Ramp | S 101025C | SR-101 Exit 25 C-Ramp | 0.000 | SR-101 nonCard | 0.082 | SR-101 Front nonCard | 6,311 | Derivation Code = 3 MS2 TDMS; Reference = {68_7212} Previous AADT = 5732 | | | 12 | - | 190 | 742 | 15% | 8,365 |
| {68_7211} | 7211 | 2 - Mainline Ramp | S 101025G | SR-101 Exit 25 G-Ramp | 0.000 | SR-101 Front | 0.156 | SR-101 | 6,294 | Derivation Code = 3 MS2 TDMS; Reference = {68_7211} Previous AADT = 5717 | | | 9 | - | - | - | - | 8,343 |
| {68_7213} | 7213 | 2 - Mainline Ramp | S 101025J | SR-101 Exit 25 J-Ramp | 0.000 | SR-101 Front nonCard | 0.091 | SR-101 nonCard | 8,503 | Derivation Code = 3 MS2 TDMS; Reference = {68_7213} Previous AADT = 7723 | | | 13 | - | - | - | - | 11,271 |
| {68_7220} | 7220 | 2 - Mainline Ramp | S 101026A | SR-101 Exit 26 A-Ramp | 0.000 | SR-101 | 0.163 | SR-101 Front | 11,594 | Derivation Code = 3 MS2 TDMS; Reference = {68_7220} Previous AADT = 10530 | | | 9 | - | 353 | 1,371 | 15% | 15,368 |
| {68_7222} | 7222 | 2 - Mainline Ramp | S 101026C | SR-101 Exit 26 C-Ramp | 0.000 | SR-101 nonCard | 0.088 | SR-101 Front nonCard | 11,937 | Derivation Code = 3 MS2 TDMS; Reference = {68_7222} Previous AADT = 10842 | | | 15 | - | 364 | 1,410 | 15% | 15,823 |
| {68_7221} | 7221 | 2 - Mainline Ramp | S 101026G | SR-101 Exit 26 G-Ramp | 0.000 | SR-101 Front | 0.164 | SR-101 | 10,904 | Derivation Code = 3 MS2 TDMS; Reference = {68_7221} Previous AADT = 9904 | | | 11 | - | 331 | 1,284 | 15% | 14,454 |
| {68_7223} | 7223 | 2 - Mainline Ramp | S 101026J | SR-101 Exit 26 J-Ramp | 0.000 | SR-101 Front nonCard | 0.126 | SR-101 nonCard | 11,905 | Derivation Code = 3 MS2 TDMS; Reference = {68_7223} Previous AADT = 10813 | | | 10 | - | 361 | 1,403 | 15% | 15,780 |
| {68_7240} | 7240 | 2 - Mainline Ramp | S 101028A | SR-101 Exit 28 A-Ramp | 0.000 | SR-101 | 0.111 | SR-101 Front | 16,162 | Derivation Code = 3 MS2 TDMS; Reference = {68_7240} Previous AADT = 14679 | | | 9 | - | 487 | 1,894 | 15% | 21,423 |
| {68_7242} | 7242 | 2 - Mainline Ramp | S 101028C | SR-101 Exit 28 C-Ramp | 0.000 | SR-101 nonCard | 0.280 | SR-101 Exit 28 L-Ramp | 16,620 | Derivation Code = 3 MS2 TDMS; Reference = {68_7242} Previous AADT = 15095 | | | 10 | - | 567 | 467 | 6% | 22,030 |
| {68_7241} | 7241 | 2 - Mainline Ramp | S 101028G | SR-101 Exit 28 G-Ramp | 0.000 | SR-101 Exit 28 T-Ramp | 0.275 | SR-101 | 16,141 | Derivation Code = 3 MS2 TDMS; Reference = {68_7241} Previous AADT = 14660 | | | 11 | - | 553 | 458 | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------------|--------|--------------------|------------|------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| - | - | 2 - Mainline Ramp | S 101028L | SR-101 Exit 28 L-Ramp | 0.000 | SR-101 Exit 28 T-Ramp | 0.036 | SR-101 Front nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101028P | SR-101 Exit 28 P-Ramp | 0.000 | SR-101 Front | 0.031 | SR-101 Exit 28 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101028T | SR-101 Exit 28 T-Ramp | 0.000 | SR-101 Front | 0.050 | SR-101 Exit 28 L-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101028X | SR-101 Exit 28 X-Ramp | 0.000 | SR-101 Exit 28 C-Ramp | 0.031 | SR-101 Front nonCard | - | - | - | - | - | - | - | - |
| [68_7250] | 7250 | 2 - Mainline Ramp | S 101029A | SR-101 Exit 29 A-Ramp | 0.000 | SR-101 | 0.570 | SR-101 Exit 29 C-Ramp | 33,505 | Derivation Code = 3 MS2 TDMS; Reference = [68_7250] Previous AADT = 30431 | 8 | - | 1,129 | 936 | 6% | 44,412 |
| [68_6733] | 6733 | 2 - Mainline Ramp | S 101029V | SR-101 Exit 29 V-Ramp | 0.011 | 60 ft W of SR-101 nonCard | 0.871 | 50 ft N of SR-51 nonCard | 5,290 | Derivation Code = 3 MS2 TDMS; Reference = [68_6733] Previous AADT = 5353 | 11 | - | 386 | 63 | 8% | 8,327 |
| [68_7260] | 7260 | 2 - Mainline Ramp | S 101031A | SR-101 Exit 31 A-Ramp | 0.000 | SR-101 | 0.271 | SR-101 Exit 31 G-Ramp | 20,944 | Derivation Code = 3 MS2 TDMS; Reference = [68_7260] Previous AADT = 19023 | 8 | - | - | - | - | 27,762 |
| [68_7262] | 7262 | 2 - Mainline Ramp | S 101031C | SR-101 Exit 31 C-Ramp | 0.000 | SR-101 nonCard | 0.282 | SR-101 Exit 31 G-Ramp | 9,525 | Derivation Code = 3 MS2 TDMS; Reference = [68_7262] Previous AADT = | 11 | - | - | - | - | 12,626 |
| [68_7261] | 7261 | 2 - Mainline Ramp | S 101031G | SR-101 Exit 31 G-Ramp | 0.000 | SR-101 Exit 31 C-Ramp | 0.274 | SR-101 | 11,876 | Derivation Code = 3 MS2 TDMS; Reference = [68_7261] Previous AADT = 10787 | 10 | - | - | - | - | 15,742 |
| [68_7263] | 7263 | 2 - Mainline Ramp | S 101031J | SR-101 Exit 31 J-Ramp | 0.000 | SR-101 Exit 31 C-Ramp | 0.256 | SR-101 nonCard | 19,265 | Derivation Code = 3 MS2 TDMS; Reference = [68_7263] Previous AADT = 17498 | 9 | - | - | - | - | 25,536 |
| - | - | 2 - Mainline Ramp | S 101031L | SR-101 Exit 31 L-Ramp | 0.000 | SR-101 Exit 31 X-Ramp | 0.034 | SR-101 Exit 31 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101031P | SR-101 Exit 31 P-Ramp | 0.000 | SR-101 Exit 31 T-Ramp | 0.049 | SR-101 Exit 31 G-Ramp | 13,134 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 12992 | - | - | - | - | - | 17,410 |
| - | - | 2 - Mainline Ramp | S 101031T | SR-101 Exit 31 T-Ramp | 0.001 | SR-101 Exit 31 C-Ramp | 0.044 | SR-101 Exit 31 P-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101031X | SR-101 Exit 31 X-Ramp | 0.000 | SR-101 Exit 31 C-Ramp | 0.032 | SR-101 Exit 31 L-Ramp | - | - | - | - | - | - | - | - |
| [68_7270] | 7270 | 2 - Mainline Ramp | S 101032A | SR-101 Exit 32 A-Ramp | 0.001 | SR-101 | 0.238 | SR-101 Exit 32 G-Ramp | 7,866 | Derivation Code = 3 MS2 TDMS; Reference = [68_7270] Previous AADT = 7144 | 20 | - | - | - | - | 10,427 |
| [68_7272] | 7272 | 2 - Mainline Ramp | S 101032C | SR-101 Exit 32 C-Ramp | 0.000 | SR-101 nonCard | 0.278 | SR-101 Exit 32 J-Ramp | 9,528 | Derivation Code = 3 MS2 TDMS; Reference = [68_7272] Previous AADT = 8654 | 13 | - | - | - | - | 12,630 |
| [68_7271] | 7271 | 2 - Mainline Ramp | S 101032G | SR-101 Exit 32 G-Ramp | 0.000 | SR-101 Exit 32 A-Ramp | 0.228 | SR-101 | 8,429 | Derivation Code = 3 MS2 TDMS; Reference = [68_7271] Previous AADT = | 12 | - | - | - | - | 11,173 |
| [68_7273] | 7273 | 2 - Mainline Ramp | S 101032J | SR-101 Exit 32 J-Ramp | 0.000 | SR-101 Exit 32 C-Ramp | 0.211 | SR-101 nonCard | 7,251 | Derivation Code = 3 MS2 TDMS; Reference = [68_7273] Previous AADT = 6586 | 12 | - | - | - | - | 9,611 |
| - | - | 2 - Mainline Ramp | S 101032L | SR-101 Exit 32 L-Ramp | 0.001 | 56th St | 0.037 | SR-101 Exit 32 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101032P | SR-101 Exit 32 P-Ramp | 0.000 | 56th St | 0.035 | SR-101 Exit 32 G-Ramp | - | - | - | - | - | - | - | - |
| [68_7230] | 7230 | 2 - Mainline Ramp | S 101033A | SR-101 Exit 33 A-Ramp | 0.000 | SR-101 | 0.191 | SR-101 Exit 33 G-Ramp | 5,006 | Derivation Code = 3 MS2 TDMS; Reference = [68_7230] Previous AADT = 4547 | 37 | - | - | - | - | 6,636 |
| [68_7232] | 7232 | 2 - Mainline Ramp | S 101033C | SR-101 Exit 33 C-Ramp | 0.000 | SR-101 nonCard | 0.203 | SR-101 Exit 33 J-Ramp | 2,362 | Derivation Code = 3 MS2 TDMS; Reference = [68_7232] Previous AADT = 2145 | 17 | - | - | - | - | 3,131 |
| [68_7231] | 7231 | 2 - Mainline Ramp | S 101033G | SR-101 Exit 33 G-Ramp | 0.000 | SR-101 Exit 33 A-Ramp | 0.196 | SR-101 | 2,056 | Derivation Code = 3 MS2 TDMS; Reference = [68_7231] Previous AADT = 1867 | 13 | - | - | - | - | 2,725 |
| [68_7233] | 7233 | 2 - Mainline Ramp | S 101033J | SR-101 Exit 33 J-Ramp | 0.001 | SR-101 Exit 33 C-Ramp | 0.210 | SR-101 nonCard | 4,770 | Derivation Code = 3 MS2 TDMS; Reference = [68_7233] Previous AADT = 4332 | 18 | - | - | - | - | 6,323 |
| - | - | 2 - Mainline Ramp | S 101033L | SR-101 Exit 33 L-Ramp | 0.002 | 160 ft NE of SR-101 Exit 33 J-R* | 0.033 | SR-101 Exit 33 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 101033P | SR-101 Exit 33 P-Ramp | 0.000 | 160 ft SW of SR-101 Exit 33 G-R* | 0.029 | SR-101 Exit 33 G-Ramp | - | - | - | - | - | - | - | - |
| [68_7290] | 7290 | 2 - Mainline Ramp | S 101034A | SR-101 Exit 34 A-Ramp | 0.001 | SR-101 | 0.258 | SR-101 Exit 34 G-Ramp | 20,885 | Derivation Code = 3 MS2 TDMS; Reference = [68_7290] Previous AADT = 18969 | 9 | - | - | - | - | 27,684 |
| [68_7292] | 7292 | 2 - Mainline Ramp | S 101034C | SR-101 Exit 34 C-Ramp | 0.000 | SR-101 nonCard | 0.049 | SR-101 Exit 34 J-Ramp | 12,755 | Derivation Code = 3 MS2 TDMS; Reference = [68_7292] Previous AADT = 11585 | 9 | - | - | - | - | 16,907 |
| - | - | 2 - Mainline Ramp | S 101034C | SR-101 Exit 34 C-Ramp | 0.049 | SR-101 nonCard | 0.072 | SR-101 Exit 34 J-Ramp | - | - | - | - | - | - | - | - |
| [68_7291] | 7291 | 2 - Mainline Ramp | S 101034G | SR-101 Exit 34 G-Ramp | 0.000 | SR-101 Exit 34 A-Ramp | 0.247 | SR-101 | 14,092 | Derivation Code = 3 MS2 TDMS; Reference = [68_7291] Previous AADT = 12799 | 9 | - | - | - | - | 18,679 |
| [68_7293] | 7293 | 2 - Mainline Ramp | S 101034J | SR-101 Exit 34 J-Ramp | 0.000 | SR-101 Exit 34 C-Ramp | 0.231 | SR-101 nonCard | 17,203 | Derivation Code = 3 MS2 TDMS; Reference = [68_7293] Previous AADT = 15625 | 11 | - | - | - | - | 22,803 |
| [68_7300] | 7300 | 2 - Mainline Ramp | S 101035A | SR-101 Exit 35 A-Ramp | 0.000 | SR-101 | 0.255 | SR-101 Exit 35 G-Ramp | 11,183 | Derivation Code = 3 MS2 TDMS; Reference = [68_7300] Previous AADT = 10157 | 10 | - | - | - | - | 14,823 |
| [68_7302] | 7302 | 2 - Mainline Ramp | S 101035C | SR-101 Exit 35 C-Ramp | 0.000 | SR-101 nonCard | 0.301 | SR-101 Exit 35 J-Ramp | 9,558 | Derivation Code = 3 MS2 TDMS; Reference = [68_7302] Previous AADT = 8681 | 17 | - | - | - | - | 12,669 |
| [68_7301] | 7301 | 2 - Mainline Ramp | S 101035G | SR-101 Exit 35 G-Ramp | 0.000 | SR-101 Exit 35 A-Ramp | 0.259 | SR-101 | 6,499 | Derivation Code = 3 MS2 TDMS; Reference = [68_7301] Previous AADT = 5903 | 13 | - | - | - | - | 8,615 |
| [68_7303] | 7303 | 2 - Mainline Ramp | S 101035J | SR-101 Exit 35 J-Ramp | 0.000 | SR-101 Exit 35 C-Ramp | 0.121 | SR-101 nonCard | 8,271 | Derivation Code = 3 MS2 TDMS; Reference = [68_7303] Previous AADT = 7512 | 11 | - | - | - | - | 10,963 |
| [68_7310] | 7310 | 2 - Mainline Ramp | S 101036A | SR-101 Exit 36 A-Ramp | 0.000 | SR-101 | 0.233 | SR-101 Front | 11,799 | Derivation Code = 3 MS2 TDMS; Reference = [68_7310] Previous AADT = 10717 | 10 | - | - | - | - | 15,640 |
| [68_7312] | 7312 | 2 - Mainline Ramp | S 101036C | SR-101 Exit 36 C-Ramp | 0.000 | SR-101 nonCard | 0.232 | SR-101 Front nonCard | 20,315 | Derivation Code = 3 MS2 TDMS; Reference = [68_7312] Previous AADT = 18451 | 12 | - | 615 | 2,379 | 15% | 26,928 |
| [68_7311] | 7311 | 2 - Mainline Ramp | S 101036G | SR-101 Exit 36 G-Ramp | 0.000 | SR-101 | 0.230 | SR-101 | 25,490 | Derivation Code = 3 MS2 TDMS; Reference = [68_7311] Previous AADT = 23152 | 12 | - | 771 | 2,985 | 15% | 33,788 |
| [68_7313] | 7313 | 2 - Mainline Ramp | S 101036J | SR-101 Exit 36 J-Ramp | 0.000 | SR-101 Front nonCard | 0.212 | SR-101 nonCard | 12,100 | Derivation Code = 3 MS2 TDMS; Reference = [68_7313] Previous AADT = 10990 | 11 | - | - | - | - | 16,039 |
| [68_7320] | 7320 | 2 - Mainline Ramp | S 101037A | SR-101 Exit 37 A-Ramp | 0.000 | SR-101 | 0.231 | SR-101 Front | 12,995 | Derivation Code = 3 MS2 TDMS; Reference = [68_7320] Previous AADT = 11803 | 10 | - | 393 | 1,521 | 15% | 17,225 |
| [68_7329] | 7329 | 2 - Mainline Ramp | S 101037A | SR-101 Exit 37 A-Ramp | 0.231 | SR-101 Front | 0.428 | SR-101 Front | 8,869 | Derivation Code = 3 MS2 TDMS; Reference = [68_7329] Previous AADT = 8423 | 10 | - | 261 | 1,017 | 14% | 13,960 |
| - | - | 2 - Mainline Ramp | S 101037A | SR-101 Exit 37 A-Ramp | 0.428 | SR-101 Front | 0.479 | SR-101 Exit 37 J-Ramp | 15,795 | VolGroup Estimate; Reference = [5] Previous AADT = 16905 | - | - | - | - | - | 29,092 |
| - | - | 2 - Mainline Ramp | S 101037J | SR-101 Exit 37 J-Ramp | 0.000 | SR-101 Exit 38 C-Ramp | 0.052 | SR-101 Front nonCard | 7,897 | VolGroup Estimate; Reference = [4] Previous AADT = 8452 | - | - | - | - | - | 14,545 |
| [68_7327]+[68_7323] | 7327 | 2 - Mainline Ramp | S 101037J | SR-101 Exit 37 J-Ramp | 0.052 | SR-101 Front nonCard | 0.207 | SR-101 Front nonCard | 26,178 | Derivation Code = 3 MS2 TDMS; Reference = [68_7327]+[68_7323] Previous AADT = 24234 | 15 | - | 326 | 1,268 | 6% | 41,205 |
| [68_7323] | 7323 | 2 - Mainline Ramp | S 101037J | SR-101 Exit 37 J-Ramp | 0.207 | SR-101 Front nonCard | 0.339 | SR-101 nonCard | 15,117 | Derivation Code = 3 MS2 TDMS; Reference = [68_7323] Previous AADT = 13730 | 9 | - | 456 | 1,769 | 15% | 20,038 |
| [68_7321] | 7321 | 2 - Mainline Ramp | S 101038A | SR-101 Exit 38 A-Ramp | 0.000 | SR-101 | 0.188 | SR-101 Front | 11,126 | Derivation Code = 3 MS2 TDMS; Reference = [68_7321] Previous AADT = 10105 | 13 | - | 345 | 1,342 | 15% | 14,748 |
| [68_7328] | 7328 | 2 - Mainline Ramp | S 101038A | SR-101 Exit 38 A-Ramp | 0.188 | SR-101 Front | 0.684 | SR-101 Front | 15,390 | Derivation Code = 3 MS2 TDMS; Reference = [68_7328] Previous AADT = 14615 | 10 | - | 474 | 1,842 | 15% | 24,224 |
| - | - | 2 - Mainline Ramp | S 101038A | SR-101 Exit 38 A-Ramp | 0.684 | SR-101 Front | 0.745 | SR-101 Exit 38 G-Ramp | 15,795 | VolGroup Estimate; Reference = [5] Previous AADT = 16905 | - | - | - | - | - | 28,279 |
| [68_7333] | 7333 | 2 - Mainline Ramp | S 101038C | SR-101 Exit 38 C-Ramp | 0.000 | SR-101 nonCard | 0.157 | SR-101 Front nonCard | 16,420 | Derivation Code = 3 MS2 TDMS; Reference = [68_7333] Previous AADT = 14914 | 12 | - | 510 | 1,982 | 15% | 21,765 |
| [68_7326] | 7326 | 2 - Mainline Ramp | S 101038C | SR-101 Exit 38 C-Ramp | 0.157 | SR-101 Front nonCard | 0.482 | 20 ft S of SR-101 Exit 38 J-Ramp | 12,579 | Derivation Code = 3 MS2 TDMS; Reference = [68_7326] Previous AADT = 11425 | 11 | - | 355 | 1,382 | 14% | 19,800 |
| [68_7326] | 7326 | 2 - Mainline Ramp | S 101038C | SR-101 Exit 38 C-Ramp | 0.482 | SR-101 Exit 38 J-Ramp | 0.689 | SR-101 Front nonCard | 12,579 | Derivation Code = 3 MS2 TDMS; Reference = [68_7326] Previous AADT = 11425 | 11 | - | 355 | 1,382 | 14% | 19,800 |
| - | - | 2 - Mainline Ramp | S 101038C | SR-101 Exit 38 C-Ramp | 0.689 | SR-101 Front nonCard | 0.739 | SR-101 Exit 37 J-Ramp | 7,897 | VolGroup Estimate; Reference = [4] Previous AADT = 8452 | - | - | - | - | - | 14,545 |
| [68_7332] | 7332 | 2 - Mainline Ramp | S 101038C1 | SR-101 Exit 38 C1-Ramp | 0.000 | SR-101 nonCard | 0.357 | SR-101 Exit 38 G1-Ramp | 19,589 | Derivation Code = 3 MS2 TDMS; Reference = [68_7332] Previous AADT = 17792 | 11 | - | 1,623 | 266 | 10% | 25,966 |
| - | - | 2 - Mainline Ramp | S 101038G | SR-101 Exit 38 G-Ramp | 0.000 | SR-101 Exit 38 C-Ramp | 0.046 | SR-101 Front | 15,795 | VolGroup Estimate; Reference = [5] Previous AADT = 16905 | - | - | - | - | - | 29,092 |
| [68_7328] | 7328 | 2 - Mainline Ramp | S 101038G | SR-101 Exit 38 G-Ramp | 0.046 | SR-101 Front | 0.269 | SR-101 Exit 38 A-Ramp | 15,390 | Derivation Code = 3 MS2 TDMS; Reference = [68_7328] Previous AADT = 14615 | 10 | - | 455 | 1,769 | 14% | 24,224 |
| [68_7330] | 7330 | 2 - Mainline Ramp | S 101038G | SR-101 Exit 38 G-Ramp | 0.559 | SR-101 Front | 0.730 | SR-101 | 17,151 | Derivation Code = 3 MS2 TDMS; Reference = [68_7330] Previous AADT = 15578 | 9 | - | 537 | 2,078 | 15% | 22,734 |
| - | - | 2 - Mainline Ramp | S 101038G1 | SR-101 Exit 38 G1-Ramp | 0.000 | SR-101 Exit 38 A-Ramp | 0.060 | SR-101 Front | 15,795 | VolGroup Estimate; Reference = [5] Previous AADT = 16905 | - | - | - | - | - | 28,279 |
| [68_7338]+[68_7331] | 7338 | 2 - Mainline Ramp | S 101038G1 | SR-101 Exit 38 G1-Ramp | 0.060 | Sb Sr101 Ex 39 OnS Ramp | 0.157 | SR-101 Front | 19,437 | Derivation Code = 3 MS2 TDMS; Reference = [68_7338]+[68_7331] Previous AADT = 17754 | 12 | - | 212 | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------|-----------------------|-------------|-----------------------|-----------|------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| | | 2 - Mainline Ramp | S 10103BX | SR-101 Exit 38 X-Ramp | 0.000 | SR-101 Front nonCard | 0.033 | SR-101 Exit 38 C1-Ramp | -- | | - | - | - | - | - | -- |
| [68_7340] | 7340 | 2 - Mainline Ramp | S 101040A | SR-101 Exit 40 A-Ramp | 0.000 | SR-101 | 0.238 | SR-101 Exit 40 J-Ramp | 9,431 | Derivation Code = 3 MS2 TDMS; Reference = [68_7340] Previous AADT = 8566 | 11 | - | 317 | 265 | 6% | 12,501 |
| [68_7342] | 7342 | 2 - Mainline Ramp | S 101040C | SR-101 Exit 40 C-Ramp | 0.000 | SR-101 nonCard | 0.233 | SR-101 Exit 40 J-Ramp | 15,985 | Derivation Code = 3 MS2 TDMS; Reference = [68_7342] Previous AADT = 14519 | 9 | - | 539 | 447 | 6% | 21,189 |
| [68_7341] | 7341 | 2 - Mainline Ramp | S 101040G | SR-101 Exit 40 G-Ramp | 0.000 | SR-101 Exit 40 C-Ramp | 0.242 | SR-101 | 11,039 | Derivation Code = 3 MS2 TDMS; Reference = [68_7341] Previous AADT = 10026 | 9 | - | 374 | 310 | 6% | 14,633 |
| [68_7343] | 7343 | 2 - Mainline Ramp | S 101040I | SR-101 Exit 40 J-Ramp | 0.000 | SR-101 Exit 40 C-Ramp | 0.233 | SR-101 nonCard | 7,213 | Derivation Code = 3 MS2 TDMS; Reference = [68_7343] Previous AADT = 6551 | 9 | - | 224 | 869 | 15% | 9,561 |
| | | 2 - Mainline Ramp | S 101040L | SR-101 Exit 40 L-Ramp | 0.000 | SR-101 Exit 40 X-Ramp | 0.047 | SR-101 Exit 40 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101040P | SR-101 Exit 40 P-Ramp | 0.000 | SR-101 Exit 40 T-Ramp | 0.046 | SR-101 Exit 40 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101040T | SR-101 Exit 40 T-Ramp | 0.000 | SR-101 Exit 40 A-Ramp | 0.037 | SR-101 Exit 40 P-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101040X | SR-101 Exit 40 X-Ramp | 0.000 | SR-101 Exit 40 C-Ramp | 0.045 | SR-101 Exit 40 L-Ramp | - | - | - | - | - | - | - | - |
| [68_7350] | 7350 | 2 - Mainline Ramp | S 101041A | SR-101 Exit 41 A-Ramp | 0.000 | SR-101 | 0.350 | SR-101 Exit 41 J-Ramp | 22,093 | Derivation Code = 3 MS2 TDMS; Reference = [68_7350] Previous AADT = 20066 | 8 | - | 748 | 620 | 6% | 29,285 |
| [68_7352] | 7352 | 2 - Mainline Ramp | S 101041C | SR-101 Exit 41 C-Ramp | 0.000 | SR-101 nonCard | 0.319 | SR-101 Exit 41 J-Ramp | 17,063 | Derivation Code = 3 MS2 TDMS; Reference = [68_7352] Previous AADT = 15498 | 8 | - | 578 | 478 | 6% | 22,618 |
| [68_7351] | 7351 | 2 - Mainline Ramp | S 101041G | SR-101 Exit 41 G-Ramp | 0.000 | SR-101 Exit 41 C-Ramp | 0.280 | SR-101 | 14,727 | Derivation Code = 3 MS2 TDMS; Reference = [68_7351] Previous AADT = 13376 | 7 | - | 498 | 410 | 6% | 19,521 |
| [68_7353] | 7353 | 2 - Mainline Ramp | S 101041J | SR-101 Exit 41 J-Ramp | 0.000 | SR-101 Exit 41 C-Ramp | 0.215 | SR-101 nonCard | 25,117 | Derivation Code = 3 MS2 TDMS; Reference = [68_7353] Previous AADT = 22813 | 9 | - | 851 | 706 | 6% | 33,293 |
| | | 2 - Mainline Ramp | S 101041L | SR-101 Exit 41 L-Ramp | 0.000 | SR-101 Exit 41 X-Ramp | 0.034 | SR-101 Exit 41 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101041P | SR-101 Exit 41 P-Ramp | 0.000 | SR-101 Exit 41 T-Ramp | 0.034 | SR-101 Exit 41 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101041T | SR-101 Exit 41 T-Ramp | 0.000 | SR-101 Exit 41 A-Ramp | 0.035 | SR-101 Exit 41 P-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101041X | SR-101 Exit 41 X-Ramp | 0.000 | SR-101 Exit 41 C-Ramp | 0.036 | SR-101 Exit 41 L-Ramp | - | - | - | - | - | - | - | - |
| [68_7740] | 7740 | 2 - Mainline Ramp | S 101042A | SR-101 Exit 42 A-Ramp | 0.000 | SR-101 | 0.253 | Pima Rd | 9,759 | Derivation Code = 3 MS2 TDMS; Reference = [68_7740] Previous AADT = 8864 | 13 | - | 329 | 271 | 6% | 12,936 |
| [68_7442] | 7442 | 2 - Mainline Ramp | S 101042C | SR-101 Exit 42 C-Ramp | 0.000 | SR-101 nonCard | 0.261 | Pima Rd | 16,145 | Derivation Code = 3 MS2 TDMS; Reference = [68_7442] Previous AADT = 14664 | 9 | - | 542 | 450 | 6% | 21,401 |
| [68_7441] | 7441 | 2 - Mainline Ramp | S 101042G | SR-101 Exit 42 G-Ramp | 0.000 | Pima Rd | 0.290 | SR-101 | 13,474 | Derivation Code = 3 MS2 TDMS; Reference = [68_7441] Previous AADT = 12238 | 10 | - | 455 | 377 | 6% | 17,860 |
| [68_7443] | 7443 | 2 - Mainline Ramp | S 101042J | SR-101 Exit 42 J-Ramp | 0.000 | Pima Rd | 0.269 | SR-101 nonCard | 7,330 | Derivation Code = 3 MS2 TDMS; Reference = [68_7443] Previous AADT = 6658 | 13 | - | 227 | 884 | 15% | 9,716 |
| | | 2 - Mainline Ramp | S 101042L | SR-101 Exit 42 L-Ramp | 0.000 | 90th Phx St | 0.038 | SR-101 Exit 42 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101042P | SR-101 Exit 42 P-Ramp | 0.000 | Pima Rd | 0.030 | SR-101 Exit 42 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101042T | SR-101 Exit 42 T-Ramp | 0.000 | SR-101 Exit 42 A-Ramp | 0.040 | Pima Rd | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 101042X | SR-101 Exit 42 X-Ramp | 0.000 | SR-101 Exit 42 C-Ramp | 0.027 | 90th Phx St | - | - | - | - | - | - | - | - |
| [68_7360] | 7360 | 2 - Mainline Ramp | S 101043A | SR-101 Exit 43 A-Ramp | 0.000 | SR-101 | 0.215 | Via De Ventura | 5,724 | Derivation Code = 3 MS2 TDMS; Reference = [68_7360] Previous AADT = 5199 | 11 | - | 193 | 161 | 6% | 7,587 |
| [68_7362] | 7362 | 2 - Mainline Ramp | S 101043C | SR-101 Exit 43 C-Ramp | 0.000 | SR-101 nonCard | 0.248 | SR-101 Exit 43 J-Ramp | 10,148 | Derivation Code = 3 MS2 TDMS; Reference = [68_7362] Previous AADT = 9217 | 16 | - | 342 | 281 | 6% | 13,451 |
| [68_7361] | 7361 | 2 - Mainline Ramp | S 101043G | SR-101 Exit 43 G-Ramp | 0.000 | Via De Ventura | 0.256 | SR-101 | 9,025 | Derivation Code = 3 MS2 TDMS; Reference = [68_7361] Previous AADT = 8197 | 16 | - | 279 | 1,086 | 15% | 11,963 |
| [68_7363] | 7363 | 2 - Mainline Ramp | S 101043I | SR-101 Exit 43 J-Ramp | 0.000 | SR-101 Exit 43 C-Ramp | 0.261 | SR-101 nonCard | 6,458 | Derivation Code = 3 MS2 TDMS; Reference = [68_7363] Previous AADT = 5866 | 12 | - | 201 | 778 | 15% | 8,560 |
| [68_7370] | 7370 | 2 - Mainline Ramp | S 101044A | SR-101 Exit 44 A-Ramp | 0.000 | SR-101 | 0.226 | Indian Bend | 7,046 | Derivation Code = 3 MS2 TDMS; Reference = [68_7370] Previous AADT = 6400 | 9 | - | 238 | 198 | 6% | 9,340 |
| [68_7372] | 7372 | 2 - Mainline Ramp | S 101044C | SR-101 Exit 44 C-Ramp | 0.000 | SR-101 nonCard | 0.239 | Indian Bend | 10,851 | Derivation Code = 3 MS2 TDMS; Reference = [68_7372] Previous AADT = 9856 | 8 | - | 364 | 303 | 6% | 14,383 |
| [68_7371] | 7371 | 2 - Mainline Ramp | S 101044G | SR-101 Exit 44 G-Ramp | 0.000 | Indian Bend | 0.231 | SR-101 | 10,549 | Derivation Code = 3 MS2 TDMS; Reference = [68_7371] Previous AADT = 9581 | 9 | - | 329 | 1,272 | 15% | 13,983 |
| [68_7373] | 7373 | 2 - Mainline Ramp | S 101044J | SR-101 Exit 44 J-Ramp | 0.000 | Indian Bend | 0.229 | SR-101 nonCard | 6,330 | Derivation Code = 3 MS2 TDMS; Reference = [68_7373] Previous AADT = 5749 | 9 | - | 197 | 765 | 15% | 8,391 |
| [68_7380] | 7380 | 2 - Mainline Ramp | S 101045A | SR-101 Exit 45 A-Ramp | 0.000 | SR-101 | 0.245 | SR-101 Exit 45 G-Ramp | 5,836 | Derivation Code = 3 MS2 TDMS; Reference = [68_7380] Previous AADT = 5301 | 9 | - | 197 | 164 | 6% | 7,736 |
| [68_7382] | 7382 | 2 - Mainline Ramp | S 101045C | SR-101 Exit 45 C-Ramp | 0.000 | SR-101 nonCard | 0.215 | SR-101 Exit 45 J-Ramp | 6,648 | Derivation Code = 3 MS2 TDMS; Reference = [68_7382] Previous AADT = 6038 | 8 | - | 225 | 186 | 6% | 8,812 |
| [68_7381] | 7381 | 2 - Mainline Ramp | S 101045G | SR-101 Exit 45 G-Ramp | 0.000 | SR-101 Exit 45 A-Ramp | 0.225 | SR-101 | 6,297 | Derivation Code = 3 MS2 TDMS; Reference = [68_7381] Previous AADT = 5719 | 9 | - | 195 | 759 | 15% | 8,347 |
| [68_7383] | 7383 | 2 - Mainline Ramp | S 101045J | SR-101 Exit 45 J-Ramp | 0.000 | SR-101 Exit 45 C-Ramp | 0.222 | SR-101 nonCard | 5,672 | Derivation Code = 3 MS2 TDMS; Reference = [68_7383] Previous AADT = 5152 | 9 | - | 175 | 684 | 15% | 7,518 |
| [68_7390] | 7390 | 2 - Mainline Ramp | S 101046A | SR-101 Exit 46 A-Ramp | 0.000 | SR-101 | 0.245 | S022-12 | 10,021 | Derivation Code = 3 MS2 TDMS; Reference = [68_7390] Previous AADT = 9102 | 11 | - | 342 | 281 | 6% | 13,283 |
| [68_7392] | 7392 | 2 - Mainline Ramp | S 101046C | SR-101 Exit 46 C-Ramp | 0.000 | SR-101 nonCard | 0.255 | S022-12 | 8,415 | Derivation Code = 3 MS2 TDMS; Reference = [68_7392] Previous AADT = 7643 | 10 | - | 285 | 237 | 6% | 11,154 |
| [68_7391] | 7391 | 2 - Mainline Ramp | S 101046G | SR-101 Exit 46 G-Ramp | 0.000 | S022-12 | 0.226 | SR-101 | 6,874 | Derivation Code = 3 MS2 TDMS; Reference = [68_7391] Previous AADT = 6243 | 10 | - | 214 | 831 | 15% | 9,112 |
| [68_7393] | 7393 | 2 - Mainline Ramp | S 101046J | SR-101 Exit 46 J-Ramp | 0.000 | Chaparral | 0.254 | SR-101 nonCard | 8,539 | Derivation Code = 3 MS2 TDMS; Reference = [68_7393] Previous AADT = 7756 | 9 | - | 266 | 1,032 | 15% | 11,319 |
| [68_7400] | 7400 | 2 - Mainline Ramp | S 101047A | SR-101 Exit 47 A-Ramp | 0.000 | SR-101 | 0.235 | Indian School | 11,311 | Derivation Code = 3 MS2 TDMS; Reference = [68_7400] Previous AADT = 10273 | 11 | - | 379 | 314 | 6% | 14,993 |
| [68_7402] | 7402 | 2 - Mainline Ramp | S 101047C | SR-101 Exit 47 C-Ramp | 0.000 | S101-12 | 0.240 | Indian School | 11,575 | Derivation Code = 3 MS2 TDMS; Reference = [68_7402] Previous AADT = 10513 | 8 | - | 393 | 324 | 6% | 15,343 |
| [68_7401] | 7401 | 2 - Mainline Ramp | S 101047G | SR-101 Exit 47 G-Ramp | 0.000 | Indian School | 0.234 | SR-101 | 11,038 | Derivation Code = 3 MS2 TDMS; Reference = [68_7401] Previous AADT = 10025 | 10 | - | 387 | 320 | 6% | 14,631 |
| [68_7403] | 7403 | 2 - Mainline Ramp | S 101047J | SR-101 Exit 47 J-Ramp | 0.000 | Indian School | 0.228 | SR-101 nonCard | 7,988 | Derivation Code = 3 MS2 TDMS; Reference = [68_7403] Previous AADT = 7255 | 10 | - | 247 | 965 | 15% | 10,588 |
| [68_7410] | 7410 | 2 - Mainline Ramp | S 101048A | SR-101 Exit 48 A-Ramp | 0.000 | SR-101 | 0.233 | Thomas Rd | 6,863 | Derivation Code = 3 MS2 TDMS; Reference = [68_7410] Previous AADT = 6233 | 11 | - | 232 | 194 | 6% | 9,097 |
| [68_7412] | 7412 | 2 - Mainline Ramp | S 101048C | SR-101 Exit 48 C-Ramp | 0.000 | SR-101 nonCard | 0.218 | Thomas Rd | 9,713 | Derivation Code = 3 MS2 TDMS; Reference = [68_7412] Previous AADT = 8822 | 9 | - | 329 | 271 | 6% | 12,875 |
| [68_7411] | 7411 | 2 - Mainline Ramp | S 101048G | SR-101 Exit 48 G-Ramp | 0.000 | Thomas Rd | 0.244 | SR-101 | 8,938 | Derivation Code = 3 MS2 TDMS; Reference = [68_7411] Previous AADT = 8118 | 9 | - | 278 | 1,078 | 15% | 11,848 |
| [68_7413] | 7413 | 2 - Mainline Ramp | S 101048J | SR-101 Exit 48 J-Ramp | 0.000 | Thomas Rd | 0.224 | SR-101 nonCard | 6,057 | Derivation Code = 3 MS2 TDMS; Reference = [68_7413] Previous AADT = 5501 | 12 | - | 188 | 729 | 15% | 8,029 |
| [68_7420] | 7420 | 2 - Mainline Ramp | S 101049A | SR-101 Exit 49 A-Ramp | 0.000 | SR-101 | 0.222 | McDowell Rd | 8,086 | Derivation Code = 3 MS2 TDMS; Reference = [68_7420] Previous AADT = 7344 | 12 | - | 275 | 230 | 6% | 10,718 |
| [68_7422] | 7422 | 2 - Mainline Ramp | S 101049C | SR-101 Exit 49 C-Ramp | 0.000 | SR-101 nonCard | 0.230 | McDowell Rd | 7,376 | Derivation Code = 3 MS2 TDMS; Reference = [68_7422] Previous AADT = 6699 | 9 | - | 252 | 209 | 6% | 9,777 |
| [68_7421] | 7421 | 2 - Mainline Ramp | S 101049G | SR-101 Exit 49 G-Ramp | 0.000 | McDowell Rd | 0.265 | SR-101 | 7,796 | Derivation Code = 3 MS2 TDMS; Reference = [68_7421] Previous AADT = 7081 | 10 | - | 236 | 919 | 15% | 10,334 |
| [68_7423] | 7423 | 2 - Mainline Ramp | S 101049J | SR-101 Exit 49 J-Ramp | 0.000 | McDowell Rd | 0.222 | SR-101 nonCard | 8,264 | Derivation Code = 3 MS2 TDMS; Reference = [68_7423] Previous AADT = 7506 | 17 | - | 256 | 997 | 15% | 10,954 |
| [68_7430] | 7430 | 2 - Mainline Ramp | S 101050A | SR-101 Exit 50 A-Ramp | 0.000 | SR-101 | 0.205 | McKellips | 6,498 | Derivation Code = 3 MS2 TDMS; Reference = [68_7430] Previous AADT = 5902 | 12 | - | 217 | 181 | 6% | 8,613 |
| [68_7432] | 7432 | 2 - Mainline Ramp | S 101050C | SR-101 Exit 50 C-Ramp | 0.000 | SR-101 nonCard | 0.214 | McKellips | 8,347 | Derivation Code = 3 MS2 TDMS; Reference = [68_7432] Previous AADT = 7581 | 7 | - | 282 | 236 | 6% | 11,064 |
| [68_7431] | 7431 | 2 - Mainline Ramp | S 101050G | SR-101 Exit 50 G-Ramp | 0.000 | McKellips | 0.244 | SR-101 | 8,278 | Derivation Code = 3 MS2 TDMS; Reference = [68_7431] Previous AADT = 7519 | 8 | - | 257 | 998 | 15% | 10,973 |
| [68_7433] | 7433 | 2 - Mainline Ramp | S 101050J | SR-101 Exit 50 J-Ramp | 0.000 | McKellips | 0.215 | SR-101 nonCard | 5,846 | Derivation Code = 3 MS2 TDMS; Reference = [68_7433] Previous AADT = 5310 | 14 | - | 181 | 706 | 15% | 7,749 |
| [68_7840] | 7840 | 2 - Mainline Ramp | S 101051A | SR-101 Exit 51 A-Ramp | 0.000 | SR-101 | 0.955 | SR-202 | 23,194 | Derivation Code = 3 MS2 TDMS; Reference = [68_7840] Previous AADT = 21066 | 10 | - | 787 | 652 | 6% | 30,744 |
| [68_7841] | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 | AA22 |
|-----------|--------|--------------------|------------|------------------------|-------------|------------------------|-----------|-------------------------|--------|---|---|------|------|-------|-------|--------|---------|--------|--------|--------|--------|
| | | | | | | | | | | AADT Source Dataset | | | | | | K | D | AA | AA | T | 2042 |
| | | | | | | | | | | Derivation Code = 3 MS2 TDMS; Reference = [68_7843] Previous AADT = 15555 | | | | | | Factor | Factor | Single | Combo | Factor | Future |
| | | | | | | | | | | Derivation Code = 3 MS2 TDMS; Reference = [68_7843] Previous AADT = 15555 | | | | | | % | % | Trucks | Trucks | % | AADT |
| [68_7843] | 7843 | 2 - Mainline Ramp | S 101051C0 | SR-101 Exit 51 CO-Ramp | 0.000 | SR-101 Exit 51 C-Ramp | 0.283 | SR-101 Exit 51 A-Ramp | 17,126 | 17,126 | Derivation Code = 3 MS2 TDMS; Reference = [68_7843] Previous AADT = 15555 | 10 | - | 533 | 2,067 | 15% | 22,701 | | | | |
| [68_7845] | 7845 | 2 - Mainline Ramp | S 101051J | SR-101 Exit 51 J-Ramp | 0.000 | SR-101 Front nonCard | 0.225 | SR-101 nonCard | 8,845 | 8,845 | Derivation Code = 3 MS2 TDMS; Reference = [68_7845] Previous AADT = 8034 | 10 | - | 275 | 1,069 | 15% | 11,724 | | | | |
| [68_7452] | 7452 | 2 - Mainline Ramp | S 101052C | SR-101 Exit 52 C-Ramp | 0.000 | SR-101 nonCard | 0.133 | SR-101 Front nonCard | 18,779 | 18,779 | Derivation Code = 3 MS2 TDMS; Reference = [68_7452] Previous AADT = 17056 | 8 | - | 572 | 2,218 | 15% | 24,892 | | | | |
| [68_7451] | 7451 | 2 - Mainline Ramp | S 101052G | SR-101 Exit 52 G-Ramp | 0.000 | SR-101 Front | 0.125 | SR-101 | 18,768 | 18,768 | Derivation Code = 3 MS2 TDMS; Reference = [68_7451] Previous AADT = 17046 | 9 | - | 572 | 2,217 | 15% | 24,878 | | | | |
| [68_7460] | 7460 | 2 - Mainline Ramp | S 101053A | SR-101 Exit 53 A-Ramp | 0.000 | SR-101 | 0.135 | SR-101 Front | 17,275 | 17,275 | Derivation Code = 3 MS2 TDMS; Reference = [68_7460] Previous AADT = 15690 | 9 | - | 527 | 2,044 | 15% | 22,899 | | | | |
| [68_7462] | 7462 | 2 - Mainline Ramp | S 101053C | SR-101 Exit 53 C-Ramp | 0.000 | SR-101 nonCard | 0.165 | SR-101 Front nonCard | 15,919 | 15,919 | Derivation Code = 3 MS2 TDMS; Reference = [68_7462] Previous AADT = 14459 | 8 | - | 485 | 1,881 | 15% | 21,101 | | | | |
| [68_7461] | 7461 | 2 - Mainline Ramp | S 101053G | SR-101 Exit 53 G-Ramp | 0.000 | SR-101 Front | 0.211 | SR-101 | 15,495 | 15,495 | Derivation Code = 3 MS2 TDMS; Reference = [68_7461] Previous AADT = 14074 | 9 | - | 472 | 1,832 | 15% | 20,539 | | | | |
| [68_7463] | 7463 | 2 - Mainline Ramp | S 101053J | SR-101 Exit 53 J-Ramp | 0.000 | SR-101 Front nonCard | 0.172 | SR-101 nonCard | 16,112 | 16,112 | Derivation Code = 3 MS2 TDMS; Reference = [68_7463] Previous AADT = 14634 | 8 | - | 546 | 451 | 6% | 21,357 | | | | |
| [68_7470] | 7470 | 2 - Mainline Ramp | S 101054A | SR-101 Exit 54 A-Ramp | 0.000 | SR-101 | 0.177 | SR-101 Front | 9,063 | 9,063 | Derivation Code = 3 MS2 TDMS; Reference = [68_7470] Previous AADT = 8232 | 9 | - | 276 | 1,072 | 15% | 12,013 | | | | |
| [68_7473] | 7473 | 2 - Mainline Ramp | S 101054J | SR-101 Exit 54 J-Ramp | 0.000 | SR-101 Front nonCard | 0.161 | SR-101 nonCard | 10,520 | 10,520 | Derivation Code = 3 MS2 TDMS; Reference = [68_7473] Previous AADT = 9555 | 9 | - | 320 | 1,241 | 15% | 13,945 | | | | |
| [68_7484] | 7484 | 2 - Mainline Ramp | S 101055A | SR-101 Exit 55 A-Ramp | 0.000 | SR-101 | 0.918 | US-60 | 50,216 | 50,216 | Derivation Code = 3 MS2 TDMS; Reference = [68_7484] Previous AADT = 45609 | 7 | - | 1,694 | 1,402 | 6% | 66,563 | | | | |
| [68_7480] | 7480 | 2 - Mainline Ramp | S 101055A0 | SR-101 Exit 55 A0-Ramp | 0.000 | SR-101 Exit 55 A-Ramp | 0.380 | US-60 Exit 175 C-Ramp | 16,225 | 16,225 | Derivation Code = 3 MS2 TDMS; Reference = [68_7480] Previous AADT = 14737 | 7 | - | 505 | 1,959 | 15% | 21,507 | | | | |
| [68_7485] | 7485 | 2 - Mainline Ramp | S 101055C | SR-101 Exit 55 C-Ramp | 0.000 | SR-101 nonCard | 0.642 | US-60 nonCard | 27,251 | 27,251 | Derivation Code = 3 MS2 TDMS; Reference = [68_7485] Previous AADT = 24751 | 9 | - | 851 | 3,289 | 15% | 36,122 | | | | |
| [68_7483] | 7483 | 2 - Mainline Ramp | S 101055C1 | SR-101 Exit 55 C1-Ramp | 0.000 | SR-101 Exit 55 C-Ramp | 0.195 | SR-101 Exit 55 A-Ramp | 18,111 | 18,111 | Derivation Code = 3 MS2 TDMS; Reference = [68_7483] Previous AADT = 16450 | 9 | - | 564 | 2,187 | 15% | 24,007 | | | | |
| [68_7482] | 7482 | 2 - Mainline Ramp | S 101055C2 | SR-101 Exit 55 C2-Ramp | 0.000 | SR-101 nonCard | 0.224 | SR-101 Front nonCard | 8,956 | 8,956 | Derivation Code = 3 MS2 TDMS; Reference = [68_7482] Previous AADT = 8134 | 9 | - | 279 | 1,080 | 15% | 11,871 | | | | |
| [68_7481] | 7481 | 2 - Mainline Ramp | S 101055G | SR-101 Exit 55 G-Ramp | 0.000 | SR-101 Front | 0.179 | SR-101 | 8,963 | 8,963 | Derivation Code = 3 MS2 TDMS; Reference = [68_7481] Previous AADT = 8141 | 10 | - | 279 | 1,082 | 15% | 11,881 | | | | |
| [68_7500] | 7500 | 2 - Mainline Ramp | S 101056A | SR-101 Exit 56 A-Ramp | 0.000 | SR-101 | 0.201 | SR-101 Front | 12,782 | 12,782 | Derivation Code = 3 MS2 TDMS; Reference = [68_7500] Previous AADT = 11609 | 10 | - | 389 | 1,511 | 15% | 16,943 | | | | |
| [68_7502] | 7502 | 2 - Mainline Ramp | S 101056C | SR-101 Exit 56 C-Ramp | 0.000 | SR-101 nonCard | 0.193 | SR-101 Front nonCard | 6,358 | 6,358 | Derivation Code = 3 MS2 TDMS; Reference = [68_7502] Previous AADT = 5775 | 10 | - | 192 | 751 | 15% | 8,428 | | | | |
| [68_7501] | 7501 | 2 - Mainline Ramp | S 101056G | SR-101 Exit 56 G-Ramp | 0.000 | SR-101 Front | 0.148 | SR-101 | 5,366 | 5,366 | Derivation Code = 3 MS2 TDMS; Reference = [68_7501] Previous AADT = 4874 | 19 | - | 161 | 631 | 15% | 7,113 | | | | |
| [68_7503] | 7503 | 2 - Mainline Ramp | S 101056J | SR-101 Exit 56 J-Ramp | 0.000 | SR-101 Front nonCard | 0.096 | SR-101 nonCard | 12,769 | 12,769 | Derivation Code = 3 MS2 TDMS; Reference = [68_7503] Previous AADT = 11598 | 12 | - | 388 | 1,509 | 15% | 16,926 | | | | |
| - | - | 2 - Mainline Ramp | S 101056L | SR-101 Exit 56 L-Ramp | 0.000 | SR-101 Exit 56 X-Ramp | 0.035 | SR-101 Front nonCard | 21,137 | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | - | - | - | - | - | 38,931 | | | | |
| - | - | 2 - Mainline Ramp | S 101056P | SR-101 Exit 56 P-Ramp | 0.000 | SR-101 Exit 56 T-Ramp | 0.054 | SR-101 Front | 21,137 | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | - | - | - | - | - | 38,931 | | | | |
| - | - | 2 - Mainline Ramp | S 101056T | SR-101 Exit 56 T-Ramp | 0.000 | SR-101 Front | 0.056 | SR-101 Exit 56 P-Ramp | 21,137 | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | - | - | - | - | - | 38,931 | | | | |
| - | - | 2 - Mainline Ramp | S 101056X | SR-101 Exit 56 X-Ramp | 0.000 | SR-101 Front nonCard | 0.030 | SR-101 Front nonCard | 21,137 | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | - | - | - | - | - | 38,931 | | | | |
| [68_7510] | 7510 | 2 - Mainline Ramp | S 101057A | SR-101 Exit 57 A-Ramp | 0.000 | SR-101 | 0.191 | SR-101 Front | 14,190 | 14,190 | Derivation Code = 3 MS2 TDMS; Reference = [68_7510] Previous AADT = 12888 | 11 | - | 432 | 1,677 | 15% | 18,809 | | | | |
| [68_7512] | 7512 | 2 - Mainline Ramp | S 101057C | SR-101 Exit 57 C-Ramp | 0.000 | SR-101 nonCard | 0.185 | SR-101 Front nonCard | 7,079 | 7,079 | Derivation Code = 3 MS2 TDMS; Reference = [68_7512] Previous AADT = 6430 | 11 | - | 214 | 836 | 15% | 9,383 | | | | |
| [68_7511] | 7511 | 2 - Mainline Ramp | S 101057G | SR-101 Exit 57 G-Ramp | 0.000 | SR-101 Front | 0.175 | SR-101 | 7,850 | 7,850 | Derivation Code = 3 MS2 TDMS; Reference = [68_7511] Previous AADT = 7130 | 11 | - | 240 | 929 | 15% | 10,405 | | | | |
| [68_7513] | 7513 | 2 - Mainline Ramp | S 101057J | SR-101 Exit 57 J-Ramp | 0.000 | SR-101 Front nonCard | 0.206 | SR-101 nonCard | 13,543 | 13,543 | Derivation Code = 3 MS2 TDMS; Reference = [68_7513] Previous AADT = 12301 | 10 | - | 410 | 1,597 | 15% | 17,952 | | | | |
| [68_8200] | 8200 | 2 - Mainline Ramp | S 101058A | SR-101 Exit 58 A-Ramp | 0.000 | SR-101 | 0.180 | SR-101 Front | 16,149 | 16,149 | Derivation Code = 3 MS2 TDMS; Reference = [68_8200] Previous AADT = 14668 | 8 | - | 492 | 1,911 | 15% | 21,406 | | | | |
| [68_8202] | 8202 | 2 - Mainline Ramp | S 101058C | SR-101 Exit 58 C-Ramp | 0.000 | SR-101 nonCard | 0.171 | SR-101 Front nonCard | 7,552 | 7,552 | Derivation Code = 3 MS2 TDMS; Reference = [68_8202] Previous AADT = 6859 | 12 | - | 229 | 892 | 15% | 10,010 | | | | |
| [68_8201] | 8201 | 2 - Mainline Ramp | S 101058G | SR-101 Exit 58 G-Ramp | 0.000 | SR-101 Front | 0.194 | SR-101 | 7,656 | 7,656 | Derivation Code = 3 MS2 TDMS; Reference = [68_8201] Previous AADT = 6954 | 11 | - | 264 | 216 | 6% | 10,148 | | | | |
| [68_8203] | 8203 | 2 - Mainline Ramp | S 101058J | SR-101 Exit 58 J-Ramp | 0.000 | SR-101 Front nonCard | 0.219 | SR-101 nonCard | 16,297 | 16,297 | Derivation Code = 3 MS2 TDMS; Reference = [68_8203] Previous AADT = 14802 | 9 | - | 496 | 1,928 | 15% | 21,602 | | | | |
| [68_8410] | 8410 | 2 - Mainline Ramp | S 101059A | SR-101 Exit 59 A-Ramp | 0.000 | SR-101 | 0.194 | SR-101 Front | 18,612 | 18,612 | Derivation Code = 3 MS2 TDMS; Reference = [68_8410] Previous AADT = 16905 | 9 | - | 567 | 2,200 | 15% | 24,671 | | | | |
| [68_8210] | 8210 | 2 - Mainline Ramp | S 101059A1 | SR-101 Exit 59 A1-Ramp | 0.000 | SR-101 | 0.179 | Sb Sr101 Ex 60 Off Ramp | 23,374 | 23,374 | Derivation Code = 3 MS2 TDMS; Reference = [68_8210] Previous AADT = 21230 | 8 | - | 714 | 2,764 | 15% | 30,983 | | | | |
| [68_8412] | 8412 | 2 - Mainline Ramp | S 101059C | SR-101 Exit 59 C-Ramp | 0.000 | SR-101 nonCard | 0.180 | SR-101 Front nonCard | 8,937 | 8,937 | Derivation Code = 3 MS2 TDMS; Reference = [68_8412] Previous AADT = 8117 | 16 | - | 271 | 1,058 | 15% | 11,846 | | | | |
| [68_8411] | 8411 | 2 - Mainline Ramp | S 101059G | SR-101 Exit 59 G-Ramp | 0.000 | SR-101 Front | 0.191 | SR-101 | 7,360 | 7,360 | Derivation Code = 3 MS2 TDMS; Reference = [68_8411] Previous AADT = 6685 | 11 | - | 224 | 870 | 15% | 9,756 | | | | |
| [68_8413] | 8413 | 2 - Mainline Ramp | S 101059J | SR-101 Exit 59 J-Ramp | 0.000 | SR-101 Front nonCard | 0.180 | SR-101 nonCard | 18,148 | 18,148 | Derivation Code = 3 MS2 TDMS; Reference = [68_8413] Previous AADT = 16483 | 8 | - | 552 | 2,144 | 15% | 24,056 | | | | |
| [68_8213] | 8213 | 2 - Mainline Ramp | S 101059J1 | SR-101 Exit 59 J1-Ramp | 0.000 | Nb Sr101 Ex 60 On Ramp | 0.180 | SR-101 nonCard | 21,991 | 21,991 | Derivation Code = 3 MS2 TDMS; Reference = [68_8213] Previous AADT = 19974 | 10 | - | 671 | 2,600 | 15% | 29,150 | | | | |
| [68_8430] | 8430 | 2 - Mainline Ramp | S 101060A | SR-101 Exit 60 A-Ramp | 0.000 | SR-101 | 0.289 | SR-101 Front | 13,190 | 13,190 | Derivation Code = 3 MS2 TDMS; Reference = [68_8430] Previous AADT = 11980 | 12 | - | 441 | 364 | 6% | 17,484 | | | | |
| [68_8433] | 8433 | 2 - Mainline Ramp | S 101060J | SR-101 Exit 60 J-Ramp | 0.000 | SR-101 Front nonCard | 0.305 | SR-101 nonCard | 12,692 | 12,692 | Derivation Code = 3 MS2 TDMS; Reference = [68_8433] Previous AADT = 11528 | 11 | - | 424 | 352 | 6% | 16,824 | | | | |
| [68_8500] | 8500 | 2 - Mainline Ramp | S 101061A | SR-101 Exit 61 A-Ramp | 0.000 | SR-101 Exit 61 A1-Ramp | 0.616 | SR-202 | 13,536 | 13,536 | Derivation Code = 3 MS2 TDMS; Reference = [68_8500] Previous AADT = 12294 | 9 | - | 459 | 380 | 6% | 17,942 | | | | |
| [68_7534] | 7534 | 2 - Mainline Ramp | S 143 | SR-143 | 1.862 | SR-143 Exit 1 A2-Ramp | 2.126 | SR-143 Exit 2 B-Ramp | 80,932 | 80,932 | Derivation Code = 3 MS2 TDMS; Reference = [68_7534] Previous AADT = 73508 | 8 | 54 | 3,182 | 2,680 | 7% | 127,390 | | | | |
| [68_7562] | 7562 | 2 - Mainline Ramp | S 143 | SR-143 | 4.032 | SR-143 Exit 3 T-Ramp | 4.061 | McDowell Rd | 9,890 | 9,890 | Derivation Code = 1 MS2 TDMS; Reference = [68_7562] Previous AADT = 10441 | 9 | 55 | 1,043 | 1,490 | 26% | 15,567 | | | | |
| [68_7636] | 7636 | 2 - Mainline Ramp | S 143 | SR-143 nonCard | 3.117 | SR-202 Exit 3 A-Ramp | 3.768 | SR-143 Exit 3 C-Ramp | 14,987 | 14,987 | Derivation Code = 3 MS2 TDMS; Reference = [68_7636] Previous AADT = 13612 | 9 | - | 1,139 | 187 | 9% | 23,590 | | | | |
| [68_7561] | 7561 | 2 - Mainline Ramp | S 143 | SR-143 nonCard | 4.040 | SR-143 Exit 3 L-Ramp | 4.061 | McDowell Rd | 12,023 | 12,023 | Derivation Code = 3 MS2 TDMS; Reference = [68_7561] Previous AADT = 10920 | 8 | - | 910 | 150 | 9% | 18,925 | | | | |
| [68_7520] | 7520 | 2 - Mainline Ramp | S 143001A | SR-143 Exit 1 A-Ramp | 0.000 | SR-143 | 0.268 | SR-143 Exit 1 J-Ramp | 12,938 | 12,938 | Derivation Code = 3 MS2 TDMS; Reference = [68_7520] Previous AADT = 11751 | 10 | - | 434 | 358 | 6% | 17,150 | | | | |
| [68_7530] | 7530 | 2 - Mainline Ramp | S 143001A2 | SR-143 Exit 1 A2-Ramp | 0.000 | SR-143 | 0.218 | SR-2025 nonCard | 16,230 | 16,230 | Derivation Code = 3 MS2 TDMS; Reference = [68_7530] Previous AADT = 14741 | 10 | - | 544 | 450 | 6% | 21,513 | | | | |
| [68_7522] | 7522 | 2 - Mainline Ramp | S 143001C | SR-143 Exit 1 C-Ramp | 0.000 | SR-143 nonCard | 0.273 | SR-143 Exit 1 J-Ramp | 18,006 | 18,006 | Derivation Code = 3 MS2 TDMS; Reference = [68_7522] Previous AADT = 16354 | 11 | - | 603 | 500 | 6% | 23,867 | | | | |
| [68_7536] | 7536 | 2 - Mainline Ramp | S 143001C2 | SR-143 Exit 1 C2-Ramp | 0.000 | SR-143 nonCard | 0.210 | SR-2025 | 1,743 | 1,743 | Derivation Code = 3 MS2 TDMS; Reference = [68_7536] Previous AADT = 1583 | 9 | - | 58 | 46 | 6% | 2,310 | | | | |
| [68_7521] | 7521 | 2 - Mainline Ramp | S 143001G | SR-143 Exit 1 G-Ramp | 0.000 | SR-143 Exit 1 A-Ramp | 0.257 | SR-143 | 14,746 | 14,746 | Derivation Code = 3 MS2 TDMS; Reference = [68_7521] Previous AADT = 13393 | 14 | - | 449 | 1,738 | 15% | 19,546 | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-------------|------------------------|-------------|----------------------------------|-----------|-------------------------|-----------|---|---|---|---|------------|------------|--------------------|-------------------|------------|------------------|
| - | - | 2 - Mainline Ramp | S 143002T | SR-143 Exit 2 T-Ramp | 0.000 | SR-143 Exit 2 A1-Ramp | 0.053 | Washington St | - | - | - | - | - | - | - | - | - | - | - |
| [68_7542] | 7542 | 2 - Mainline Ramp | S 143002X | SR-143 Exit 2 X-Ramp | 0.000 | SR-143 Front nonCard | 0.047 | Washington St | 1,349 | Derivation Code = 3 MS2 TDMS; Reference = [68_7542] Previous AADT = 1281 | | | | 14 | - | 41 | 159 | 15% | 2,485 |
| [68_7633] | 7633 | 2 - Mainline Ramp | S 143003C | SR-143 Exit 3 C-Ramp | 0.000 | SR-143 nonCard | 0.485 | SR-202 nonCard | 5,316 | Derivation Code = 3 MS2 TDMS; Reference = [68_7633] Previous AADT = 4828 | | | | 7 | - | 178 | 146 | 6% | 7,047 |
| [68_7563] | 7563 | 2 - Mainline Ramp | S 143003L | SR-143 Exit 3 L-Ramp | 0.000 | McDowell Rd | 0.024 | SR-143 nonCard | 9,117 | Derivation Code = 3 MS2 TDMS; Reference = [68_7563] Previous AADT = 8281 | | | | 9 | - | 306 | 253 | 6% | 12,085 |
| [68_7560] | 7560 | 2 - Mainline Ramp | S 143003T | SR-143 Exit 3 T-Ramp | 0.000 | SR-143 | 0.046 | McDowell Rd | 16,582 | Derivation Code = 3 MS2 TDMS; Reference = [68_7560] Previous AADT = 15061 | | | | 8 | - | 557 | 461 | 6% | 21,980 |
| [68_7580] | 7580 | 2 - Mainline Ramp | S 153002A1 | SR-153 Exit 2 A1-Ramp | 0.000 | Sky Harbor Blvd nonCard | 0.176 | SR-153 | 1,229 | Derivation Code = 1 MS2 TDMS; Reference = [68_7580] Previous AADT = 1982 | | | | - | - | - | - | - | 1,629 |
| [68_7582] | 7582 | 2 - Mainline Ramp | S 153002C1 | SR-153 Exit 2 C1-Ramp | 0.000 | SR-153 nonCard | 0.623 | Sky Harbor Blvd nonCard | 6,052 | Derivation Code = 3 MS2 TDMS; Reference = [68_7582] Previous AADT = 5497 | | | | - | - | - | - | - | 8,022 |
| [68_7581] | 7581 | 2 - Mainline Ramp | S 153002G1 | SR-153 Exit 2 G1-Ramp | 0.000 | Sky Harbor Blvd | 0.231 | SR-153 | 5,193 | Derivation Code = 1 MS2 TDMS; Reference = [68_7581] Previous AADT = 6759 | | | | - | - | - | - | - | 6,592 |
| [68_7593] | 7593 | 2 - Mainline Ramp | S 153002J | SR-153 Exit 2 J-Ramp | 0.000 | 280 ft NW of SR-153 Exit 2 C1-R* | 0.189 | SR-153 nonCard | 128 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 117 | | | | - | - | - | - | - | 170 |
| [68_7583] | 7583 | 2 - Mainline Ramp | S 153002J1 | SR-153 Exit 2 J1-Ramp | 0.000 | Sky Harbor Blvd | 0.415 | SR-153 nonCard | 1,167 | Derivation Code = 1 MS2 TDMS; Reference = [68_7583] Previous AADT = 2297 | | | | - | - | - | - | - | 1,547 |
| [68_5214] | 5214 | 2 - Mainline Ramp | S 169 | SR-169 | 15.049 | I-17 Exit 278 J-Ramp | 15.156 | I-17 Exit 278 G-Ramp | 3,847 | Derivation Code = 1 MS2 TDMS; Reference = [68_5214] Previous AADT = 3052 | | | | 10 | 54 | 402 | 242 | 17% | 6,208 |
| [68_5274] | 5274 | 2 - Mainline Ramp | S 179 | SR-179 | 0.000 | I-17 Exit 298 A-Ramp | 0.072 | I-17 Exit 298 J-Ramp | 4,214 | Derivation Code = 1 MS2 TDMS; Reference = [68_5274] Previous AADT = 4016 | | | | 9 | 56 | 350 | 95 | 11% | 6,800 |
| [68_8003] | 8003 | 2 - Mainline Ramp | S 181061A | SR-181 Exit 61 A-Ramp | 0.000 | SR-181 | 0.110 | SR-181 | 34 | Derivation Code = 3 MS2 TDMS; Reference = [68_8003] Previous AADT = 34 | | | | 27 | - | 7 | 3 | 29% | 102 |
| [68_8004] | 8004 | 2 - Mainline Ramp | S 181061C | SR-181 Exit 61 C-Ramp | 0.000 | SR-181 | 0.078 | SR-186 | 69 | Derivation Code = 3 MS2 TDMS; Reference = [68_8004] Previous AADT = 68 | | | | 22 | - | 7 | 3 | 14% | 207 |
| [68_4634] | 4634 | 2 - Mainline Ramp | S 186 | SR-186 | 0.000 | I-10 Front nonCard | 0.220 | I-10 Exit 340 A-Ramp | 14,002 | Derivation Code = 3 MS2 TDMS; Reference = [68_4634] Previous AADT = 13863 | | | | 11 | 72 | 225 | 202 | 3% | 27,523 |
| [68_5424] | 5424 | 2 - Mainline Ramp | S 189 | SR-189 | 2.930 | I-19 Exit 4 J-Ramp | 3.040 | I-19 Exit 4 G-Ramp | 23,913 | Derivation Code = 3 MS2 TDMS; Reference = [68_5424] Previous AADT = 23398 | | | | 10 | 51 | 290 | 350 | 3% | 35,800 |
| - | - | 2 - Mainline Ramp | S 189001A | - | 0.005 | - | 0.045 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 189001G | - | 0.003 | - | 0.032 | - | - | - | - | - | - | - | - | - | - | - | - |
| [68_3034] | 3034 | 2 - Mainline Ramp | S 195 | SR-195 | 21.879 | I-8 Front (1) | 22.079 | S Araby Rd | 16,261 | Derivation Code = 1 MS2 TDMS; Reference = [68_3034] Previous AADT = 15336 | | | | 9 | 50 | 515 | 381 | 6% | 17,366 |
| [68_7620] | 7620 | 2 - Mainline Ramp | S 202 | SR-202 | 0.000 | I-10 | 0.490 | SR-202 Exit 1 A2-Ramp | 4,475 | Derivation Code = 1 MS2 TDMS; Reference = [68_7620] Previous AADT = 61394 | | | | 7 | 52 | - | - | - | 7,044 |
| [68_7621] | 7621 | 2 - Mainline Ramp | S 202 | SR-202 nonCard | 0.523 | SR-202 Exit 1 J1-Ramp | 0.973 | SR-202 Exit 1 C2-Ramp | 75,155 | Derivation Code = 3 MS2 TDMS; Reference = [68_7621] Previous AADT = 68261 | | | | 8 | - | 5,302 | 874 | 8% | 118,297 |
| [68_7622] | 7622 | 2 - Mainline Ramp | S 202000W | SR-202 Exit 0 W-Ramp | 0.000 | SR-202 nonCard | 0.568 | I-10 nonCard | 17,826 | Derivation Code = 3 MS2 TDMS; Reference = [68_7622] Previous AADT = 15424 | | | | 11 | - | 542 | 722 | 7% | 23,629 |
| [68_7623] | 7623 | 2 - Mainline Ramp | S 202000Y | SR-202 Exit 0 Y-Ramp | 0.009 | EB SR 202 Hov | 0.539 | EB SR 202 Hov | 19,958 | Derivation Code = 3 MS2 TDMS; Reference = [68_7623] Previous AADT = 17269 | | | | 9 | - | 604 | 805 | 7% | 26,455 |
| [68_6570] | 6570 | 2 - Mainline Ramp | S 202001A1 | SR-202 Exit 1 A1-Ramp | 0.000 | SR-202 | 0.412 | SR-51 | 24,778 | Derivation Code = 3 MS2 TDMS; Reference = [68_6570] Previous AADT = 22505 | | | | 8 | - | 865 | 716 | 6% | 32,844 |
| [68_6580] | 6580 | 2 - Mainline Ramp | S 202001A2 | SR-202 Exit 1 A2-Ramp | 0.000 | SR-202 | 0.279 | SR-202 Exit 1 J1-Ramp | 5,461 | Derivation Code = 3 MS2 TDMS; Reference = [68_6580] Previous AADT = 4960 | | | | 8 | - | 166 | 645 | 15% | 7,239 |
| [68_3820] | 3820 | 2 - Mainline Ramp | S 202001A3 | SR-202 Exit 1 A3-Ramp | 0.000 | SR-202 | 0.237 | SR-202 Exit 1 G2-Ramp | 8,866 | Derivation Code = 3 MS2 TDMS; Reference = [68_3820] Previous AADT = 8053 | | | | 7 | - | 753 | 123 | 10% | 11,752 |
| [68_6572] | 6572 | 2 - Mainline Ramp | S 202001C1 | SR-202 Exit 1 C1-Ramp | 0.000 | SR-202 nonCard | 0.358 | SR-202 Exit 1 A1-Ramp | 36,162 | Derivation Code = 3 MS2 TDMS; Reference = [68_6572] Previous AADT = 32845 | | | | 10 | - | 1,403 | 864 | 6% | 47,934 |
| [68_3824] | 3824 | 2 - Mainline Ramp | S 202001C11 | SR-202 Exit 1 C11-Ramp | 0.000 | SR-202 Exit 1 C1-Ramp | 0.265 | SR-51 nonCard | 7,016 | Derivation Code = 3 MS2 TDMS; Reference = [68_3824] Previous AADT = 6372 | | | | 8 | - | 214 | 836 | 15% | 9,300 |
| [68_6582] | 6582 | 2 - Mainline Ramp | S 202001C2 | SR-202 Exit 1 C2-Ramp | 0.000 | SR-202 nonCard | 0.262 | SR-202 Exit 1 J1-Ramp | 11,280 | Derivation Code = 3 MS2 TDMS; Reference = [68_6582] Previous AADT = 10245 | | | | 16 | - | 393 | 324 | 6% | 14,952 |
| [68_3822] | 3822 | 2 - Mainline Ramp | S 202001C3 | SR-202 Exit 1 C3-Ramp | 0.000 | SR-202 nonCard | 0.241 | SR-202 Exit 1 G2-Ramp | 15,364 | Derivation Code = 3 MS2 TDMS; Reference = [68_3822] Previous AADT = 13955 | | | | 12 | - | 1,305 | 214 | 10% | 20,365 |
| [68_6571] | 6571 | 2 - Mainline Ramp | S 202001G1 | SR-202 Exit 1 G1-Ramp | 0.000 | SR-202 Exit 1 A2-Ramp | 0.225 | SR-202 | 10,717 | Derivation Code = 3 MS2 TDMS; Reference = [68_6571] Previous AADT = 9734 | | | | 14 | - | 328 | 1,268 | 15% | 14,206 |
| [68_6581] | 6581 | 2 - Mainline Ramp | S 202001G2 | SR-202 Exit 1 G2-Ramp | 0.000 | SR-202 Exit 1 C3-Ramp | 0.256 | SR-202 | 12,512 | Derivation Code = 3 MS2 TDMS; Reference = [68_6581] Previous AADT = 11364 | | | | 10 | - | 382 | 1,478 | 15% | 16,585 |
| [68_6575] | 6575 | 2 - Mainline Ramp | S 202001H | SR-202 Exit 1 H1-Ramp | 0.000 | SR-202 Exit 1 A2-Ramp | 0.237 | SR-202 nonCard | 5,433 | Derivation Code = 3 MS2 TDMS; Reference = [68_6575] Previous AADT = 4935 | | | | 9 | - | 165 | 642 | 15% | 7,202 |
| [68_6583] | 6583 | 2 - Mainline Ramp | S 202001J | SR-202 Exit 1 J1-Ramp | 0.000 | SR-202 Exit 1 C3-Ramp | 0.226 | SR-202 nonCard | 8,597 | Derivation Code = 3 MS2 TDMS; Reference = [68_6583] Previous AADT = 7808 | | | | 9 | - | 260 | 1,012 | 15% | 11,396 |
| - | - | 2 - Mainline Ramp | S 202001L1 | SR-202 Exit 1 L1-Ramp | 0.000 | 24th St | 0.035 | SR-202 Exit 1 J1-Ramp | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001L2 | SR-202 Exit 1 L2-Ramp | 0.000 | 32nd St | 0.053 | SR-202 Exit 1 J2-Ramp | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001P1 | SR-202 Exit 1 P1-Ramp | 0.000 | 24th St | 0.037 | SR-202 Exit 1 G1-Ramp | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001P2 | SR-202 Exit 1 P2-Ramp | 0.000 | 32nd St | 0.049 | SR-202 Exit 1 G2-Ramp | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001T1 | SR-202 Exit 1 T1-Ramp | 0.000 | SR-202 Exit 1 A2-Ramp | 0.042 | 24th St | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001T2 | SR-202 Exit 1 T2-Ramp | 0.000 | SR-202 Exit 1 A3-Ramp | 0.049 | 32nd St | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001X1 | SR-202 Exit 1 X1-Ramp | 0.000 | SR-202 Exit 1 C2-Ramp | 0.049 | 24th St | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202001X2 | SR-202 Exit 1 X2-Ramp | 0.000 | SR-202 Exit 1 C3-Ramp | 0.052 | 32nd St | - | - | - | - | - | - | - | - | - | - | - |
| [68_7650] | 7650 | 2 - Mainline Ramp | S 202002A | SR-202 Exit 2 A-Ramp | 0.000 | SR-202 | 0.236 | SR-202 Front | 15,385 | Derivation Code = 3 MS2 TDMS; Reference = [68_7650] Previous AADT = 13974 | | | | 9 | - | 519 | 430 | 6% | 20,393 |
| [68_7653] | 7653 | 2 - Mainline Ramp | S 202002J | SR-202 Exit 2 J-Ramp | 0.000 | SR-202 Front nonCard | 0.296 | SR-202 nonCard | 14,045 | Derivation Code = 3 MS2 TDMS; Reference = [68_7653] Previous AADT = 12757 | | | | 8 | - | 427 | 1,657 | 15% | 18,617 |
| [68_7629] | 7629 | 2 - Mainline Ramp | S 202003A | SR-202 Exit 3 A-Ramp | 0.000 | SR-202 | 0.303 | SR-202 Exit 3 A0-Ramp | 18,806 | Derivation Code = 3 MS2 TDMS; Reference = [68_7629] Previous AADT = 17081 | | | | 9 | - | 748 | 619 | 7% | 29,601 |
| [68_7630] | 7629 | 2 - Mainline Ramp | S 202003A | SR-202 Exit 3 A-Ramp | 0.303 | SR-202 Exit 3 A0-Ramp | 0.735 | SR-143 nonCard | 19,774 | Derivation Code = 3 MS2 TDMS; Reference = [68_7630] Previous AADT = 17960 | | | | 10 | - | 670 | 556 | 6% | 26,211 |
| [68_7635] | 7635 | 2 - Mainline Ramp | S 202003A0 | SR-202 Exit 3 A0-Ramp | 0.000 | SR-202 Exit 3 A-Ramp | 0.431 | SR-143 | 11,595 | Derivation Code = 3 MS2 TDMS; Reference = [68_7635] Previous AADT = 10531 | | | | 8 | - | 353 | 1,371 | 15% | 15,370 |
| [68_7632] | 7632 | 2 - Mainline Ramp | S 202003C | SR-202 Exit 3 C-Ramp | 0.000 | SR-202 nonCard | 0.187 | SR-202 Front nonCard | 13,503 | Derivation Code = 3 MS2 TDMS; Reference = [68_7632] Previous AADT = 12264 | | | | 9 | - | 456 | 377 | 6% | 17,899 |
| [68_7631] | 7631 | 2 - Mainline Ramp | S 202003G | SR-202 Exit 3 G-Ramp | 0.000 | SR-202 Front | 0.209 | SR-202 | 13,618 | Derivation Code = 3 MS2 TDMS; Reference = [68_7631] Previous AADT = 12369 | | | | 13 | - | 415 | 1,609 | 15% | 18,051 |
| - | - | 2 - Mainline Ramp | S 202003P | SR-202 Exit 3 P-Ramp | 0.000 | 44th St | 0.036 | SR-202 Exit 3 G-Ramp | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202003X | SR-202 Exit 3 X-Ramp | 0.000 | SR-202 Exit 3 C-Ramp | 0.036 | 44th St | - | - | - | - | - | - | - | - | - | - | - |
| [68_7660] | 7660 | 2 - Mainline Ramp | S 202004A | SR-202 Exit 4 A-Ramp | 0.000 | SR-202 | 0.343 | SR-202 Front nonCard | 10,059 | Derivation Code = 3 MS2 TDMS; Reference = [68_7660] Previous AADT = 9136 | | | | 11 | - | 339 | 280 | 6% | 13,334 |
| [68_7662] | 7662 | 2 - Mainline Ramp | S 202004C | SR-202 Exit 4 C-Ramp | 0.000 | SR-202 nonCard | 0.297 | SR-202 Front nonCard | 9,359 | Derivation Code = 3 MS2 TDMS; Reference = [68_7662] Previous AADT = 8500 | | | | 10 | - | 317 | 265 | 6% | 12,406 |
| [68_7661] | 7661 | 2 - Mainline Ramp | S 202004G | SR-202 Exit 4 G-Ramp | 0.000 | Van Buren St | 0.237 | SR-202 | 11,799 | Derivation Code = 3 MS2 TDMS; Reference = [68_7661] Previous AADT = 10717 | | | | 12 | - | 358 | 1,393 | 15% | 15,640 |
| [68_7663] | 7663 | 2 - Mainline Ramp | S 202004J | SR-202 Exit 4 J-Ramp | 0.000 | SR-202 Front nonCard | 0.207 | SR-202 nonCard | 9,807 | Derivation Code = 3 MS2 TDMS; Reference = [68_7663] Previous AADT = 8907 | | | | 9 | - | 299 | 1,157 | 15% | 12,999 |
| - | - | 2 - Mainline Ramp | S 202004L | SR-202 Exit 4 L-Ramp | 0.000 | 52nd St | 0.022 | SR-202 Exit 4 J-Ramp | - | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202004T | SR-202 Exit 4 T-Ramp | 0.000 | SR-202 Exit 4 A-Ramp | 0.020 | 52nd St | - | - | - | - | - | - | - | - | - | - | - |
| [68_7680] | 7680 | 2 - Mainline Ramp | S 2020 | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|---------------------|------------|-----------------------|-------------|-----------------------|-----------|-----------------------|--------------|---|---------------|---------------|--------------------------|-------------------------|------------------|------------------------|
| [68_7692] | 7692 | 2 - Mainline Ramp | S 202006C | SR-202 Exit 6 C-Ramp | 0.000 | SR-202 nonCard | 0.289 | SR-202 Front nonCard | 3,179 | Derivation Code = 3 MS2 TDMS; Reference = [68_7692] Previous AADT = 2887 | 10 | - | 107 | 89 | 6% | 4,214 |
| [68_7693] | 7693 | 2 - Mainline Ramp | S 202006C1 | SR-202 Exit 6 C1-Ramp | 0.000 | SR-202 Exit 6 C-Ramp | 0.348 | SR-202 Front nonCard | 10,337 | Derivation Code = 3 MS2 TDMS; Reference = [68_7693] Previous AADT = 9389 | 11 | - | 314 | 1,219 | 15% | 13,702 |
| [68_7691] | 7691 | 2 - Mainline Ramp | S 202006G | SR-202 Exit 6 G-Ramp | 0.000 | SR-202 Front | 0.204 | SR-202 | 5,341 | Derivation Code = 3 MS2 TDMS; Reference = [68_7691] Previous AADT = 4851 | 34 | - | 161 | 628 | 15% | 7,080 |
| | | 2 - Mainline Ramp | S 202006L | SR-202 Exit 6 L-Ramp | 0.000 | SR-202 Exit 6 X-Ramp | 0.031 | SR-202 Front nonCard | 3,340 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 3172 | - | - | - | - | - | 5,257 |
| | | 2 - Mainline Ramp | S 202006X | SR-202 Exit 6 X-Ramp | 0.000 | SR-202 Exit 6 C-Ramp | 0.030 | SR-202 Exit 6 L-Ramp | - | - | - | - | - | - | - | - |
| [68_7700] | 7700 | 2 - Mainline Ramp | S 202007A | SR-202 Exit 7 A-Ramp | 0.000 | SR-202 | 0.271 | SR-202 Exit 7 G-Ramp | 22,528 | Derivation Code = 3 MS2 TDMS; Reference = [68_7700] Previous AADT = 20461 | 7 | - | 757 | 627 | 6% | 29,862 |
| [68_7702] | 7702 | 2 - Mainline Ramp | S 202007C | SR-202 Exit 7 C-Ramp | 0.000 | SR-202 nonCard | 0.240 | SR-202 Exit 7 G-Ramp | 19,774 | Derivation Code = 3 MS2 TDMS; Reference = [68_7702] Previous AADT = 17960 | 10 | - | 663 | 551 | 6% | 26,211 |
| [68_7701] | 7701 | 2 - Mainline Ramp | S 202007G | SR-202 Exit 7 G-Ramp | 0.000 | SR-202 Exit 7 C-Ramp | 0.237 | SR-202 | 18,571 | Derivation Code = 3 MS2 TDMS; Reference = [68_7701] Previous AADT = 16867 | 16 | - | 565 | 2,190 | 15% | 24,616 |
| [68_7703] | 7703 | 2 - Mainline Ramp | S 202007J | SR-202 Exit 7 J-Ramp | 0.000 | SR-202 Exit 7 C-Ramp | 0.296 | SR-202 nonCard | 19,972 | Derivation Code = 3 MS2 TDMS; Reference = [68_7703] Previous AADT = 18140 | 8 | - | 671 | 556 | 6% | 26,473 |
| | | 2 - Mainline Ramp | S 202007L | SR-202 Exit 7 L-Ramp | 0.000 | SR-202 Exit 7 X-Ramp | 0.034 | SR-202 Exit 7 J-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 202007P | SR-202 Exit 7 P-Ramp | 0.000 | SR-202 Exit 7 T-Ramp | 0.036 | SR-202 Exit 7 G-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 202007T | SR-202 Exit 7 T-Ramp | 0.000 | SR-202 Exit 7 A-Ramp | 0.036 | SR-202 Exit 7 P-Ramp | - | - | - | - | - | - | - | - |
| | | 2 - Mainline Ramp | S 202007X | SR-202 Exit 7 X-Ramp | 0.000 | SR-202 Exit 7 C-Ramp | 0.029 | SR-202 Exit 7 L-Ramp | - | - | - | - | - | - | - | - |
| [68_7750] | 7750 | 2 - Mainline Ramp | S 202008A | SR-202 Exit 8 A-Ramp | 0.000 | SR-202 | 0.317 | McClintock Dr | 15,856 | Derivation Code = 3 MS2 TDMS; Reference = [68_7750] Previous AADT = 14401 | 8 | - | 531 | 442 | 6% | 21,018 |
| [68_7753] | 7753 | 2 - Mainline Ramp | S 202008J | SR-202 Exit 8 J-Ramp | 0.000 | McClintock Dr | 0.208 | SR-202 nonCard | 14,670 | Derivation Code = 3 MS2 TDMS; Reference = [68_7753] Previous AADT = 13324 | 9 | - | 445 | 1,730 | 15% | 19,446 |
| [68_7830] | 7830 | 2 - Mainline Ramp | S 202009A | SR-202 Exit 9 A-Ramp | 0.000 | SR-202 | 0.581 | SR-101 | 50,949 | Derivation Code = 3 MS2 TDMS; Reference = [68_7830] Previous AADT = 46275 | 8 | - | 1,731 | 1,434 | 6% | 67,534 |
| [68_7831] | 7831 | 2 - Mainline Ramp | S 202009A1 | SR-202 Exit 9 A1-Ramp | 0.000 | SR-202 Exit 9 A-Ramp | 1.011 | SR-101 nonCard | 24,159 | Derivation Code = 3 MS2 TDMS; Reference = [68_7831] Previous AADT = 21943 | 7 | - | 753 | 2,919 | 15% | 32,023 |
| [68_7832] | 7832 | 2 - Mainline Ramp | S 202009C | SR-202 Exit 9 C-Ramp | 0.000 | SR-202 nonCard | 0.553 | SR-202 Exit 9 A1-Ramp | 21,552 | Derivation Code = 3 MS2 TDMS; Reference = [68_7832] Previous AADT = 19575 | 10 | - | 734 | 606 | 6% | 28,568 |
| [68_7833] | 7833 | 2 - Mainline Ramp | S 202009C1 | SR-202 Exit 9 C1-Ramp | 0.000 | SR-202 Exit 9 C-Ramp | 0.546 | SR-202 Exit 9 A-Ramp | 12,756 | Derivation Code = 3 MS2 TDMS; Reference = [68_7833] Previous AADT = 11586 | 10 | - | 396 | 1,539 | 15% | 16,908 |
| [68_7780] | 7780 | 2 - Mainline Ramp | S 202010A | SR-202 Exit 10 A-Ramp | 0.000 | SR-202 | 0.256 | SR-202 Exit 10 G-Ramp | 10,376 | Derivation Code = 3 MS2 TDMS; Reference = [68_7780] Previous AADT = 9424 | 10 | - | 346 | 288 | 6% | 13,754 |
| [68_7782] | 7782 | 2 - Mainline Ramp | S 202010C | SR-202 Exit 10 C-Ramp | 0.000 | SR-202 nonCard | 0.226 | SR-202 Exit 10 J-Ramp | 5,684 | Derivation Code = 3 MS2 TDMS; Reference = [68_7782] Previous AADT = 5163 | 11 | - | 193 | 161 | 6% | 7,534 |
| [68_7781] | 7781 | 2 - Mainline Ramp | S 202010G | SR-202 Exit 10 G-Ramp | 0.000 | SR-202 Exit 10 A-Ramp | 0.243 | SR-202 | 6,515 | Derivation Code = 3 MS2 TDMS; Reference = [68_7781] Previous AADT = 5917 | 12 | - | 198 | 769 | 15% | 8,636 |
| [68_7783] | 7783 | 2 - Mainline Ramp | S 202010J | SR-202 Exit 10 J-Ramp | 0.000 | SR-202 Exit 10 C-Ramp | 0.200 | SR-202 nonCard | 8,477 | Derivation Code = 3 MS2 TDMS; Reference = [68_7783] Previous AADT = 7699 | 9 | - | 264 | 1,021 | 15% | 11,237 |
| [68_7790] | 7790 | 2 - Mainline Ramp | S 202011A | SR-202 Exit 11 A-Ramp | 0.000 | SR-202 | 0.245 | SR-202 Exit 11 G-Ramp | 9,452 | Derivation Code = 3 MS2 TDMS; Reference = [68_7790] Previous AADT = 8585 | 8 | - | 321 | 267 | 6% | 12,529 |
| [68_7792] | 7792 | 2 - Mainline Ramp | S 202011C | SR-202 Exit 11 C-Ramp | 0.000 | SR-202 nonCard | 0.171 | SR-202 Exit 11 J-Ramp | 5,024 | Derivation Code = 3 MS2 TDMS; Reference = [68_7792] Previous AADT = 4563 | 19 | - | 171 | 140 | 6% | 6,659 |
| [68_7791] | 7791 | 2 - Mainline Ramp | S 202011G | SR-202 Exit 11 G-Ramp | 0.000 | SR-202 Exit 11 A-Ramp | 0.211 | SR-202 | 4,364 | Derivation Code = 3 MS2 TDMS; Reference = [68_7791] Previous AADT = 3964 | 14 | - | 149 | 124 | 6% | 5,785 |
| [68_7793] | 7793 | 2 - Mainline Ramp | S 202011J | SR-202 Exit 11 J-Ramp | 0.000 | SR-202 nonCard | 0.221 | SR-202 nonCard | 7,944 | Derivation Code = 3 MS2 TDMS; Reference = [68_7793] Previous AADT = 7215 | 9 | - | 246 | 956 | 15% | 10,530 |
| [68_7800] | 7800 | 2 - Mainline Ramp | S 202012A | SR-202 Exit 12 A-Ramp | 0.000 | SR-202 | 0.190 | McKellips Rd | 17,047 | Derivation Code = 3 MS2 TDMS; Reference = [68_7800] Previous AADT = 15483 | 9 | - | 580 | 482 | 6% | 22,596 |
| [68_7803] | 7803 | 2 - Mainline Ramp | S 202012J | SR-202 Exit 12 J-Ramp | 0.000 | McKellips Rd | 0.190 | SR-202 nonCard | 13,145 | Derivation Code = 3 MS2 TDMS; Reference = [68_7803] Previous AADT = 11939 | 8 | - | 449 | 372 | 6% | 17,424 |
| [68_7810] | 7810 | 2 - Mainline Ramp | S 202013A | SR-202 Exit 13 A-Ramp | 0.000 | SR-202 | 0.240 | SR-202 Exit 13 G-Ramp | 9,408 | Derivation Code = 3 MS2 TDMS; Reference = [68_7810] Previous AADT = 8545 | 9 | - | 321 | 266 | 6% | 12,471 |
| [68_7812] | 7812 | 2 - Mainline Ramp | S 202013C | SR-202 Exit 13 C-Ramp | 0.000 | SR-202 nonCard | 0.315 | SR-202 Exit 13 J-Ramp | 6,969 | Derivation Code = 3 MS2 TDMS; Reference = [68_7812] Previous AADT = 6330 | 31 | - | 235 | 194 | 6% | 9,238 |
| [68_7811] | 7811 | 2 - Mainline Ramp | S 202013G | SR-202 Exit 13 G-Ramp | 0.000 | SR-202 Exit 13 A-Ramp | 0.287 | SR-202 | 4,955 | Derivation Code = 3 MS2 TDMS; Reference = [68_7811] Previous AADT = 4500 | 21 | - | 153 | 595 | 15% | 6,568 |
| [68_7813] | 7813 | 2 - Mainline Ramp | S 202013J | SR-202 Exit 13 J-Ramp | 0.000 | SR-202 Exit 13 C-Ramp | 0.235 | SR-202 nonCard | 10,447 | Derivation Code = 3 MS2 TDMS; Reference = [68_7813] Previous AADT = 9489 | 8 | - | 324 | 1,261 | 15% | 13,848 |
| [68_7870] | 7870 | 2 - Mainline Ramp | S 202016A | SR-202 Exit 16 A-Ramp | 0.000 | SR-202 | 0.337 | Gilbert Rd | 15,835 | Derivation Code = 3 MS2 TDMS; Reference = [68_7870] Previous AADT = 14382 | 14 | - | 536 | 444 | 6% | 20,990 |
| [68_7873] | 7873 | 2 - Mainline Ramp | S 202016J | SR-202 Exit 16 J-Ramp | 0.000 | Gilbert Rd | 0.513 | SR-202 nonCard | 13,218 | Derivation Code = 3 MS2 TDMS; Reference = [68_7873] Previous AADT = 12005 | 14 | - | 410 | 1,593 | 15% | 17,521 |
| [68_7882] | 7882 | 2 - Mainline Ramp | S 202017C | SR-202 Exit 17 C-Ramp | 0.000 | SR-202 nonCard | 0.434 | McDowell Rd | 4,966 | Derivation Code = 3 MS2 TDMS; Reference = [68_7882] Previous AADT = 4510 | 12 | - | 168 | 138 | 6% | 6,583 |
| [68_7881] | 7881 | 2 - Mainline Ramp | S 202017G | SR-202 Exit 17 G-Ramp | 0.000 | McDowell Rd | 0.326 | SR-202 | 4,406 | Derivation Code = 3 MS2 TDMS; Reference = [68_7881] Previous AADT = 4002 | 13 | - | 136 | 529 | 15% | 5,840 |
| [68_7900] | 7900 | 2 - Mainline Ramp | S 202019A | SR-202 Exit 19 A-Ramp | 0.000 | SR-202 | 0.329 | SR-202 Exit 19 G-Ramp | 3,839 | Derivation Code = 3 MS2 TDMS; Reference = [68_7900] Previous AADT = 3487 | 13 | - | 129 | 107 | 6% | 5,089 |
| [68_7902] | 7902 | 2 - Mainline Ramp | S 202019C | SR-202 Exit 19 C-Ramp | 0.000 | SR-202 nonCard | 0.256 | SR-202 Exit 19 J-Ramp | 1,593 | Derivation Code = 3 MS2 TDMS; Reference = [68_7902] Previous AADT = 1447 | 10 | - | 53 | 44 | 6% | 2,112 |
| [68_7901] | 7901 | 2 - Mainline Ramp | S 202019G | SR-202 Exit 19 G-Ramp | 0.000 | SR-202 Exit 19 A-Ramp | 0.221 | SR-202 | 1,556 | Derivation Code = 3 MS2 TDMS; Reference = [68_7901] Previous AADT = 1413 | 9 | - | 52 | 44 | 6% | 2,063 |
| [68_7903] | 7903 | 2 - Mainline Ramp | S 202019J | SR-202 Exit 19 J-Ramp | 0.000 | SR-202 Exit 19 C-Ramp | 0.310 | SR-202 nonCard | 3,252 | Derivation Code = 3 MS2 TDMS; Reference = [68_7903] Previous AADT = 2954 | 16 | - | 101 | 393 | 15% | 4,311 |
| [68_7920] | 7920 | 2 - Mainline Ramp | S 202020A | SR-202 Exit 20 A-Ramp | 0.000 | SR-202 | 0.294 | SR-202 Exit 20 G-Ramp | 5,853 | Derivation Code = 3 MS2 TDMS; Reference = [68_7920] Previous AADT = 5316 | 9 | - | 197 | 164 | 6% | 7,758 |
| [68_7922] | 7922 | 2 - Mainline Ramp | S 202020C | SR-202 Exit 20 C-Ramp | 0.000 | SR-202 nonCard | 0.234 | SR-202 Exit 20 J-Ramp | 2,194 | Derivation Code = 3 MS2 TDMS; Reference = [68_7922] Previous AADT = 1993 | 15 | - | 74 | 61 | 6% | 2,908 |
| [68_7921] | 7921 | 2 - Mainline Ramp | S 202020G | SR-202 Exit 20 G-Ramp | 0.000 | SR-202 Exit 20 A-Ramp | 0.242 | SR-202 | 2,007 | Derivation Code = 3 MS2 TDMS; Reference = [68_7921] Previous AADT = 1823 | 15 | - | 61 | 240 | 15% | 2,660 |
| [68_7923] | 7923 | 2 - Mainline Ramp | S 202020J | SR-202 Exit 20 J-Ramp | 0.000 | SR-202 Exit 20 C-Ramp | 0.285 | SR-202 nonCard | 5,190 | Derivation Code = 3 MS2 TDMS; Reference = [68_7923] Previous AADT = 4714 | 13 | - | 161 | 626 | 15% | 6,880 |
| [68_7940] | 7940 | 2 - Mainline Ramp | S 202021A | SR-202 Exit 21 A-Ramp | 0.000 | SR-202 | 0.338 | SR-202 Exit 21 G-Ramp | 5,550 | Derivation Code = 3 MS2 TDMS; Reference = [68_7940] Previous AADT = 5041 | 11 | - | 187 | 153 | 6% | 7,357 |
| [68_7942] | 7942 | 2 - Mainline Ramp | S 202021C | SR-202 Exit 21 C-Ramp | 0.000 | SR-202 nonCard | 0.260 | SR-202 Exit 21 J-Ramp | 1,490 | Derivation Code = 3 MS2 TDMS; Reference = [68_7942] Previous AADT = 1353 | 21 | - | 50 | 42 | 6% | 1,975 |
| [68_7941] | 7941 | 2 - Mainline Ramp | S 202021G | SR-202 Exit 21 G-Ramp | 0.000 | SR-202 Exit 21 A-Ramp | 0.245 | SR-202 | 1,279 | Derivation Code = 3 MS2 TDMS; Reference = [68_7941] Previous AADT = 1162 | 18 | - | 38 | 151 | 15% | 1,695 |
| [68_7943] | 7943 | 2 - Mainline Ramp | S 202021J | SR-202 Exit 21 J-Ramp | 0.000 | SR-202 Exit 21 C-Ramp | 0.310 | SR-202 nonCard | 4,691 | Derivation Code = 3 MS2 TDMS; Reference = [68_7943] Previous AADT = 4261 | 13 | - | 146 | 565 | 15% | 6,218 |
| [68_7960] | 7960 | 2 - Mainline Ramp | S 202022A | SR-202 Exit 22 A-Ramp | 0.000 | SR-202 | 0.332 | SR-202 Exit 22 G-Ramp | 6,179 | Derivation Code = 3 MS2 TDMS; Reference = [68_7960] Previous AADT = 5612 | 13 | - | 209 | 173 | 6% | 8,190 |
| [68_7962] | 7962 | 2 - Mainline Ramp | S 202022C | SR-202 Exit 22 C-Ramp | 0.000 | SR-202 nonCard | 0.230 | SR-202 Exit 22 J-Ramp | 1,201 | Derivation Code = 3 MS2 TDMS; Reference = [68_7962] Previous AADT = 1091 | 9 | - | 40 | 33 | 6% | 1,592 |
| [68_7961] | 7961 | 2 - Mainline Ramp | S 202022G | SR-202 Exit 22 G-Ramp | 0.000 | SR-202 Exit 22 A-Ramp | 0.244 | SR-202 | 1,069 | Derivation Code = 3 MS2 TDMS; Reference = [68_7961] Previous AADT = 971 | 9 | - | 33 | 129 | 15% | 1,417 |
| [68_7963] | 7963 | 2 - Mainline Ramp | S 202022J | SR-202 Exit 22 J-Ramp | 0.000 | SR-202 Exit 22 C-Ramp | 0.334 | SR-202 nonCard | 6,244 | Derivation Code = 3 MS2 TDMS; Reference = [68_7963] Previous AADT = 5671 | 15 | - | 194 | 756 | 15% | 8,277 |
| [68_7980] | 7980 | 2 - Mainline Ramp | S 202023A | SR-202 Exit 23 A-Ramp | 0.000 | SR-202 | 0.422 | Power Rd | 7,687 | Derivation Code = 3 MS2 TDMS; Reference = [68_7980] Previous AADT = 6982 | 12 | - | 259 | 215 | 6% | 10,189 |
| [68_7982] | 7982 | 2 - Mainline Ramp | S 202023C | SR-202 Exit 23 C-Ramp | 0.000 | SR-202 nonCard | 0.271 | McDowell Rd | 6,816 | Derivation Code = 3 MS2 TDMS; Reference = [68_7982] Previous AADT = 6191 | 8 | - | 230 | 188 | 6% | 9,035 |
| [68_7981] | 7981 | 2 - Mainline Ramp</ | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|-------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| [68_8013] | 8013 | 2 - Mainline Ramp | S 202024I | SR-202 Exit 24 J-Ramp | 0.012 | Wb Sr202 Ex 24 Off Ramp | 0.051 | SR-202 Exit 24 L-Ramp | 2,595 | Derivation Code = 3 MS2 TDMS; Reference = [68_8013] Previous AADT = 2357 | 17 | - | 72 | 279 | 14% | 4,085 |
| [68_8013] | 8013 | 2 - Mainline Ramp | S 202024J | SR-202 Exit 24 J-Ramp | 0.051 | SR-202 Exit 24 L-Ramp | 0.374 | SR-202 nonCard | 2,595 | Derivation Code = 3 MS2 TDMS; Reference = [68_8013] Previous AADT = 2357 | 17 | - | 72 | 279 | 14% | 3,440 |
| - | - | 2 - Mainline Ramp | S 202024L | SR-202 Exit 24 L-Ramp | 0.000 | 350 ft E of SR-202 Exit 24 J-Ra* | 0.067 | SR-202 Exit 24 J-Ramp | 2,821 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 2563 | - | - | 100 | 104 | 7% | 3,739 |
| - | - | 2 - Mainline Ramp | S 202024P | SR-202 Exit 24 P-Ramp | 0.000 | McKellips Rd | 0.068 | SR-202 Exit 24 G-Ramp | 8,708 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 7910 | - | - | 277 | 288 | 6% | 11,543 |
| - | - | 2 - Mainline Ramp | S 202024T | SR-202 Exit 24 T-Ramp | 0.000 | SR-202 Exit 24 A-Ramp | 0.066 | 350 ft SW of SR-202 Exit 24 A-R* | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202024X | SR-202 Exit 24 X-Ramp | 0.000 | SR-202 Exit 24 C-Ramp | 0.061 | McKellips Rd | - | - | - | - | - | - | - | - |
| [68_8030] | 8030 | 2 - Mainline Ramp | S 202026A | SR-202 Exit 26 A-Ramp | 0.000 | SR-202 | 0.239 | SR-202 Exit 26 G-Ramp | 6,796 | Derivation Code = 3 MS2 TDMS; Reference = [68_8030] Previous AADT = 6173 | 12 | - | 230 | 188 | 6% | 9,008 |
| [68_8032] | 8032 | 2 - Mainline Ramp | S 202026C | SR-202 Exit 26 C-Ramp | 0.000 | SR-202 nonCard | 0.307 | SR-202 Exit 26 J-Ramp | 5,219 | Derivation Code = 3 MS2 TDMS; Reference = [68_8032] Previous AADT = 4740 | 9 | - | 176 | 146 | 6% | 6,918 |
| [68_8031] | 8031 | 2 - Mainline Ramp | S 202026G | SR-202 Exit 26 G-Ramp | 0.000 | SR-202 Exit 26 A-Ramp | 0.419 | SR-202 | 5,139 | Derivation Code = 3 MS2 TDMS; Reference = [68_8031] Previous AADT = 4668 | 8 | - | 159 | 619 | 15% | 6,812 |
| [68_8033] | 8033 | 2 - Mainline Ramp | S 202026I | SR-202 Exit 26 I-Ramp | 0.000 | SR-202 Exit 26 C-Ramp | 0.447 | SR-202 nonCard | 6,033 | Derivation Code = 3 MS2 TDMS; Reference = [68_8033] Previous AADT = 5480 | 15 | - | 182 | 710 | 15% | 7,997 |
| - | - | 2 - Mainline Ramp | S 202026L | SR-202 Exit 26 L-Ramp | 0.000 | 450 ft E of SR-202 Exit 26 J-Ra* | 0.085 | SR-202 Exit 26 J-Ramp | 5,867 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 5329 | - | - | 193 | 201 | 7% | 7,777 |
| - | - | 2 - Mainline Ramp | S 202026P | SR-202 Exit 26 P-Ramp | 0.000 | Brown Rd | 0.087 | SR-202 Exit 26 G-Ramp | 5,598 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 5085 | - | - | 202 | 187 | 7% | 7,420 |
| - | - | 2 - Mainline Ramp | S 202026T | SR-202 Exit 26 T-Ramp | 0.000 | SR-202 Exit 26 A-Ramp | 0.062 | 330 ft S of SR-202 Exit 26 A-Ra* | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | S 202026X | SR-202 Exit 26 X-Ramp | 0.000 | SR-202 Exit 26 C-Ramp | 0.061 | Brown Rd | - | - | - | - | - | - | - | - |
| [68_8050] | 8050 | 2 - Mainline Ramp | S 202027A | SR-202 Exit 27 A-Ramp | 0.000 | SR-202 | 0.300 | SR-202 Front | 5,774 | Derivation Code = 3 MS2 TDMS; Reference = [68_8050] Previous AADT = 5244 | 11 | - | 194 | 161 | 6% | 7,654 |
| [68_8052] | 8052 | 2 - Mainline Ramp | S 202027C | SR-202 Exit 27 C-Ramp | 0.000 | SR-202 nonCard | 0.126 | SR-202 Front nonCard | 9,029 | Derivation Code = 3 MS2 TDMS; Reference = [68_8052] Previous AADT = 8201 | 10 | - | 279 | 1,087 | 15% | 11,968 |
| [68_8051] | 8051 | 2 - Mainline Ramp | S 202027G | SR-202 Exit 27 G-Ramp | 0.000 | SR-202 Front | 0.154 | SR-202 | 9,775 | Derivation Code = 3 MS2 TDMS; Reference = [68_8051] Previous AADT = 8878 | 9 | - | 332 | 276 | 6% | 12,957 |
| [68_8053] | 8053 | 2 - Mainline Ramp | S 202027J | SR-202 Exit 27 J-Ramp | 0.000 | SR-202 Front nonCard | 0.251 | SR-202 nonCard | 5,920 | Derivation Code = 3 MS2 TDMS; Reference = [68_8053] Previous AADT = 5377 | 12 | - | 183 | 713 | 15% | 7,847 |
| [68_8070] | 8070 | 2 - Mainline Ramp | S 202028A | SR-202 Exit 28 A-Ramp | 0.000 | SR-202 | 0.197 | SR-202 Front | 4,852 | Derivation Code = 3 MS2 TDMS; Reference = [68_8070] Previous AADT = 4407 | 15 | - | 150 | 584 | 15% | 6,431 |
| [68_8072] | 8072 | 2 - Mainline Ramp | S 202028C | SR-202 Exit 28 C-Ramp | 0.000 | SR-202 nonCard | 0.262 | SR-202 Front nonCard | 8,318 | Derivation Code = 3 MS2 TDMS; Reference = [68_8072] Previous AADT = 7555 | 9 | - | 279 | 233 | 6% | 11,026 |
| [68_8071] | 8071 | 2 - Mainline Ramp | S 202028G | SR-202 Exit 28 G-Ramp | 0.000 | SR-202 Front | 0.267 | SR-202 Front | 7,722 | Derivation Code = 3 MS2 TDMS; Reference = [68_8071] Previous AADT = 7014 | 9 | - | 235 | 911 | 15% | 10,236 |
| [68_8073] | 8073 | 2 - Mainline Ramp | S 202028J | SR-202 Exit 28 J-Ramp | 0.000 | SR-202 Front nonCard | 0.152 | SR-202 nonCard | 4,607 | Derivation Code = 3 MS2 TDMS; Reference = [68_8073] Previous AADT = 4184 | 14 | - | 144 | 557 | 15% | 6,107 |
| [68_8100] | 8100 | 2 - Mainline Ramp | S 202029A | SR-202 Exit 29 A-Ramp | 0.000 | SR-202 | 1.165 | US-60 | 11,559 | Derivation Code = 3 MS2 TDMS; Reference = [68_8100] Previous AADT = 10499 | 13 | - | 393 | 324 | 6% | 15,322 |
| [68_8104] | 8104 | 2 - Mainline Ramp | S 202029A1 | SR-202 Exit 29 A1-Ramp | 0.000 | SR-202 | 0.367 | US-60 nonCard | 14,126 | Derivation Code = 3 MS2 TDMS; Reference = [68_8104] Previous AADT = 12830 | 10 | - | 480 | 396 | 6% | 18,724 |
| [68_8105] | 8105 | 2 - Mainline Ramp | S 202029C1 | SR-202 Exit 29 C1-Ramp | 0.000 | SR-202 nonCard | 0.490 | SR-202 Exit 29 A-Ramp | 8,740 | Derivation Code = 3 MS2 TDMS; Reference = [68_8105] Previous AADT = 7938 | 9 | - | 296 | 245 | 6% | 11,585 |
| [68_8102] | 8102 | 2 - Mainline Ramp | S 202029C2 | SR-202 Exit 29 C2-Ramp | 0.000 | SR-202 nonCard | 1.218 | US-60 nonCard | 28,709 | Derivation Code = 3 MS2 TDMS; Reference = [68_8102] Previous AADT = 26075 | 10 | - | 975 | 808 | 6% | 38,055 |
| [68_8112] | 8112 | 2 - Mainline Ramp | S 202031C | SR-202 Exit 31 C-Ramp | 0.000 | SR-202 nonCard | 0.264 | Baseline Rd | 3,227 | Derivation Code = 3 MS2 TDMS; Reference = [68_8112] Previous AADT = 2931 | 10 | - | 110 | 90 | 6% | 4,277 |
| [68_8111] | 8111 | 2 - Mainline Ramp | S 202031G | SR-202 Exit 31 G-Ramp | 0.000 | Baseline Rd | 0.319 | SR-202 | 3,715 | Derivation Code = 3 MS2 TDMS; Reference = [68_8111] Previous AADT = 3374 | 9 | - | 115 | 445 | 15% | 4,924 |
| [68_8130] | 8130 | 2 - Mainline Ramp | S 202032A | SR-202 Exit 32 A-Ramp | 0.000 | SR-202 | 0.219 | SR-202 Exit 32 G-Ramp | 9,599 | Derivation Code = 3 MS2 TDMS; Reference = [68_8130] Previous AADT = 8718 | 13 | - | 323 | 267 | 6% | 12,724 |
| [68_8132] | 8132 | 2 - Mainline Ramp | S 202032C | SR-202 Exit 32 C-Ramp | 0.000 | SR-202 nonCard | 0.222 | SR-202 Exit 32 J-Ramp | 4,690 | Derivation Code = 3 MS2 TDMS; Reference = [68_8132] Previous AADT = 4260 | 10 | - | 157 | 131 | 6% | 6,217 |
| [68_8131] | 8131 | 2 - Mainline Ramp | S 202032G | SR-202 Exit 32 G-Ramp | 0.000 | SR-202 Exit 32 A-Ramp | 0.240 | SR-202 | 4,499 | Derivation Code = 3 MS2 TDMS; Reference = [68_8131] Previous AADT = 4086 | 10 | - | 138 | 541 | 15% | 5,964 |
| [68_8133] | 8133 | 2 - Mainline Ramp | S 202032J | SR-202 Exit 32 J-Ramp | 0.000 | SR-202 Exit 32 C-Ramp | 0.264 | SR-202 nonCard | 9,580 | Derivation Code = 3 MS2 TDMS; Reference = [68_8133] Previous AADT = 8701 | 12 | - | 297 | 1,154 | 15% | 12,699 |
| [68_8150] | 8150 | 2 - Mainline Ramp | S 202033A | SR-202 Exit 33 A-Ramp | 0.000 | SR-202 | 0.249 | SR-202 Exit 33 G-Ramp | 6,226 | Derivation Code = 3 MS2 TDMS; Reference = [68_8150] Previous AADT = 5655 | 12 | - | 211 | 175 | 6% | 8,253 |
| [68_8152] | 8152 | 2 - Mainline Ramp | S 202033C | SR-202 Exit 33 C-Ramp | 0.000 | SR-202 nonCard | 0.364 | SR-202 Exit 33 J-Ramp | 2,533 | Derivation Code = 3 MS2 TDMS; Reference = [68_8152] Previous AADT = 2301 | 9 | - | 83 | 69 | 6% | 3,358 |
| [68_8151] | 8151 | 2 - Mainline Ramp | S 202033G | SR-202 Exit 33 G-Ramp | 0.000 | SR-202 Exit 33 A-Ramp | 0.464 | SR-202 | 1,985 | Derivation Code = 3 MS2 TDMS; Reference = [68_8151] Previous AADT = 1803 | 10 | - | 60 | 237 | 15% | 2,631 |
| [68_8153] | 8153 | 2 - Mainline Ramp | S 202033J | SR-202 Exit 33 J-Ramp | 0.000 | SR-202 Exit 33 C-Ramp | 0.299 | SR-202 nonCard | 7,565 | Derivation Code = 3 MS2 TDMS; Reference = [68_8153] Previous AADT = 6871 | 13 | - | 235 | 912 | 15% | 10,028 |
| [68_8180] | 8180 | 2 - Mainline Ramp | S 202034A | SR-202 Exit 34 A-Ramp | 0.000 | SR-202 | 0.230 | SR-202 Exit 34 G-Ramp | 1,978 | Derivation Code = 3 MS2 TDMS; Reference = [68_8180] Previous AADT = 1797 | 15 | - | 67 | 57 | 6% | 2,622 |
| - | - | 2 - Mainline Ramp | S 202034A1 | SR-202 Exit 34 A1-Ramp | 0.000 | SR-202 | 0.941 | SR-24 Exit 1 A-Ramp | 12,807 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 11633 | - | - | - | - | - | 16,976 |
| [68_8182] | 8182 | 2 - Mainline Ramp | S 202034C | SR-202 Exit 34 C-Ramp | 0.000 | SR-202 nonCard | 0.273 | SR-202 Exit 34 J-Ramp | 244 | Derivation Code = 3 MS2 TDMS; Reference = [68_8182] Previous AADT = 222 | 15 | - | 7 | 5 | 5% | 323 |
| [68_8181] | 8181 | 2 - Mainline Ramp | S 202034G | SR-202 Exit 34 G-Ramp | 0.000 | SR-202 Exit 34 A-Ramp | 0.310 | SR-202 | 357 | Derivation Code = 3 MS2 TDMS; Reference = [68_8181] Previous AADT = 324 | 17 | - | 31 | 4 | 10% | 473 |
| [68_8183] | 8183 | 2 - Mainline Ramp | S 202034J | SR-202 Exit 34 J-Ramp | 0.000 | SR-202 Exit 34 C-Ramp | 0.342 | SR-202 nonCard | 1,674 | Derivation Code = 3 MS2 TDMS; Reference = [68_8183] Previous AADT = 1520 | 10 | - | 51 | 201 | 15% | 2,219 |
| [68_8230] | 8230 | 2 - Mainline Ramp | S 202036A | SR-202 Exit 36 A-Ramp | 0.000 | SR-202 | 0.413 | SR-202 Exit 36 G-Ramp | 8,347 | Derivation Code = 3 MS2 TDMS; Reference = [68_8230] Previous AADT = 7581 | 14 | - | 282 | 236 | 6% | 11,064 |
| [68_8232] | 8232 | 2 - Mainline Ramp | S 202036C | SR-202 Exit 36 C-Ramp | 0.000 | SR-202 nonCard | 0.243 | SR-202 Exit 36 J-Ramp | 9,671 | Derivation Code = 3 MS2 TDMS; Reference = [68_8232] Previous AADT = 8784 | 9 | - | 329 | 271 | 6% | 12,819 |
| [68_8231] | 8231 | 2 - Mainline Ramp | S 202036G | SR-202 Exit 36 G-Ramp | 0.000 | SR-202 Exit 36 A-Ramp | 0.245 | SR-202 | 8,713 | Derivation Code = 3 MS2 TDMS; Reference = [68_8231] Previous AADT = 7914 | 9 | - | 270 | 1,051 | 15% | 11,549 |
| [68_8233] | 8233 | 2 - Mainline Ramp | S 202036J | SR-202 Exit 36 J-Ramp | 0.000 | SR-202 nonCard | 0.410 | SR-202 nonCard | 8,512 | Derivation Code = 3 MS2 TDMS; Reference = [68_8233] Previous AADT = 7731 | 12 | - | 265 | 1,026 | 15% | 11,283 |
| [68_8270] | 8270 | 2 - Mainline Ramp | S 202038A | SR-202 Exit 38 A-Ramp | 0.000 | SR-202 | 0.235 | SR-202 Exit 38 G-Ramp | 7,802 | Derivation Code = 3 MS2 TDMS; Reference = [68_8270] Previous AADT = 7086 | 17 | - | 262 | 215 | 6% | 10,342 |
| [68_8272] | 8272 | 2 - Mainline Ramp | S 202038C | SR-202 Exit 38 C-Ramp | 0.000 | SR-202 nonCard | 0.241 | SR-202 Exit 38 J-Ramp | 10,064 | Derivation Code = 3 MS2 TDMS; Reference = [68_8272] Previous AADT = 9141 | 10 | - | 340 | 280 | 6% | 13,340 |
| [68_8271] | 8271 | 2 - Mainline Ramp | S 202038G | SR-202 Exit 38 G-Ramp | 0.000 | SR-202 Exit 38 A-Ramp | 0.286 | SR-202 | 10,505 | Derivation Code = 3 MS2 TDMS; Reference = [68_8271] Previous AADT = 9541 | 9 | - | 328 | 1,268 | 15% | 13,925 |
| [68_8273] | 8273 | 2 - Mainline Ramp | S 202038J | SR-202 Exit 38 J-Ramp | 0.000 | SR-202 Exit 38 C-Ramp | 0.239 | SR-202 nonCard | 6,940 | Derivation Code = 3 MS2 TDMS; Reference = [68_8273] Previous AADT = 6303 | 9 | - | 214 | 837 | 15% | 9,199 |
| [68_8310] | 8310 | 2 - Mainline Ramp | S 202040A | SR-202 Exit 40 A-Ramp | 0.000 | SR-202 | 0.249 | SR-202 Exit 40 G-Ramp | 6,734 | Derivation Code = 3 MS2 TDMS; Reference = [68_8310] Previous AADT = 6116 | 10 | - | 224 | 186 | 6% | 8,926 |
| [68_8312] | 8312 | 2 - Mainline Ramp | S 202040C | Eb Sr202 Ex 40 Off Ramp | 0.000 | SR-202 Exit 40 C-Ramp | 0.265 | SR-202 Exit 40 J-Ramp | 7,999 | Derivation Code = 3 MS2 TDMS; Reference = [68_8312] Previous AADT = 7265 | 10 | - | 266 | 217 | 6% | 10,603 |
| [68_8311] | 8311 | 2 - Mainline Ramp | S 202040G | SR-202 Exit 40 G-Ramp | 0.000 | SR-202 Exit 40 A-Ramp | 0.226 | SR-202 | 8,229 | Derivation Code = 3 MS2 TDMS; Reference = [68_8311] Previous AADT = 7474 | 9 | - | 256 | 994 | 15% | 10,908 |
| [68_8313] | 8313 | 2 - Mainline Ramp | S 202040J | SR-202 Exit 40 J-Ramp | 0.000 | SR-202 Exit 40 C-Ramp | 0.242 | SR-202 nonCard | 5,944 | Derivation Code = 3 MS2 TDMS; Reference = [68_8313] Previous AADT = 5399 | 10 | - | 183 | 716 | 15% | 7,879 |
| [68_8322] | 8322 | 2 - Mainline Ramp | S 202041C | SR-202 Exit 41 C-Ramp | 0.000 | SR-202 nonCard | 0.257 | Santan Village Pkwy | 16,938 | Derivation Code = 3 MS2 TDMS; Reference = [68_8322] Previous AADT = 15384 | 10 | - | 557 | 460 | 6% | 22,452 |
| [68_8321] | 8321 | 2 - Mainline Ramp | S 202041G | SR-202 Exit 41 G-Ramp | 0.000 | Santan Village Pkwy | 0.247 | SR-202 | 15,817 | Derivation Code = 3 MS2 TDMS; Reference = [68_8321] Previous AADT = 14366 | 12 | - | 481 | 1,866 | 15% | 20,966 |
| [68_8340] | 8340 | 2 - Mainline Ramp | S 202042A | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-------------------------|--------|--------------------|------------|-------------------------|-------------|-------------------------|-----------|-------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| [265_SCO76] | SC076 | 2 - Mainline Ramp | S 287 | SR-287 | 4.151 | N Camino Del Norte | 4.525 | N Mission Pkwy | 21,461 | Derivation Code = 3 MS2 TDMS; Reference = [265_SCO76] Previous AADT = 20381 | 10 | 51 | 234 | 194 | 2% | 53,952 |
| | - | 2 - Mainline Ramp | S 287143A | SR-287 Exit 143 A-Ramp | 0.000 | SR-287 | 0.031 | SR-79B nonCard | 3,497 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 3321 | - | - | - | - | - | 9,967 |
| [68_5444] | 5444 | 2 - Mainline Ramp | S 289 | SR-289 | 0.000 | I-19 Front | 0.223 | I-19 Front nonCard | 9,917 | Derivation Code = 3 MS2 TDMS; Reference = [68_5444] Previous AADT = 9606 | 10 | 91 | 22 | 4 | 0% | 29,451 |
| [68_3571] | 3571 | 2 - Mainline Ramp | S 303104A1 | SR-303 Exit 104 A1-Ramp | 0.000 | SR-303 | 0.642 | I-10 | 19,991 | Derivation Code = 3 MS2 TDMS; Reference = [68_3571] Previous AADT = 18920 | 9 | - | 599 | 2,318 | 15% | 27,440 |
| | 8721 | 2 - Mainline Ramp | S 303104A2 | SR-303 Exit 104 A2-Ramp | 0.000 | SR-303 | 0.728 | SR-303 Exit 104 C2-Ramp | 8,770 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 8675 | 9 | - | 369 | 547 | 10% | 13,804 |
| [68_3573] | 3573 | 2 - Mainline Ramp | S 303104C1 | SR-303 Exit 104 C1-Ramp | 0.000 | SR-303 NonCard | 1.281 | I-10 | 7,623 | Derivation Code = 3 MS2 TDMS; Reference = [68_3573] Previous AADT = 7215 | 10 | - | 598 | 2,315 | 38% | 10,464 |
| | 8723 | 2 - Mainline Ramp | S 303104C2 | SR-303 Exit 104 C2-Ramp | 0.000 | SR-303 nonCard | 0.672 | I-10 nonCard | 8,770 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 8675 | - | - | - | - | - | 12,038 |
| [68_8600] | 8600 | 2 - Mainline Ramp | S 303105C | SR-303 Exit 105 C-Ramp | 0.000 | Thomas Rd | 0.370 | SR-303 nonCard | 1,982 | Derivation Code = 3 MS2 TDMS; Reference = [68_8600] Previous AADT = 1882 | 13 | 100 | 61 | 236 | 15% | 2,516 |
| [68_8601] | 8601 | 2 - Mainline Ramp | S 303105G | SR-303 Exit 105 G-Ramp | 0.000 | Nb Sr303 Ex 105 On Ramp | 0.325 | SR-303 | 2,274 | Derivation Code = 3 MS2 TDMS; Reference = [68_8601] Previous AADT = 2160 | 14 | 100 | 68 | 268 | 15% | 2,887 |
| [68_8603] | 8603 | 2 - Mainline Ramp | S 303106A | SR-303 Exit 106 A-Ramp | 0.000 | SR-303 | 0.293 | SR-303 Exit 106 G-Ramp | 2,465 | Derivation Code = 3 MS2 TDMS; Reference = [68_8603] Previous AADT = 2239 | 12 | - | 68 | 266 | 14% | 3,129 |
| [68_8605] | 8605 | 2 - Mainline Ramp | S 303106C | SR-303 Exit 106 C-Ramp | 0.000 | SR-303 Exit 106 J-Ramp | 0.303 | SR-303 nonCard | 2,773 | Derivation Code = 3 MS2 TDMS; Reference = [68_8605] Previous AADT = 2633 | 10 | - | 86 | 331 | 15% | 3,520 |
| [68_8604] | 8604 | 2 - Mainline Ramp | S 303106G | SR-303 Exit 106 G-Ramp | 0.000 | SR-303 Exit 106 A-Ramp | 0.270 | SR-303 | 3,410 | Derivation Code = 3 MS2 TDMS; Reference = [68_8604] Previous AADT = 3238 | 10 | - | 103 | 403 | 15% | 4,329 |
| [68_8606] | 8606 | 2 - Mainline Ramp | S 303106J | SR-303 Exit 106 J-Ramp | 0.000 | SR-303 nonCard | 0.253 | SR-303 Exit 106 C-Ramp | 2,216 | Derivation Code = 3 MS2 TDMS; Reference = [68_8606] Previous AADT = 2104 | 11 | - | 68 | 264 | 15% | 2,813 |
| [68_8608] | 8608 | 2 - Mainline Ramp | S 303107A | SR-303 Exit 107 A-Ramp | 0.000 | SR-303 | 0.263 | SR-303 Exit 107 G-Ramp | 1,885 | Derivation Code = 3 MS2 TDMS; Reference = [68_8608] Previous AADT = 1790 | 11 | - | 58 | 225 | 15% | 2,393 |
| [68_8610] | 8610 | 2 - Mainline Ramp | S 303107C | SR-303 Exit 107 C-Ramp | 0.000 | SR-303 Exit 107 J-Ramp | 0.284 | SR-303 nonCard | 1,801 | Derivation Code = 3 MS2 TDMS; Reference = [68_8610] Previous AADT = 1710 | 8 | - | 54 | 213 | 15% | 2,286 |
| [68_8609] | 8609 | 2 - Mainline Ramp | S 303107G | SR-303 Exit 107 G-Ramp | 0.000 | SR-303 Exit 107 A-Ramp | 0.284 | SR-303 | 1,814 | Derivation Code = 3 MS2 TDMS; Reference = [68_8609] Previous AADT = 1723 | 11 | - | 54 | 213 | 15% | 2,303 |
| [68_8611] | 8611 | 2 - Mainline Ramp | S 303107J | SR-303 Exit 107 J-Ramp | 0.000 | SR-303 nonCard | 0.309 | SR-303 Exit 107 C-Ramp | 2,203 | Derivation Code = 3 MS2 TDMS; Reference = [68_8611] Previous AADT = 2092 | 9 | - | 67 | 263 | 15% | 2,797 |
| [68_8613] | 8613 | 2 - Mainline Ramp | S 303108A | SR-303 Exit 108 A-Ramp | 0.000 | SR-303 | 0.274 | SR-303 Exit 108 G-Ramp | 837 | Derivation Code = 3 MS2 TDMS; Reference = [68_8613] Previous AADT = 795 | 12 | - | 25 | 98 | 15% | 1,062 |
| [68_8615] | 8615 | 2 - Mainline Ramp | S 303108C | SR-303 Exit 108 C-Ramp | 0.000 | SR-303 Exit 108 J-Ramp | 0.266 | SR-303 nonCard | 436 | Derivation Code = 3 MS2 TDMS; Reference = [68_8615] Previous AADT = 414 | 13 | - | 40 | 5 | 10% | 553 |
| [68_8614] | 8614 | 2 - Mainline Ramp | S 303108G | SR-303 Exit 108 G-Ramp | 0.000 | SR-303 Exit 108 A-Ramp | 0.243 | SR-303 | 448 | Derivation Code = 3 MS2 TDMS; Reference = [68_8614] Previous AADT = 433 | 14 | - | 40 | 5 | 10% | 569 |
| [68_8617] | 8617 | 2 - Mainline Ramp | S 303108J | SR-303 Exit 108 J-Ramp | 0.000 | SR-303 nonCard | 0.271 | SR-303 Exit 108 C-Ramp | 783 | Derivation Code = 3 MS2 TDMS; Reference = [68_8617] Previous AADT = 754 | 16 | - | 23 | 91 | 15% | 994 |
| [68_8619] | 8619 | 2 - Mainline Ramp | S 303109A | SR-303 Exit 109 A-Ramp | 0.000 | SR-303 | 0.268 | SR-303 Exit 109 G-Ramp | 1,111 | Derivation Code = 3 MS2 TDMS; Reference = [68_8619] Previous AADT = 1072 | 13 | - | 32 | 129 | 14% | 1,410 |
| [68_8621] | 8621 | 2 - Mainline Ramp | S 303109C | SR-303 Exit 109 C-Ramp | 0.000 | SR-303 Exit 109 J-Ramp | 0.220 | SR-303 nonCard | 1,113 | Derivation Code = 3 MS2 TDMS; Reference = [68_8621] Previous AADT = 1073 | 12 | - | 32 | 128 | 14% | 1,413 |
| [68_8620] | 8620 | 2 - Mainline Ramp | S 303109G | SR-303 Exit 109 G-Ramp | 0.000 | SR-303 Exit 109 A-Ramp | 0.229 | SR-303 | 1,076 | Derivation Code = 3 MS2 TDMS; Reference = [68_8620] Previous AADT = 1038 | 12 | - | 32 | 124 | 14% | 1,366 |
| [68_8622] | 8622 | 2 - Mainline Ramp | S 303109J | SR-303 Exit 109 J-Ramp | 0.000 | SR-303 nonCard | 0.251 | SR-303 Exit 109 C-Ramp | 1,267 | Derivation Code = 3 MS2 TDMS; Reference = [68_8622] Previous AADT = 1203 | 10 | - | 38 | 150 | 15% | 1,608 |
| [68_8624] | 8624 | 2 - Mainline Ramp | S 303110A | SR-303 Exit 110 A-Ramp | 0.000 | SR-303 | 0.283 | Northern Ave | 2,454 | Derivation Code = 3 MS2 TDMS; Reference = [68_8624] Previous AADT = 2366 | 12 | - | 218 | 34 | 10% | 3,115 |
| [68_8628] | 8628 | 2 - Mainline Ramp | S 303110A1 | SR-303 Exit 110 A1-Ramp | 0.000 | SR-303 | 0.490 | SR-303 Exit 111 C-Ramp | 2,949 | Derivation Code = 3 MS2 TDMS; Reference = [68_8628] Previous AADT = 2801 | 17 | - | 267 | 43 | 11% | 3,743 |
| [68_8631] | 8631 | 2 - Mainline Ramp | S 303110J | SR-303 Exit 110 J-Ramp | 0.000 | SR-303 nonCard | 0.236 | Northern Ave | 2,798 | Derivation Code = 3 MS2 TDMS; Reference = [68_8631] Previous AADT = 2657 | 13 | - | 254 | 41 | 11% | 3,552 |
| [58_35900_WB]-[68_8629] | 35900 | 2 - Mainline Ramp | S 303110X | - | 0.000 | - | 0.731 | - | 3,335 | Derivation Code = 1 MS2 TDMS; Reference = [58_35900_WB]-[68_8629] Previous AADT = | 9 | 73 | - | - | - | 5,608 |
| [68_8630] | 8630 | 2 - Mainline Ramp | S 303111C | SR-303 Exit 111 C-Ramp | 0.000 | SR-303 nonCard | 0.864 | SR-303 Exit 110 A1-Ramp | 7,803 | Derivation Code = 1 MS2 TDMS; Reference = [68_8630] Previous AADT = 6223 | 15 | 56 | 223 | 186 | 5% | 10,343 |
| [68_8629] | 8629 | 2 - Mainline Ramp | S 303111G | SR-303 Exit 111 G-Ramp | 0.000 | SR-303 | 0.681 | Sarival Ave | 5,459 | Derivation Code = 3 MS2 TDMS; Reference = [68_8629] Previous AADT = 5262 | 13 | 51 | 475 | 77 | 10% | 7,236 |
| [68_8632] | 8632 | 2 - Mainline Ramp | S 303112A | SR-303 Exit 112 A-Ramp | 0.000 | SR-303 | 0.345 | SR-303 Exit 112 G-Ramp | 1,675 | Derivation Code = 3 MS2 TDMS; Reference = [68_8632] Previous AADT = 1591 | 10 | - | 50 | 200 | 15% | 2,126 |
| [68_8634] | 8634 | 2 - Mainline Ramp | S 303112C | SR-303 Exit 112 C-Ramp | 0.000 | SR-303 Exit 112 J-Ramp | 0.384 | SR-303 nonCard | 2,455 | Derivation Code = 3 MS2 TDMS; Reference = [68_8634] Previous AADT = 2331 | 12 | - | 75 | 288 | 15% | 3,116 |
| [68_8633] | 8633 | 2 - Mainline Ramp | S 303112G | SR-303 Exit 112 G-Ramp | 0.000 | SR-303 Exit 112 A-Ramp | 0.334 | SR-303 | 2,540 | Derivation Code = 3 MS2 TDMS; Reference = [68_8633] Previous AADT = 2412 | 12 | - | 76 | 301 | 15% | 3,224 |
| [68_8635] | 8635 | 2 - Mainline Ramp | S 303112J | SR-303 Exit 112 J-Ramp | 0.000 | SR-303 nonCard | 0.273 | SR-303 Exit 112 C-Ramp | 1,536 | Derivation Code = 3 MS2 TDMS; Reference = [68_8635] Previous AADT = 1459 | 10 | - | 47 | 182 | 15% | 1,950 |
| [68_8637] | 8637 | 2 - Mainline Ramp | S 303113A | SR-303 Exit 113 A-Ramp | 0.000 | SR-303 | 0.243 | SR-303 Exit 113 J-Ramp | 2,861 | Derivation Code = 3 MS2 TDMS; Reference = [68_8637] Previous AADT = 2476 | 11 | - | - | - | - | 3,792 |
| [68_8639] | 8639 | 2 - Mainline Ramp | S 303113C | SR-303 Exit 113 C-Ramp | 0.000 | SR-303 Exit 113 J-Ramp | 0.301 | SR-303 nonCard | 3,509 | Derivation Code = 3 MS2 TDMS; Reference = [68_8639] Previous AADT = 3036 | 12 | - | - | - | - | 4,651 |
| [68_8638] | 8638 | 2 - Mainline Ramp | S 303113G | SR-303 Exit 113 G-Ramp | 0.000 | SR-303 Exit 113 A-Ramp | 0.269 | SR-303 | 3,539 | Derivation Code = 3 MS2 TDMS; Reference = [68_8638] Previous AADT = 3062 | 12 | - | - | - | - | 4,691 |
| [68_8640] | 8640 | 2 - Mainline Ramp | S 303113J | SR-303 Exit 113 J-Ramp | 0.000 | SR-303 nonCard | 0.268 | SR-303 Exit 113 X-Ramp | 2,735 | Derivation Code = 3 MS2 TDMS; Reference = [68_8640] Previous AADT = 2367 | 10 | - | - | - | - | 3,625 |
| | - | 2 - Mainline Ramp | S 303113L | SR-303 Exit 113 L-Ramp | 0.000 | SR-303 Exit 113 J-Ramp | 0.036 | SR-303 Exit 113 X-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303113P | SR-303 Exit 113 P-Ramp | 0.000 | SR-303 Exit 113 T-Ramp | 0.036 | SR-303 Exit 113 G-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303113T | SR-303 Exit 113 T-Ramp | 0.000 | SR-303 Exit 113 A-Ramp | 0.047 | SR-303 Exit 113 P-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303113X | SR-303 Exit 113 X-Ramp | 0.000 | SR-303 Exit 113 L-Ramp | 0.048 | SR-303 Exit 113 C-Ramp | - | - | - | - | - | - | - | - |
| [68_8642] | 8642 | 2 - Mainline Ramp | S 303114A | SR-303 Exit 114 A-Ramp | 0.000 | SR-303 | 0.274 | SR-303 Exit 114 J-Ramp | 8,768 | Derivation Code = 1 MS2 TDMS; Reference = [68_8642] Previous AADT = 8561 | - | - | - | - | - | 11,622 |
| [68_8644] | 8644 | 2 - Mainline Ramp | S 303114C | SR-303 Exit 114 C-Ramp | 0.000 | SR-303 nonCard | 0.273 | SR-303 nonCard | 7,510 | Derivation Code = 1 MS2 TDMS; Reference = [68_8644] Previous AADT = 4701 | - | - | - | - | - | 9,955 |
| [68_8643] | 8643 | 2 - Mainline Ramp | S 303114G | SR-303 Exit 114 G-Ramp | 0.000 | SR-303 Exit 114 A-Ramp | 0.269 | SR-303 | 7,795 | Derivation Code = 1 MS2 TDMS; Reference = [68_8643] Previous AADT = 4356 | - | - | - | - | - | 10,333 |
| [68_8645] | 8645 | 2 - Mainline Ramp | S 303114J | SR-303 Exit 114 J-Ramp | 0.000 | SR-303 nonCard | 0.270 | SR-303 Exit 114 A-Ramp | 8,278 | Derivation Code = 1 MS2 TDMS; Reference = [68_8645] Previous AADT = 5746 | - | - | - | - | - | 10,973 |
| | - | 2 - Mainline Ramp | S 303114L | SR-303 Exit 114 L-Ramp | 0.000 | SR-303 Exit 114 J-Ramp | 0.035 | SR-303 Exit 114 X-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303114P | SR-303 Exit 114 P-Ramp | 0.000 | SR-303 Exit 114 T-Ramp | 0.037 | SR-303 Exit 114 G-Ramp | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303114X | SR-303 Exit 114 X-Ramp | 0.000 | SR-303 Exit 114 L-Ramp | 0.049 | SR-303 Exit 114 C-Ramp | - | - | - | - | - | - | - | - |
| [68_8647] | 8647 | 2 - Mainline Ramp | S 303115A | SR-303 Exit 115 A-Ramp | 0.000 | SR-303 | 0.275 | SR-303 Exit 115 G-Ramp | 6,900 | Derivation Code = 3 MS2 TDMS; Reference = [68_8647] Previous AADT = 6982 | 12 | - | 268 | 357 | 9% | 10,861 |
| [68_8649] | 8649 | 2 - Mainline Ramp | S 303115C | SR-303 Exit 115 C-Ramp | 0.000 | SR-303 Exit 115 J-Ramp | 0.229 | SR-303 nonCard | 4,010 | Derivation Code = 1 MS2 TDMS; Reference = [68_8649] Previous AADT = 3238 | 10 | - | 133 | 195 | 8% | 5,090 |
| [68_8648] | 8648 | 2 - Mainline Ramp | S 303115G | SR-303 Exit 115 G-Ramp | 0.000 | SR-303 Exit 115 A-Ramp | 0.274 | SR-303 | 4,594 | Derivation Code = 1 MS2 TDMS; Reference = [68_8648] Previous AADT = 3353 | 11 | - | 138 | 204 | 7% | 5,832 |
| [68_8650] | 8650 | 2 - Mainline Ramp | S 303115J | SR-303 Exit 115 J-Ramp | 0.000 | SR-303 nonCard | 0.261 | SR-303 Exit 115 C-Ramp | 8,935 | Derivation Code = 1 MS2 TDMS; Reference = [68_8650] Previous AADT = 7975 | 9 | 55 | 330 | 487 | 9% | 11,342 |
| [68_8652] | 8652 | 2 - Mainline Ramp | S 303116A | SR-303 Exit 116 A-Ramp | 0.000 | SR-303 | 0.274 | SR-303 Exit 116 G-Ramp | 21,398 | Derivation Code = 1 MS2 TDMS; Reference = [68_8652] Previous AADT = 12263 | 9 | - | 508 | 750 | 6% | 27,163 |
| [68_8654] | 8654 | 2 - Mainline Ramp | S 303116C | SR-303 Exit 116 C-Ramp | 0.000 | SR-303 Exit 116 G-Ramp | 0.274 | SR-303 nonCard | 6,170 | Derivation Code = 1 MS2 TDMS; Reference = [68_8654] Previous AADT = 3799 | 7 | - | 157 | 233 | 6% | 7,832 |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|-------------------------|-------------|--------------------------------|-----------|----------------------------------|-----------|---|---|---|---|---|------------|------------|--------------------|-------------------|------------|------------------|
| | - | 2 - Mainline Ramp | S 303116X | SR-303 Exit 116 X-Ramp | 0.000 | SR-303 Exit 116 L-Ramp | 0.049 | SR-303 Exit 116 C-Ramp | - | - | - | - | - | - | - | - | - | - | - | - |
| (68_8657) | 8657 | 2 - Mainline Ramp | S 303119A | SR-303 Exit 119 A-Ramp | 0.000 | SR-303 | 0.311 | US-60 nonCard | 8,726 | Derivation Code = 3 MS2 TDMS; Reference = [68_8657] Previous AADT = 8699 | | | | | 9 | - | 314 | 261 | 7% | 11,077 |
| (68_8659) | 8659 | 2 - Mainline Ramp | S 303119D | SR-303 Exit 119 D-Ramp | 0.000 | SR-303 nonCard | 0.274 | US-60 nonCard | 3,402 | Derivation Code = 3 MS2 TDMS; Reference = [68_8659] Previous AADT = 3392 | | | | | 9 | - | 121 | 102 | 7% | 4,319 |
| (68_8658) | 8658 | 2 - Mainline Ramp | S 303119F | SR-303 Exit 119 F-Ramp | 0.014 | US-60 | 0.217 | SR-303 | 3,501 | Derivation Code = 3 MS2 TDMS; Reference = [68_8658] Previous AADT = 3543 | | | | | 10 | - | 252 | 41 | 8% | 5,511 |
| (68_8660) | 8660 | 2 - Mainline Ramp | S 303119J | SR-303 Exit 119 J-Ramp | 0.000 | US-60 nonCard | 0.353 | SR-303 nonCard | 10,507 | Derivation Code = 3 MS2 TDMS; Reference = [68_8660] Previous AADT = 10474 | | | | | 8 | - | 379 | 313 | 7% | 13,338 |
| (68_8661) | 8661 | 2 - Mainline Ramp | S 303123A | SR-303 Exit 123 A-Ramp | 0.000 | SR-303 | 0.310 | SR-303 Exit 123 G-Ramp | 1,092 | Derivation Code = 3 MS2 TDMS; Reference = [68_8661] Previous AADT = 1088 | | | | | 10 | - | 38 | 32 | 6% | 1,386 |
| (68_8663) | 8663 | 2 - Mainline Ramp | S 303123C | SR-303 Exit 123 C-Ramp | 0.000 | SR-303 nonCard | 0.263 | SR-303 Exit 123 J-Ramp | 3,858 | Derivation Code = 3 MS2 TDMS; Reference = [68_8663] Previous AADT = 3846 | | | | | 10 | - | 137 | 113 | 6% | 4,897 |
| (68_8662) | 8662 | 2 - Mainline Ramp | S 303123G | SR-303 Exit 123 G-Ramp | 0.000 | SR-303 Exit 123 A-Ramp | 0.267 | SR-303 | 4,030 | Derivation Code = 3 MS2 TDMS; Reference = [68_8662] Previous AADT = 4017 | | | | | 12 | - | 145 | 121 | 7% | 5,116 |
| (68_8664) | 8664 | 2 - Mainline Ramp | S 303123J | SR-303 Exit 123 J-Ramp | 0.000 | SR-303 Exit 123 C-Ramp | 0.300 | SR-303 nonCard | 1,061 | Derivation Code = 3 MS2 TDMS; Reference = [68_8664] Previous AADT = 1058 | | | | | 10 | - | 37 | 31 | 6% | 1,347 |
| (68_8668) | 8668 | 2 - Mainline Ramp | S 303125A | SR-303 Exit 125 A-Ramp | 0.011 | SR-303 | 0.243 | SR-303 Exit 125 J-Ramp | 6,301 | Derivation Code = 3 MS2 TDMS; Reference = [68_8668] Previous AADT = 5984 | | | | | 11 | - | 230 | 190 | 7% | 7,999 |
| (68_8670) | 8670 | 2 - Mainline Ramp | S 303125C | SR-303 Exit 125 C-Ramp | 0.010 | SR-303 nonCard | 0.269 | SR-303 Exit 125 J-Ramp | 2,781 | Derivation Code = 3 MS2 TDMS; Reference = [68_8670] Previous AADT = 2526 | | | | | 12 | - | 91 | 75 | 6% | 3,686 |
| (68_8669) | 8669 | 2 - Mainline Ramp | S 303125G | SR-303 Exit 125 G-Ramp | 0.000 | SR-303 Exit 125 A-Ramp | 0.251 | SR-303 | 2,931 | Derivation Code = 3 MS2 TDMS; Reference = [68_8669] Previous AADT = 2662 | | | | | 10 | - | 96 | 80 | 6% | 3,885 |
| (68_8671) | 8671 | 2 - Mainline Ramp | S 303125J | SR-303 Exit 125 J-Ramp | 0.000 | SR-303 Exit 125 A-Ramp | 0.247 | SR-303 nonCard | 6,479 | Derivation Code = 3 MS2 TDMS; Reference = [68_8671] Previous AADT = 6459 | | | | | 11 | - | 248 | 206 | 7% | 8,225 |
| (68_3373) | 3373 | 2 - Mainline Ramp | S 303125L | SR-303 Exit 125 L-Ramp | 0.000 | Vistancia Blvd nonCard | 0.032 | SR-303 Exit 125 J-Ramp | 7,622 | Derivation Code = 3 MS2 TDMS; Reference = [68_3373] Previous AADT = 7238 | | | | | 9 | - | 231 | 903 | 15% | 9,675 |
| | - | 2 - Mainline Ramp | S 303125P | SR-303 Exit 125 P-Ramp | 0.000 | Happy Valley Pkwy | 0.035 | SR-303 Exit 125 G-Ramp | - | - | - | - | - | - | - | - | - | - | - | - |
| (68_3370) | 3370 | 2 - Mainline Ramp | S 303125T | SR-303 Exit 125 T-Ramp | 0.000 | SR-303 Exit 125 A-Ramp | 0.042 | Happy Valley Pkwy | 7,883 | Derivation Code = 3 MS2 TDMS; Reference = [68_3370] Previous AADT = 7486 | | | | | 10 | - | 241 | 932 | 15% | 10,007 |
| | - | 2 - Mainline Ramp | S 303125X | SR-303 Exit 125 X-Ramp | 0.000 | SR-303 Exit 125 C-Ramp | 0.047 | Vistancia Blvd | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303126A | - | 0.000 | - | 0.376 | - | 100 | Estimate | | | | | - | - | - | - | - | 133 |
| | - | 2 - Mainline Ramp | S 303126C | - | 0.000 | - | 0.257 | - | 2,000 | Estimate | | | | | - | - | - | - | - | 2,651 |
| | - | 2 - Mainline Ramp | S 303126G | - | 0.000 | - | 0.224 | - | 100 | Estimate | | | | | - | - | - | - | - | 133 |
| | - | 2 - Mainline Ramp | S 303126J | - | 0.000 | - | 0.358 | - | 2,000 | Estimate | | | | | - | - | - | - | - | 2,651 |
| (68_6273) | 6273 | 2 - Mainline Ramp | S 303127A | SR-303 Exit 127 A-Ramp | 0.012 | SR-303 | 0.236 | SR-303 Exit 127 G-Ramp | 2,511 | Derivation Code = 3 MS2 TDMS; Reference = [68_6273] Previous AADT = 2281 | | | | | 10 | - | 94 | 139 | 9% | 3,328 |
| (68_8675) | 8675 | 2 - Mainline Ramp | S 303127C | SR-303 Exit 127 C-Ramp | 0.010 | SR-303 nonCard | 0.267 | SR-303 Exit 127 G-Ramp | 2,809 | Derivation Code = 3 MS2 TDMS; Reference = [68_8675] Previous AADT = 2551 | | | | | 15 | - | 95 | 77 | 6% | 3,723 |
| (68_8674) | 8674 | 2 - Mainline Ramp | S 303127G | SR-303 Exit 127 G-Ramp | 0.000 | SR-303 Exit 127 C-Ramp | 0.313 | SR-303 | 3,089 | Derivation Code = 3 MS2 TDMS; Reference = [68_8674] Previous AADT = 2806 | | | | | 17 | - | 104 | 83 | 6% | 4,095 |
| (68_8676) | 8676 | 2 - Mainline Ramp | S 303127J | SR-303 Exit 127 J-Ramp | 0.000 | SR-303 Exit 127 C-Ramp | 0.250 | SR-303 nonCard | 2,418 | Derivation Code = 3 MS2 TDMS; Reference = [68_8676] Previous AADT = 2196 | | | | | 14 | - | 81 | 68 | 6% | 3,205 |
| | - | 2 - Mainline Ramp | S 303127L | SR-303 Exit 127 L-Ramp | 0.000 | Lone Mountain Peo Pkwy | 0.036 | SR-303 Exit 127 J-Ramp | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | S 303127P | SR-303 Exit 127 P-Ramp | 0.000 | Lone Mountain Peo Pkwy nonCard | 0.034 | SR-303 Exit 127 G-Ramp | - | - | - | - | - | - | - | - | - | - | - | - |
| (68_8673) | 8673 | 2 - Mainline Ramp | S 303127T | SR-303 Exit 127 T-Ramp | 0.000 | SR-303 Exit 127 A-Ramp | 0.049 | Lone Mountain Peo Pkwy | 2,086 | Derivation Code = 3 MS2 TDMS; Reference = [68_8673] Previous AADT = 1895 | | | | | 11 | - | 73 | 61 | 6% | 2,765 |
| | - | 2 - Mainline Ramp | S 303127X | SR-303 Exit 127 X-Ramp | 0.000 | SR-303 Exit 127 C-Ramp | 0.044 | Lone Mountain Peo Pkwy nonCard | - | - | - | - | - | - | - | - | - | - | - | - |
| (68_8679) | 8679 | 2 - Mainline Ramp | S 303131A | SR-303 Exit 131 A-Ramp | 0.012 | SR-303 | 0.292 | SR-303 Exit 131 G-Ramp | 1,047 | Derivation Code = 3 MS2 TDMS; Reference = [68_8679] Previous AADT = 951 | | | | | 12 | - | 33 | 26 | 6% | 1,388 |
| (68_8681) | 8681 | 2 - Mainline Ramp | S 303131C | SR-303 Exit 131 C-Ramp | 0.012 | SR-303 nonCard | 0.246 | SR-303 Exit 131 J-Ramp | 2,364 | Derivation Code = 3 MS2 TDMS; Reference = [68_8681] Previous AADT = 2147 | | | | | 16 | - | 79 | 66 | 6% | 3,134 |
| (68_8680) | 8680 | 2 - Mainline Ramp | S 303131G | SR-303 Exit 131 G-Ramp | 0.000 | SR-303 Exit 131 A-Ramp | 0.301 | SR-303 | 2,464 | Derivation Code = 3 MS2 TDMS; Reference = [68_8680] Previous AADT = 2238 | | | | | 16 | - | 81 | 68 | 6% | 3,266 |
| (68_8682) | 8682 | 2 - Mainline Ramp | S 303131J | SR-303 Exit 131 J-Ramp | 0.000 | SR-303 Exit 131 C-Ramp | 0.262 | SR-303 nonCard | 1,103 | Derivation Code = 3 MS2 TDMS; Reference = [68_8682] Previous AADT = 1002 | | | | | 12 | - | 37 | 31 | 6% | 1,462 |
| | - | 2 - Mainline Ramp | S 347173G | - | 0.000 | - | 0.035 | - | - | | | | | | - | - | - | - | - | - |
| (68_4044) | 4044 | 2 - Mainline Ramp | S 387 | SR-387 | 8.394 | I-10 Exit 185 G-Ramp | 8.688 | I-10 Exit 185 J-Ramp | 16,457 | Derivation Code = 1 MS2 TDMS; Reference = [68_4044] Previous AADT = 14112 | | | | | 9 | 65 | 691 | 1,058 | 11% | 40,573 |
| (68_4024) | 4024 | 2 - Mainline Ramp | S 587 | SR-587 | 5.782 | Highway 587 | 6.104 | Casa Blanca Rd | 6,663 | Derivation Code = 1 MS2 TDMS; Reference = [68_4024] Previous AADT = 6505 | | | | | 10 | 71 | 1,001 | 483 | 22% | 15,281 |
| (68_5384) | 5384 | 2 - Mainline Ramp | SA089 | SR-89A | 79.484 | I-17 Exit 337 C-Ramp | 79.628 | I-17 Exit 337 G-Ramp | 5,648 | Derivation Code = 1 MS2 TDMS; Reference = [68_5384] Previous AADT = 5307 | | | | | 9 | 57 | 140 | 30 | 3% | 12,062 |
| (68_8684) | 8684 | 2 - Mainline Ramp | SA089317A | SR-89A Exit 317 A-Ramp | 0.000 | SR-89A | 0.196 | SR-89A Front | 2,071 | Derivation Code = 1 MS2 TDMS; Reference = [68_8684] Previous AADT = 1805 | | | | | 12 | - | 63 | 53 | 6% | 3,208 |
| (68_8686) | 8686 | 2 - Mainline Ramp | SA089317C | SR-89A Exit 317 C-Ramp | 0.000 | SR-89A nonCard | 0.063 | SR-89A Front nonCard | 11,775 | Derivation Code = 1 MS2 TDMS; Reference = [68_8686] Previous AADT = 9050 | | | | | 13 | - | 346 | 288 | 5% | 18,241 |
| (68_8685) | 8685 | 2 - Mainline Ramp | SA089317G | SR-89A Exit 317 G-Ramp | 0.000 | SR-89A Front | 0.292 | SR-89A | 11,943 | Derivation Code = 1 MS2 TDMS; Reference = [68_8685] Previous AADT = 11419 | | | | | 10 | - | 438 | 363 | 7% | 18,502 |
| (68_8687) | 8687 | 2 - Mainline Ramp | SA089317J | SR-89A Exit 317 J-Ramp | 0.000 | SR-89A Front nonCard | 0.226 | SR-89A nonCard | 1,975 | Derivation Code = 1 MS2 TDMS; Reference = [68_8687] Previous AADT = 1604 | | | | | 11 | - | 175 | 67 | 12% | 3,060 |
| (68_8690) | 8690 | 2 - Mainline Ramp | SA089318A | SR-89A Exit 318 A-Ramp | 0.000 | SR-89A | 0.285 | SR-89A Exit 318 G-Ramp | 2,939 | Derivation Code = 1 MS2 TDMS; Reference = [68_8690] Previous AADT = 2382 | | | | | 10 | - | 192 | 30 | 8% | 5,048 |
| (68_8693) | 8693 | 2 - Mainline Ramp | SA089318C | SR-89A Exit 318 C-Ramp | 0.000 | SR-89A nonCard | 0.198 | SR-89A Front nonCard | 2,922 | Derivation Code = 1 MS2 TDMS; Reference = [68_8693] Previous AADT = 1677 | | | | | 19 | - | 64 | 55 | 4% | 4,527 |
| (68_8692) | 8692 | 2 - Mainline Ramp | SA089318G | SR-89A Exit 318 G-Ramp | 0.000 | SR-89A Front | 0.249 | SR-89A | 2,931 | Derivation Code = 1 MS2 TDMS; Reference = [68_8692] Previous AADT = 1592 | | | | | 9 | - | 175 | 61 | 8% | 4,541 |
| (68_8696) | 8696 | 2 - Mainline Ramp | SA089319A | SR-89A Exit 319 A-Ramp | 0.000 | SR-89A | 0.421 | SR-89A Exit 319 G-Ramp | 1,178 | Derivation Code = 1 MS2 TDMS; Reference = [68_8696] Previous AADT = 787 | | | | | 22 | 77 | 27 | 22 | 4% | 1,825 |
| (68_8698) | 8698 | 2 - Mainline Ramp | SA089319C | SR-89A Exit 319 C-Ramp | 0.000 | SR-89A nonCard | 0.207 | SR-89A Exit 319 J-Ramp | 787 | Derivation Code = 1 MS2 TDMS; Reference = [68_8698] Previous AADT = 972 | | | | | 14 | - | 15 | 11 | 3% | 1,219 |
| (68_8697) | 8697 | 2 - Mainline Ramp | SA089319G | SR-89A Exit 319 G-Ramp | 0.041 | SR-89A Exit 319 A-Ramp | 0.250 | SR-89A | 787 | Derivation Code = 1 MS2 TDMS; Reference = [68_8697] Previous AADT = 951 | | | | | 16 | - | 16 | 13 | 4% | 1,219 |
| (68_8699) | 8699 | 2 - Mainline Ramp | SA089319J | SR-89A Exit 319 J-Ramp | 0.001 | SR-89A nonCard | 0.432 | SR-89A Exit 319 C-Ramp | 1,390 | Derivation Code = 1 MS2 TDMS; Reference = [68_8699] Previous AADT = 1355 | | | | | 14 | 77 | 28 | 23 | 4% | 2,153 |
| | - | 2 - Mainline Ramp | SA089319L | SR-89A Exit 319 L-Ramp | 0.000 | Granite Dells Pkwy * | 0.053 | SR-89A Exit 319 J-Ramp | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | SA089319L1 | SR-89A Exit 319 L1-Ramp | 0.000 | Granite Dells Pkwy SB | 0.018 | Granite Dells Pkwy | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | SA089319P | SR-89A Exit 319 P-Ramp | 0.000 | Granite Dells Pkwy | 0.059 | SR-89A Exit 319 G-Ramp | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | SA089319P1 | SR-89A Exit 319 P1-Ramp | 0.000 | Granite Dells Pkwy | 0.020 | Granite Dells Pkwy SB | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | SA089319T | SR-89A Exit 319 T-Ramp | 0.000 | SR-89A Exit 319 A-Ramp | 0.096 | 10 ft S of Granite Dells Pkwy SB | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | 2 - Mainline Ramp | SA089319X | SR-89A Exit 319 X-Ramp | 0.000 | SR-89A Exit 319 C-Ramp | 0.116 | Granite Dells Pkwy SB | - | - | - | - | - | - | - | - | - | - | - | - |
| (68_8701) | 8701 | 2 - Mainline Ramp | SA089321A | SR-89A Exit 321 A-Ramp | 0.000 | SR-89A | 0.401 | SR-89A Exit 321 G-Ramp | 4,116 | Derivation Code = 1 MS2 TDMS; Reference = [68_8701] Previous AADT = 8024 | | | | | 12 | - | 308 | 254 | 14% | 6,376 |
| (68_8703) | 8703 | 2 - Mainline Ramp | SA089321C | SR-89A Exit 321 C-Ramp | 0.000 | SR-89A nonCard | 0.294 | SR-89A Exit 321 J-Ramp | 7,627 | Derivation Code = 1 MS2 TDMS; Reference = [68_8703] Previous AADT = 4846 | | | | | 12 | - | 187 | 151 | 4% | 11,815 |
| (68_8702) | 8702 | 2 - Mainline Ramp | SA089321G | SR-89A Exit 321 G-Ramp | 0.000 | SR-89A Exit 321 A-Ramp | 0.341 | SR-89A | 7,766 | Derivation Code = 1 MS2 TDMS; Reference = [68_8702] Previous AADT = 5605 | | | | | 11 | - | 214 | 178 | 5% | 12,031 |
| | | | | | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|--------------------|--------|--------------------|-------------|----------------------------|-------------|----------------------------|-----------|----------------------------|-----------|---|---|---|------------|------------|--------------------|-------------------|------------|------------------|
| [68_8709] | 8709 | 2 - Mainline Ramp | SA089323J | SR-89A Exit 323 J-Ramp | 0.000 | SR-89A Exit 323 C-Ramp | 0.422 | SR-89A nonCard | 6,618 | Derivation Code = 1 MS2 TDMS; Reference = [68_8709] Previous AADT = 7848 | | | 11 | - | 841 | 312 | 17% | 10,252 |
| - | - | 2 - Mainline Ramp | SA089324C | SR-89A Exit 324 C-Ramp | 0.000 | SR-89A | 0.353 | SR-89A nonCard | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | SA089348C | SR-89A Exit 348 C-Ramp | 0.000 | SR-89A nonCard | 0.029 | Clarkdale Pkwy NB | 3,176 | Applied Growth Factor = -0.010 to Previous Year Previous AADT = 3209 | | | - | - | - | - | - | 4,408 |
| - | - | 2 - Mainline Ramp | SA089362C | SR-89A Exit 362 C-Ramp | 0.000 | SR-89A nonCard | 0.122 | SR-89A Exit 362 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | SA089362J | SR-89A Exit 362 J-Ramp | 0.000 | SR-89A Exit 362 C-Ramp | 0.043 | SR-89A nonCard | - | - | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | SA089362J1 | SR-89A Exit 362 J1-Ramp | 0.000 | SR-89A | 0.023 | SR-89A Exit 362 J-Ramp | - | - | - | - | - | - | - | - | - | - |
| [68_3244] | 3244 | 2 - Mainline Ramp | SB008 3 | SR-88 (3) | 5.706 | I-8 Exit 119 J-Ramp | 5.965 | I-8 Front | 4,095 | Derivation Code = 1 MS2 TDMS; Reference = [68_3244] Previous AADT = 4296 | | | 9 | 52 | 605 | 2,226 | 69% | 6,910 |
| - | - | 2 - Mainline Ramp | SB008120A 3 | SR-88 Exit 120 A-Ramp (3) | 0.000 | SR-85 | 0.288 | Butterfield Gbd Trl | 12,955 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 12815 | | | - | - | - | - | - | 23,165 |
| [68_3404] | 3404 | 2 - Mainline Ramp | SB010 1 | SR-108 (1) | 0.000 | I-10 Front | 0.260 | S Quartzsite Blvd | 5,436 | Derivation Code = 3 MS2 TDMS; Reference = [68_3404] Previous AADT = 5288 | | | 9 | 58 | 136 | 1,296 | 26% | 10,051 |
| [68_3414] | 3414 | 2 - Mainline Ramp | SB010 1 | SR-108 (1) | 2.844 | I-10 Exit 19 C-Ramp | 2.937 | I-10 Exit 19 A-Ramp | 3,640 | Derivation Code = 3 MS2 TDMS; Reference = [68_3414] Previous AADT = 3541 | | | 10 | 51 | 92 | 901 | 27% | 6,312 |
| [68_4404] | 4404 | 2 - Mainline Ramp | SB010 2 | SR-108 (2) | 5.818 | 90 ft W of I-10 Front | 5.979 | I-10 Front nonCard | 29,125 | Derivation Code = 3 MS2 TDMS; Reference = [68_4404] Previous AADT = 28498 | | | 10 | 53 | 289 | - | 1% | 44,396 |
| [68_4540] | 4540 | 2 - Mainline Ramp | SB010 3 | SR-108 (3) | 0.000 | I-10 | 0.467 | I-10 Exit 303 A-Ramp | 4,325 | Derivation Code = 3 MS2 TDMS; Reference = [68_4540] Previous AADT = 4282 | | | 9 | 53 | 898 | 418 | 30% | 7,043 |
| [68_4564] | 4564 | 2 - Mainline Ramp | SB010 3 | SR-108 (3) | 3.391 | I-10 Exit 306 G-Ramp | 3.481 | I-10 Front nonCard | 1,511 | Derivation Code = 3 MS2 TDMS; Reference = [68_4564] Previous AADT = 1496 | | | 12 | 97 | 442 | 99 | 36% | 2,970 |
| [68_4624] | 4624 | 2 - Mainline Ramp | SB010 4 | SR-108 (4) | 0.000 | I-10 Front nonCard | 0.309 | I-10 Exit 336 A-Ramp | 1,056 | Derivation Code = 3 MS2 TDMS; Reference = [68_4624] Previous AADT = 1046 | | | 11 | 52 | 208 | 95 | 29% | 1,854 |
| [68_4643] | 4643 | 2 - Mainline Ramp | SB010 4 | SR-108 (4) | 8.335 | I-10 Exit 344 I-Ramp | 8.445 | I-10 nonCard | 34 | Derivation Code = 3 MS2 TDMS; Reference = [68_4643] Previous AADT = 34 | | | 32 | 59 | - | - | - | 60 |
| [68_4684] | 4684 | 2 - Mainline Ramp | SB010 5 | SR-108 (5) | 4.162 | I-10 Exit 366 J-Ramp | 4.526 | I-10 Exit 366 B-Ramp | 452 | Derivation Code = 3 MS2 TDMS; Reference = [68_4684] Previous AADT = 448 | | | 10 | 67 | 33 | 27 | 13% | 793 |
| [68_4681] | 4681 | 2 - Mainline Ramp | SB010 5 | SR-108 (5) | 4.526 | I-10 Exit 366 B-Ramp | 4.655 | I-10 | 262 | Derivation Code = 3 MS2 TDMS; Reference = [68_4681] Previous AADT = 225 | | | 12 | 56 | 27 | 21 | 18% | 432 |
| [68_4690] | 4690 | 2 - Mainline Ramp | SB010 6 | SR-108 (6) | 0.000 | I-10 | 0.159 | I-10 Exit 378 F-Ramp | 848 | Derivation Code = 3 MS2 TDMS; Reference = [68_4690] Previous AADT = 810 | | | 9 | 54 | 131 | 72 | 24% | 1,398 |
| [68_4694] | 4694 | 2 - Mainline Ramp | SB010 6 | SR-108 (6) | 0.159 | I-10 Exit 378 F-Ramp | 0.612 | I-10 Exit 378 A-Ramp | 1,167 | Derivation Code = 3 MS2 TDMS; Reference = [68_4694] Previous AADT = 1155 | | | 7 | 54 | 124 | 67 | 16% | 3,501 |
| [68_4704] | 4704 | 2 - Mainline Ramp | SB010 6 | SR-108 (6) | 3.552 | I-10 Front nonCard | 4.057 | I-10 Exit 382 B-Ramp | 493 | Derivation Code = 3 MS2 TDMS; Reference = [68_4704] Previous AADT = 488 | | | 10 | 73 | 26 | 55 | 16% | 865 |
| [68_4701] | 4701 | 2 - Mainline Ramp | SB010 6 | SR-108 (6) | 4.057 | I-10 Exit 382 B-Ramp | 4.260 | I-10 | 124 | Derivation Code = 3 MS2 TDMS; Reference = [68_4701] Previous AADT = 106 | | | 14 | 73 | 25 | 52 | 62% | 204 |
| [68_4543] | 4543 | 2 - Mainline Ramp | SB010 03 | SR-108 nonCard (3) | 0.000 | Wb I-10 Exit 303 On Ramp | 0.474 | I-10 Exit 303 G-Ramp | 4,061 | Derivation Code = 3 MS2 TDMS; Reference = [68_4543] Previous AADT = 4021 | | | 9 | 53 | 272 | 145 | 10% | 6,613 |
| [68_4543][68_4541] | 4543 | 2 - Mainline Ramp | SB010 03 | SR-108 nonCard (3) | 0.474 | I-10 Exit 303 G-Ramp | 0.565 | I-10 Exit 303 A-Ramp | 4,219 | Derivation Code = 3 MS2 TDMS; Reference = [68_4543][68_4541] Previous AADT = 4157 | | | 9 | 53 | 249 | 249 | 12% | 6,871 |
| [68_4691] | 4691 | 2 - Mainline Ramp | SB010 06 | SR-108 nonCard (6) | 0.000 | I-10 | 0.096 | I-10 Exit 378 F-Ramp | 511 | Derivation Code = 3 MS2 TDMS; Reference = [68_4691] Previous AADT = 506 | | | 10 | - | 32 | 17 | 10% | 897 |
| [68_4700] | 4700 | 2 - Mainline Ramp | SB010 06 | SR-108 nonCard (6) | 3.994 | I-10 Exit 382 B-Ramp | 4.096 | I-10 | 124 | Derivation Code = 3 MS2 TDMS; Reference = [68_4700] Previous AADT = 118 | | | 17 | - | 2 | 11 | 10% | 204 |
| [68_5431] | 5431 | 2 - Mainline Ramp | SB019 1 | SR-198 (1) | 5.152 | I-19 Front | 5.723 | I-19 | 5,476 | Derivation Code = 3 MS2 TDMS; Reference = [68_5431] Previous AADT = 5358 | | | 10 | 57 | 573 | 435 | 18% | 6,388 |
| [68_5432] | 5432 | 2 - Mainline Ramp | SB019 01 | I-19 Exit 8 C-Ramp | 5.189 | I-19 nonCard | 5.666 | I-19 Front | 4,494 | Derivation Code = 3 MS2 TDMS; Reference = [68_5432] Previous AADT = 4292 | | | 9 | - | - | - | - | 5,242 |
| [68_5884] | 5884 | 2 - Mainline Ramp | SB040 1 | SR-408 (1) | 0.000 | I-40 Front | 0.107 | I-40 Exit 121 C-Ramp | 738 | Derivation Code = 1 MS2 TDMS; Reference = [68_5884] Previous AADT = 1306 | | | 11 | 66 | 66 | 92 | 21% | 1,191 |
| [68_5894] | 5894 | 2 - Mainline Ramp | SB040 1 | SR-408 (1) | 4.172 | I-40 Exit 123 J-Ramp | 4.247 | I-40 Front | 1,405 | Derivation Code = 1 MS2 TDMS; Reference = [68_5894] Previous AADT = 2392 | | | 10 | 61 | 91 | 62 | 11% | 2,267 |
| [68_5924] | 5924 | 2 - Mainline Ramp | SB040 2 | SR-408 (2) | 0.000 | I-40 Front | 0.100 | I-40 Exit 144 C-Ramp | 898 | Derivation Code = 1 MS2 TDMS; Reference = [68_5924] Previous AADT = 979 | | | 8 | 54 | 196 | 42 | 27% | 1,449 |
| [68_5984] | 5984 | 2 - Mainline Ramp | SB040 3 | SR-408 (3) | 0.000 | I-40 Front nonCard | 0.109 | I-40 Exit 161 G-Ramp | 2,589 | Derivation Code = 1 MS2 TDMS; Reference = [68_5984] Previous AADT = 1953 | | | 10 | 58 | 185 | 69 | 10% | 4,452 |
| [68_6134] | 6134 | 2 - Mainline Ramp | SB040 5 | SR-408 (5) | 4.508 | I-40 Front nonCard | 4.619 | I-40 Exit 204 G-Ramp | 2,148 | Derivation Code = 1 MS2 TDMS; Reference = [68_6134] Previous AADT = 949 | | | 11 | 71 | 74 | 12 | 4% | 3,674 |
| [68_6244] | 6244 | 2 - Mainline Ramp | SB040 6 | SR-408 (6) | 0.000 | I-40 Exit 252 C-Ramp | 0.073 | I-40 Exit 252 A-Ramp | 6,160 | Derivation Code = 1 MS2 TDMS; Reference = [68_6244] Previous AADT = 5383 | | | 9 | 59 | 424 | 68 | 8% | 7,541 |
| [68_6264] | 6264 | 2 - Mainline Ramp | SB040 6 | SR-408 (6) | 3.560 | I-40 Exit 255 A-Ramp | 3.640 | I-40 Exit 255 J-Ramp | 4,383 | Derivation Code = 1 MS2 TDMS; Reference = [68_6264] Previous AADT = 4946 | | | 9 | 54 | 390 | 63 | 10% | 5,366 |
| [68_6304] | 6304 | 2 - Mainline Ramp | SB040 7 | SR-408 (7) | 0.000 | I-40 Front | 0.205 | I-40 Exit 274 C-Ramp | 455 | Derivation Code = 1 MS2 TDMS; Reference = [68_6304] Previous AADT = 478 | | | 9 | 74 | 52 | 4 | 12% | 715 |
| [68_6314] | 6314 | 2 - Mainline Ramp | SB040 7 | SR-408 (7) | 2.737 | I-40 Exit 277 J-Ramp | 2.834 | I-40 Exit 277 A-Ramp | 3,212 | Derivation Code = 1 MS2 TDMS; Reference = [68_6314] Previous AADT = 3192 | | | 9 | 55 | 107 | 21 | 4% | 5,046 |
| [68_6344] | 6344 | 2 - Mainline Ramp | SB040 8 | SR-408 (8) | 0.000 | I-40 Exit 285 J-Ramp | 0.128 | I-40 Exit 285 G-Ramp | 1,971 | Derivation Code = 1 MS2 TDMS; Reference = [68_6344] Previous AADT = 1910 | | | 9 | 55 | 323 | 183 | 26% | 3,630 |
| [68_6354] | 6354 | 2 - Mainline Ramp | SB040 8 | SR-408 (8) | 2.368 | I-40 Exit 286 G-Ramp | 2.633 | I-40 Exit 286 C-Ramp | 13,440 | Derivation Code = 1 MS2 TDMS; Reference = [68_6354] Previous AADT = 14366 | | | 7 | 53 | 675 | 490 | 9% | 24,750 |
| [68_6364] | 6364 | 2 - Mainline Ramp | SB040 8 | SR-408 (8) | 4.830 | I-40 Exit 289 J-Ramp | 5.022 | I-40 Exit 289 G-Ramp | 1,644 | Derivation Code = 1 MS2 TDMS; Reference = [68_6364] Previous AADT = 1401 | | | 7 | 52 | 381 | 414 | 48% | 3,027 |
| - | - | 2 - Mainline Ramp | SB040 8 | SR-408 (8) | 5.022 | I-40 Exit 289 G-Ramp | 5.086 | Unidentified (352) Rd | 6,107 | Applied Growth Factor = -0.030 to Previous Year Previous AADT = 6296 | | | - | - | - | - | - | 9,594 |
| - | - | 2 - Mainline Ramp | SB079132C | SR-798 Exit 132 C-Ramp | 0.000 | SR-798 nonCard | 0.030 | SR-287 nonCard | 3,497 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 3321 | | | - | - | - | - | - | 9,967 |
| [68_4554] | 4554 | 2 - Mainline Ramp | SS010 | SR-105 | 0.521 | I-10 Exit 304 A-Ramp | 0.595 | I-10 Exit 304 C-Ramp | 2,594 | Derivation Code = 3 MS2 TDMS; Reference = [68_4554] Previous AADT = 2568 | | | 10 | 52 | 250 | 115 | 14% | 4,554 |
| [68_8713] | 8713 | 2 - Mainline Ramp | SS089327A | SR-895 Exit 327 A-Ramp (A) | 0.000 | SR-895 (A) | 0.236 | SR-895 Exit 327 G-Ramp (A) | 384 | Derivation Code = 1 MS2 TDMS; Reference = [68_8713] Previous AADT = 386 | | | 18 | - | 14 | 9 | 6% | 595 |
| [68_8711] | 8711 | 2 - Mainline Ramp | SS089327C | SR-895 Exit 327 C-Ramp (A) | 0.000 | SR-895 nonCard (A) | 0.317 | SR-895 Exit 327 J-Ramp (A) | 450 | Derivation Code = 1 MS2 TDMS; Reference = [68_8711] Previous AADT = 531 | | | 16 | - | 18 | 14 | 7% | 697 |
| [68_8714] | 8714 | 2 - Mainline Ramp | SS089327G | SR-895 Exit 327 G-Ramp (A) | 0.000 | SR-895 Exit 327 A-Ramp (A) | 0.319 | SR-895 (A) | 426 | Derivation Code = 1 MS2 TDMS; Reference = [68_8714] Previous AADT = 512 | | | 12 | - | 18 | 14 | 8% | 661 |
| [68_8712] | 8712 | 2 - Mainline Ramp | SS089327J | SR-895 Exit 327 J-Ramp (A) | 0.000 | SR-895 Exit 327 C-Ramp (A) | 0.274 | SR-895 nonCard (A) | 421 | Derivation Code = 1 MS2 TDMS; Reference = [68_8712] Previous AADT = 409 | | | 19 | - | 15 | 11 | 6% | 652 |
| [68_7682] | 7682 | 2 - Mainline Ramp | SS202005C | SR-2025 Exit 5 C-Ramp | 0.255 | Sky Harbor Blvd (A) | 0.267 | SR-202 Exit 5 A-Ramp | 4,533 | Derivation Code = 3 MS2 TDMS; Reference = [68_7682] Previous AADT = 4117 | | | 11 | - | 126 | 493 | 14% | 6,009 |
| [68_7538] | 7538 | 2 - Mainline Ramp | SS202006A | SR-2025 Exit 6 A-Ramp | 0.000 | SR-2025 | 0.617 | SR-143 nonCard | 15,538 | Derivation Code = 3 MS2 TDMS; Reference = [68_7538] Previous AADT = 13445 | | | 10 | - | - | - | - | 20,596 |
| [68_7537] | 7537 | 2 - Mainline Ramp | SS202006C | SR-2025 Exit 6 C-Ramp | 0.000 | Sky Harbor Blvd | 0.148 | SR-2025 Exit 6 A-Ramp | 7,602 | Derivation Code = 3 MS2 TDMS; Reference = [68_7537] Previous AADT = 6905 | | | 7 | - | 232 | 901 | 15% | 10,077 |
| [68_8800] | 8800 | 2 - Mainline Ramp | SK093 | SR-93X | 4.972 | US-93 Exit 2 G-Ramp | 5.047 | US-93 Exit 2 J-Ramp | 570 | Derivation Code = 3 MS2 TDMS; Reference = [68_8800] Previous AADT = 572 | | | 14 | 97 | 29 | 93 | 21% | 882 |
| [68_3430] | 3430 | 2 - Mainline Ramp | U 060 | US-60 | 0.232 | I-10 Exit 31 F-Ramp | 0.814 | I-10 Exit 31 J-Ramp | 1,133 | Derivation Code = 3 MS2 TDMS; Reference = [68_3430] Previous AADT = 1102 | | | 14 | 59 | 72 | 181 | 22% | 1,791 |
| [68_7094] | 7094 | 2 - Mainline Ramp | U 060 | US-60 | 118.167 | SR-101 Exit 11 J-Ramp | 118.245 | SR-101 Exit 11 A-Ramp | 45,854 | Derivation Code = 3 MS2 TDMS; Reference = [68_7094] Previous AADT = 45710 | | | 7 | 53 | 3,132 | 2,505 | 12% | 72,176 |
| [68_3930] | 3930 | 2 - Mainline Ramp | U 060 | US-60 | 140.158 | I-10 | 140.782 | US-60 Exit 172 Y-Ramp | 52,917 | Derivation Code = 3 MS2 TDMS; Reference = [68_3930] Previous AADT = 48063 | | | 9 | 63 | 4,104 | 10,948 | 28% | 83,293 |
| [68_3433] | 3433 | 2 - Mainline Ramp | U 060 0 | US-60 nonCard | 0.007 | Wb I10 Exit 31 On Ramp | 0.582 | Wb I10 Exit 31 On Ramp | 903 | Derivation Code = 3 MS2 TDMS; Reference = [68_3433] Previous AADT = 878 | | | 14 | - | 49 | 151 | 22% | 1,427 |
| [68_3936] | 3936 | 2 - Mainline Ramp | U 060 0 | US-60 nonCard | 140.148 | I-10 nonCard | 140.603 | Priest Dr | 58,104 | Derivation Code = 3 MS2 TDMS; Reference = [68_3936] Previous AADT = 52774 | | | 9 | - | 4,618 | 760 | 9% | 91,458 |
| - | - | 2 - Mainline Ramp | U 060049C | US-60 Exit 49 C-Ramp | 0.000 | US-60 | 0.048 | SR-72 | 1,616 | Applied Growth Factor = 0.028 to Previous | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|------------|--------|--------------------|------------|------------------------|-------------|-----------------------|-----------|-----------------------|-----------|--|--|--|------------|------------|--------------------|-------------------|------------|------------------|
| | | 2 - Mainline Ramp | U 060142C | US-60 Exit 142 C-Ramp | 0.000 | US-60 nonCard | 0.175 | US-60 Exit 142 J-Ramp | | | | | | | | | | |
| | | 2 - Mainline Ramp | U 060142G | US-60 Exit 142 G-Ramp | 0.000 | US-60 Exit 142 A-Ramp | 0.178 | US-60 | | | | | | | | | | |
| | | 2 - Mainline Ramp | U 060142J | US-60 Exit 142 J-Ramp | 0.000 | US-60 Exit 142 C-Ramp | 0.139 | US-60 nonCard | | | | | | | | | | |
| {68_7850} | 7850 | 2 - Mainline Ramp | U 060151A | US-60 Exit 151 A-Ramp | 0.000 | US-60 | 0.018 | Olive Peo Ave (A) | 2,787 | Derivation Code = 3 MS2 TDMS; Reference = {68_7850} Previous AADT = 2647 | | | 12 | - | - | - | - | 3,538 |
| {68_7851} | 7851 | 2 - Mainline Ramp | U 060151G | US-60 Exit 151 G-Ramp | 0.000 | 75th Ave | 0.023 | US-60 | 1,625 | Derivation Code = 3 MS2 TDMS; Reference = {68_7851} Previous AADT = 1543 | | | 14 | - | 49 | 192 | 15% | 2,063 |
| {68_7853} | 7853 | 2 - Mainline Ramp | U 060151J | US-60 Exit 151 J-Ramp | 0.000 | 75th Ave | 0.023 | US-60 nonCard | 741 | Derivation Code = 3 MS2 TDMS; Reference = {68_7853} Previous AADT = 704 | | | 9 | - | 22 | 87 | 15% | 941 |
| | | 2 - Mainline Ramp | U 060151X | | 0.000 | | 0.054 | | | | | | | | | | | |
| | | 2 - Mainline Ramp | U 060153P | US-60 Exit 153 P-Ramp | 0.000 | 67th Ave (A) | 0.038 | US-60 | | | | | | | | | | |
| {68_7854} | 7854 | 2 - Mainline Ramp | U 060153T | US-60 Exit 153 T-Ramp | 0.000 | Northern Ave | 0.034 | 67th Ave (A) | 244 | Derivation Code = 3 MS2 TDMS; Reference = {68_7854} Previous AADT = 232 | | | 13 | 58 | 17 | 3 | 8% | 310 |
| | | 2 - Mainline Ramp | U 060156G | US-60 Exit 156 G-Ramp | 0.000 | 51st Ave (A) | 0.036 | US-60 nonCard | | | | | | | | | | |
| {68_8170} | 8170 | 2 - Mainline Ramp | U 060157A | US-60 Exit 157 A-Ramp | 0.000 | US-60 | 0.231 | 43rd Ave | 3,959 | Derivation Code = 3 MS2 TDMS; Reference = {68_8170} Previous AADT = 3760 | | | 12 | - | 122 | 472 | 15% | 5,026 |
| {68_8172} | 8172 | 2 - Mainline Ramp | U 060157C | US-60 Exit 157 C-Ramp | 0.000 | US-60 nonCard | 0.157 | Camelback Rd | 4,523 | Derivation Code = 3 MS2 TDMS; Reference = {68_8172} Previous AADT = 4295 | | | 12 | - | 138 | 540 | 15% | 5,742 |
| {68_8171} | 8171 | 2 - Mainline Ramp | U 060157G | US-60 Exit 157 G-Ramp | 0.000 | 43rd Ave | 0.205 | US-60 | 5,796 | Derivation Code = 3 MS2 TDMS; Reference = {68_8171} Previous AADT = 5504 | | | 9 | - | 179 | 696 | 15% | 7,358 |
| {68_8173} | 8173 | 2 - Mainline Ramp | U 060157J | US-60 Exit 157 J-Ramp | 0.000 | 43rd Ave | 0.197 | US-60 nonCard | 3,389 | Derivation Code = 3 MS2 TDMS; Reference = {68_8173} Previous AADT = 3218 | | | 9 | - | 104 | 404 | 15% | 4,302 |
| | | 2 - Mainline Ramp | U 060157P | US-60 Exit 157 P-Ramp | 0.000 | 43rd Ave | 0.034 | US-60 Exit 157 G-Ramp | | | | | | | | | | |
| | | 2 - Mainline Ramp | U 060157P1 | US-60 Exit 157 P1-Ramp | 0.000 | Camelback Rd | 0.045 | 43rd Ave | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| {68_7720} | 7720 | 2 - Mainline Ramp | U 060160A | US-60 Exit 160 A-Ramp | 0.000 | US-60 | 0.282 | 27th Ave | 5,203 | Derivation Code = 3 MS2 TDMS; Reference = {68_7720} Previous AADT = 4941 | | | 10 | - | 161 | 624 | 15% | 6,605 |
| {68_7722} | 7722 | 2 - Mainline Ramp | U 060160C | US-60 Exit 160 C-Ramp | 0.000 | US-60 nonCard | 0.185 | US-60 Exit 160 J-Ramp | 2,007 | Derivation Code = 3 MS2 TDMS; Reference = {68_7722} Previous AADT = 1906 | | | 17 | - | 61 | 241 | 15% | 2,548 |
| {68_7723} | 7723 | 2 - Mainline Ramp | U 060160J | US-60 Exit 160 J-Ramp | 0.000 | US-60 Exit 160 C-Ramp | 0.244 | US-60 nonCard | 3,943 | Derivation Code = 3 MS2 TDMS; Reference = {68_7723} Previous AADT = 3745 | | | 10 | - | 122 | 471 | 15% | 5,005 |
| | | 2 - Mainline Ramp | U 060160P | US-60 Exit 160 P-Ramp | 0.000 | 27th Ave | 0.023 | US-60 Exit 160 G-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | | | - | - | - | - | - | 38,931 |
| {68_6743} | 6743 | 2 - Mainline Ramp | U 060172C1 | US-60 Exit 172 C1-Ramp | 0.000 | US-60 nonCard | 1.009 | I-10 | 27,974 | Derivation Code = 3 MS2 TDMS; Reference = {68_6743} Previous AADT = 26476 | | | 8 | - | 1,006 | 1,343 | 8% | 38,398 |
| {68_6742} | 6742 | 2 - Mainline Ramp | U 060172C2 | US-60 Exit 172 C2-Ramp | 0.000 | US-60 nonCard | 0.308 | Priest Dr | 16,437 | Derivation Code = 3 MS2 TDMS; Reference = {68_6742} Previous AADT = 14929 | | | 8 | - | 562 | 464 | 6% | 21,788 |
| {68_6740} | 6740 | 2 - Mainline Ramp | U 060172G | US-60 Exit 172 G-Ramp | 0.000 | Priest Dr | 0.232 | US-60 | 16,012 | Derivation Code = 3 MS2 TDMS; Reference = {68_6740} Previous AADT = 14543 | | | 16 | - | 488 | 1,895 | 15% | 22,244 |
| {68_6732} | 6732 | 2 - Mainline Ramp | U 060172W | US-60 Exit 172 W-Ramp | 0.000 | US-60 nonCard | 1.092 | Wb I 10 Hov A | 9,517 | Derivation Code = 3 MS2 TDMS; Reference = {68_6732} Previous AADT = 9630 | | | 10 | - | 693 | 115 | 8% | 14,980 |
| {68_6731} | 6731 | 2 - Mainline Ramp | U 060172Y | US-60 Exit 172 Y-Ramp | 0.006 | Eb Us 60 Hov | 0.484 | Eb Us 60 Hov | 15,228 | Derivation Code = 3 MS2 TDMS; Reference = {68_6731} Previous AADT = 14093 | | | 10 | - | 464 | 621 | 7% | 23,969 |
| {68_6750} | 6750 | 2 - Mainline Ramp | U 060173A | US-60 Exit 173 A-Ramp | 0.000 | US-60 | 0.167 | US-60 Exit 173 G-Ramp | 7,851 | Derivation Code = 3 MS2 TDMS; Reference = {68_6750} Previous AADT = 7131 | | | 9 | - | 266 | 219 | 6% | 10,407 |
| {68_6752} | 6752 | 2 - Mainline Ramp | U 060173C | US-60 Exit 173 C-Ramp | 0.000 | US-60 nonCard | 0.183 | US-60 Exit 173 J-Ramp | 14,121 | Derivation Code = 3 MS2 TDMS; Reference = {68_6752} Previous AADT = 12826 | | | 7 | - | 482 | 396 | 6% | 18,718 |
| {68_6751} | 6751 | 2 - Mainline Ramp | U 060173G | US-60 Exit 173 G-Ramp | 0.000 | US-60 Exit 173 A-Ramp | 0.162 | US-60 | 14,429 | Derivation Code = 3 MS2 TDMS; Reference = {68_6751} Previous AADT = 13105 | | | 11 | - | 439 | 1,706 | 15% | 19,126 |
| {68_6753} | 6753 | 2 - Mainline Ramp | U 060173J | US-60 Exit 173 J-Ramp | 0.000 | US-60 Exit 173 C-Ramp | 0.169 | US-60 nonCard | 7,480 | Derivation Code = 3 MS2 TDMS; Reference = {68_6753} Previous AADT = 6794 | | | 11 | - | 227 | 884 | 15% | 9,915 |
| {68_6760} | 6760 | 2 - Mainline Ramp | U 060174A | US-60 Exit 174 A-Ramp | 0.000 | US-60 | 0.253 | US-60 Exit 174 G-Ramp | 10,902 | Derivation Code = 3 MS2 TDMS; Reference = {68_6760} Previous AADT = 9902 | | | 8 | - | 368 | 306 | 6% | 14,451 |
| {68_6762} | 6762 | 2 - Mainline Ramp | U 060174C | US-60 Exit 174 C-Ramp | 0.000 | US-60 nonCard | 0.247 | US-60 Exit 174 J-Ramp | 13,162 | Derivation Code = 3 MS2 TDMS; Reference = {68_6762} Previous AADT = 11955 | | | 9 | - | 449 | 372 | 6% | 17,447 |
| {68_6761} | 6761 | 2 - Mainline Ramp | U 060174G | US-60 Exit 174 G-Ramp | 0.000 | US-60 Exit 174 A-Ramp | 0.226 | US-60 | 13,214 | Derivation Code = 3 MS2 TDMS; Reference = {68_6761} Previous AADT = 12002 | | | 11 | - | 410 | 1,593 | 15% | 17,516 |
| {68_6763} | 6763 | 2 - Mainline Ramp | U 060174J | US-60 Exit 174 J-Ramp | 0.000 | US-60 Exit 174 C-Ramp | 0.220 | US-60 nonCard | 10,738 | Derivation Code = 3 MS2 TDMS; Reference = {68_6763} Previous AADT = 9753 | | | 10 | - | 334 | 1,295 | 15% | 14,234 |
| {68_6770} | 6770 | 2 - Mainline Ramp | U 060175A | US-60 Exit 175 A-Ramp | 0.000 | US-60 | 0.257 | US-60 Exit 175 G-Ramp | 9,035 | Derivation Code = 3 MS2 TDMS; Reference = {68_6770} Previous AADT = 8206 | | | 8 | - | 308 | 253 | 6% | 11,976 |
| {68_6775} | 6775 | 2 - Mainline Ramp | U 060175C | US-60 Exit 175 C-Ramp | 0.000 | US-60 nonCard | 0.143 | SR-101 Exit 55 A-Ramp | 6,629 | Derivation Code = 3 MS2 TDMS; Reference = {68_6775} Previous AADT = 6021 | | | 12 | - | 225 | 186 | 6% | 10,434 |
| {68_6772} | 6772 | 2 - Mainline Ramp | U 060175C | US-60 Exit 175 C-Ramp | 0.143 | SR-101 Exit 55 A-Ramp | 0.773 | SR-101 Exit 55 A-Ramp | 7,995 | Derivation Code = 3 MS2 TDMS; Reference = {68_6772} Previous AADT = 7262 | | | 10 | - | 296 | 210 | 6% | 10,598 |
| {68_6772} | 6772 | 2 - Mainline Ramp | U 060175C | US-60 Exit 175 C-Ramp | 0.773 | SR-101 Exit 55 A-Ramp | 0.999 | US-60 Exit 175 J-Ramp | 7,995 | Derivation Code = 3 MS2 TDMS; Reference = {68_6772} Previous AADT = 7262 | | | 10 | - | 271 | 224 | 6% | 12,584 |
| {68_6771} | 6771 | 2 - Mainline Ramp | U 060175G | US-60 Exit 175 G-Ramp | 0.000 | US-60 Exit 175 A-Ramp | 0.246 | US-60 | 7,977 | Derivation Code = 3 MS2 TDMS; Reference = {68_6771} Previous AADT = 7245 | | | 11 | - | 247 | 964 | 15% | 10,574 |
| {68_6773} | 6773 | 2 - Mainline Ramp | U 060175J | US-60 Exit 175 J-Ramp | 0.000 | US-60 Exit 175 C-Ramp | 0.222 | US-60 nonCard | 9,578 | Derivation Code = 3 MS2 TDMS; Reference = {68_6773} Previous AADT = 8699 | | | 9 | - | 297 | 1,154 | 15% | 12,696 |
| {68_6791} | 6791 | 2 - Mainline Ramp | U 060176A1 | US-60 Exit 176 A1-Ramp | 0.000 | US-60 | 1.129 | SR-101 | 25,422 | Derivation Code = 3 MS2 TDMS; Reference = {68_6791} Previous AADT = 23090 | | | 8 | - | 857 | 709 | 6% | 33,698 |
| {68_6790} | 6790 | 2 - Mainline Ramp | U 060176A2 | US-60 Exit 176 A2-Ramp | 0.000 | US-60 | 0.339 | SR-101 nonCard | 17,732 | Derivation Code = 3 MS2 TDMS; Reference = {68_6790} Previous AADT = 16105 | | | 7 | - | 596 | 496 | 6% | 23,504 |
| {68_6792} | 6792 | 2 - Mainline Ramp | U 060176C | US-60 Exit 176 C-Ramp | 0.000 | US-60 nonCard | 1.365 | SR-101 nonCard | 46,806 | Derivation Code = 3 MS2 TDMS; Reference = {68_6792} Previous AADT = 42512 | | | 9 | - | 1,459 | 5,649 | 15% | 62,043 |
| {68_6793} | 6793 | 2 - Mainline Ramp | U 060176C1 | US-60 Exit 176 C1-Ramp | 0.000 | US-60 nonCard | 0.445 | SR-101 | 19,894 | Derivation Code = 3 MS2 TDMS; Reference = {68_6793} Previous AADT = 18069 | | | 7 | - | 671 | 557 | 6% | 26,370 |
| {68_6800} | 6800 | 2 - Mainline Ramp | U 060177A | US-60 Exit 177 A-Ramp | 0.000 | US-60 | 0.799 | US-60 Exit 177 G-Ramp | 7,910 | Derivation Code = 3 MS2 TDMS; Reference = {68_6800} Previous AADT = 7184 | | | 8 | - | 267 | 221 | 6% | 10,485 |
| {58_30883} | 6802 | 2 - Mainline Ramp | U 060177C | US-60 Exit 177 C-Ramp | 0.000 | US-60 nonCard | 0.254 | US-60 Exit 177 J-Ramp | 17,575 | Derivation Code = 1 MS2 TDMS; Reference = {58_30883} Previous AADT = 12128 | | | 10 | - | 453 | 377 | 5% | 23,296 |
| {68_6801} | 6801 | 2 - Mainline Ramp | U 060177G | US-60 Exit 177 G-Ramp | 0.000 | US-60 Exit 177 A-Ramp | 0.204 | US-60 | 13,768 | Derivation Code = 3 MS2 TDMS; Reference = {68_6801} Previous AADT = 12505 | | | 10 | - | 428 | 1,659 | 15% | 18,250 |
| {68_6803} | 6803 | 2 - Mainline Ramp | U 060177J | US-60 Exit 177 J-Ramp | 0.000 | US-60 Exit 177 C-Ramp | 0.215 | US-60 nonCard | 11,082 | Derivation Code = 3 MS2 TDMS; Reference = {68_6803} Previous AADT = 10065 | | | 8 | - | 344 | 1,336 | 15% | 14,690 |
| {68_6810} | 6810 | 2 - Mainline Ramp | U 060178A | US-60 Exit 178 A-Ramp | 0.000 | US-60 | 0.231 | US-60 Exit 178 G-Ramp | 16,519 | Derivation Code = 3 MS2 TDMS; Reference = {68_6810} Previous AADT = 15004 | | | 8 | - | 563 | 464 | 6% | 21,896 |
| {68_6812} | 6812 | 2 - Mainline Ramp | U 060178C | US-60 Exit 178 C-Ramp | 0.000 | US-60 nonCard | 0.315 | US-60 Exit 178 J-Ramp | 12,023 | Derivation Code = 3 MS2 TDMS; Reference = {68_6812} Previous AADT = 10920 | | | 9 | - | 407 | 338 | 6% | 15,937 |
| {68_6811} | 6811 | 2 - Mainline Ramp | U 060178G | US-60 Exit 178 G-Ramp | 0.000 | US-60 Exit 178 A-Ramp | 0.248 | US-60 | 15,374 | Derivation Code = 3 MS2 TDMS; Reference = {68_6811} Previous AADT = 13964 | | | 12 | - | 477 | 1,855 | 15% | 20,379 |
| {68_6813} | 6813 | 2 - Mainline Ramp | U 060178J | US-60 Exit 178 J-Ramp | 0.000 | US-60 Exit 178 C-Ramp | 0.282 | US-60 nonCard | 15,417 | Derivation Code = 3 MS2 TDMS; Reference = {68_6813} Previous AADT = 14003 | | | 8 | - | 478 | 1,859 | 15% | 20,436 |
| {68_6820} | 6820 | 2 - Mainline Ramp | U 060179A | US-60 Exit 179 A-Ramp | 0.000 | US-60 | 0.235 | US-60 Exit 179 G-Ramp | 23,098 | Derivation Code = 3 MS2 TDMS; Reference = {68_6820} Previous AADT = 20979 | | | 9 | - | 787 | 652 | 6% | 30,617 |
| {68_6822} | 6822 | 2 - Mainline Ramp | U 060179C | US-60 Exit 179 C-Ramp | 0.000 | US-60 nonCard | 0.242 | US-60 Exit 179 J-Ramp | 19,691 | Derivation Code = 3 MS2 TDMS; Reference = {68_6822} Previous AADT = 17885 | | | 9 | - | 673 | 559 | 6% | 26,101 |
| {68_6821} | 6821 | 2 - Mainline Ramp | U 060179G | US-60 Exit 179 G-Ramp | 0.000 | US-60 Exit 179 A-Ramp | 0.208 | US-60 | 15,054 | Derivation Code = 3 MS2 TDMS; Reference = {68_6821} Previous AADT = 13673 | | | 14 | - | 467 | 1,817 | 15% | 19,955 |
| {68_6823} | 6823 | 2 - Mainline Ramp | U 060179J | US-60 Exit 179 J-Ramp | 0.000 | US-60 Exit 179 C-Ramp | 0.217 | US-60 nonCard | 20,353 | Derivation Code = 3 MS2 TDMS; Reference = {68_6823} Previous AADT = 18486 | | | 8 | - | 634 | 2,457 | 15% | 26,979 |
| {68_6830} | 6830 | 2 - Mainline Ramp | U 060180A | US-60 Exit 180 A-Ramp | 0.000</ | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|------------|------------------------|-------------|------------------------|-----------|---------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_6841} | 6841 | 2 - Mainline Ramp | U 060181G | US-60 Exit 181 G-Ramp | 0.000 | US-60 Exit 181 A-Ramp | 0.201 | US-60 | 11,865 | Derivation Code = 3 MS2 TDMS; Reference = {68_6841} Previous AADT = 10777 | 9 | - | 368 | 1,431 | 15% | 15,727 |
| {68_6843} | 6843 | 2 - Mainline Ramp | U 060181J | US-60 Exit 181 J-Ramp | 0.000 | US-60 Exit 181 C-Ramp | 0.199 | US-60 nonCard | 17,899 | Derivation Code = 3 MS2 TDMS; Reference = {68_6843} Previous AADT = 16257 | 9 | - | 557 | 2,160 | 15% | 23,726 |
| {68_6850} | 6850 | 2 - Mainline Ramp | U 060182A | US-60 Exit 182 A-Ramp | 0.000 | US-60 | 0.209 | US-60 Exit 182 G-Ramp | 27,682 | Derivation Code = 3 MS2 TDMS; Reference = {68_6850} Previous AADT = 25143 | 9 | - | 936 | 776 | 6% | 36,693 |
| {68_6852} | 6852 | 2 - Mainline Ramp | U 060182C | US-60 Exit 182 C-Ramp | 0.000 | US-60 nonCard | 0.204 | US-60 Exit 182 J-Ramp | 13,615 | Derivation Code = 3 MS2 TDMS; Reference = {68_6852} Previous AADT = 12366 | 8 | - | 460 | 382 | 6% | 18,047 |
| {68_6851} | 6851 | 2 - Mainline Ramp | U 060182G | US-60 Exit 182 G-Ramp | 0.000 | US-60 Exit 182 A-Ramp | 0.197 | US-60 | 13,766 | Derivation Code = 3 MS2 TDMS; Reference = {68_6851} Previous AADT = 12503 | 11 | - | 428 | 1,659 | 15% | 18,247 |
| {68_6853} | 6853 | 2 - Mainline Ramp | U 060182J | US-60 Exit 182 J-Ramp | 0.000 | US-60 Exit 182 C-Ramp | 0.215 | US-60 nonCard | 24,955 | Derivation Code = 3 MS2 TDMS; Reference = {68_6853} Previous AADT = 22666 | 7 | - | 778 | 3,012 | 15% | 33,079 |
| {68_6860} | 6860 | 2 - Mainline Ramp | U 060184A | US-60 Exit 184 A-Ramp | 0.000 | US-60 | 0.232 | US-60 Exit 184 G-Ramp | 23,417 | Derivation Code = 3 MS2 TDMS; Reference = {68_6860} Previous AADT = 21269 | 10 | - | 791 | 656 | 6% | 31,040 |
| {68_6862} | 6862 | 2 - Mainline Ramp | U 060184C | US-60 Exit 184 C-Ramp | 0.000 | US-60 nonCard | 0.211 | US-60 Exit 184 J-Ramp | 12,067 | Derivation Code = 3 MS2 TDMS; Reference = {68_6862} Previous AADT = 10960 | 8 | - | 408 | 338 | 6% | 15,995 |
| {68_6861} | 6861 | 2 - Mainline Ramp | U 060184G | US-60 Exit 184 G-Ramp | 0.000 | US-60 Exit 184 A-Ramp | 0.200 | US-60 | 14,877 | Derivation Code = 3 MS2 TDMS; Reference = {68_6861} Previous AADT = 13512 | 9 | - | 461 | 1,792 | 15% | 19,720 |
| {68_6863} | 6863 | 2 - Mainline Ramp | U 060184J | US-60 Exit 184 J-Ramp | 0.000 | US-60 Exit 184 C-Ramp | 0.240 | US-60 nonCard | 20,387 | Derivation Code = 3 MS2 TDMS; Reference = {68_6863} Previous AADT = 18517 | 10 | - | 636 | 2,462 | 15% | 27,024 |
| {68_6870} | 6870 | 2 - Mainline Ramp | U 060185A | US-60 Exit 185 A-Ramp | 0.000 | US-60 | 0.332 | Greenfield Mes Rd | 15,901 | Derivation Code = 3 MS2 TDMS; Reference = {68_6870} Previous AADT = 14442 | 9 | - | 543 | 450 | 6% | 21,077 |
| {68_6872} | 6872 | 2 - Mainline Ramp | U 060185C | US-60 Exit 185 C-Ramp | 0.000 | US-60 nonCard | 0.264 | US-60 Exit 185 J-Ramp | 11,886 | Derivation Code = 3 MS2 TDMS; Reference = {68_6872} Previous AADT = 10796 | 16 | - | 401 | 334 | 6% | 15,755 |
| {68_6871} | 6871 | 2 - Mainline Ramp | U 060185G | US-60 Exit 185 G-Ramp | 0.000 | Greenfield Mes Rd | 0.186 | US-60 | 7,836 | Derivation Code = 3 MS2 TDMS; Reference = {68_6871} Previous AADT = 7117 | 12 | - | 243 | 944 | 15% | 10,387 |
| {68_6873} | 6873 | 2 - Mainline Ramp | U 060185J | US-60 Exit 185 J-Ramp | 0.000 | US-60 Exit 185 C-Ramp | 0.261 | US-60 nonCard | 16,961 | Derivation Code = 3 MS2 TDMS; Reference = {68_6873} Previous AADT = 15405 | 12 | - | 527 | 2,047 | 15% | 22,482 |
| {68_6880} | 6880 | 2 - Mainline Ramp | U 060186A | US-60 Exit 186 A-Ramp | 0.000 | US-60 | 0.222 | US-60 Exit 186 G-Ramp | 27,328 | Derivation Code = 3 MS2 TDMS; Reference = {68_6880} Previous AADT = 24821 | 8 | - | 930 | 771 | 6% | 36,224 |
| {68_6882} | 6882 | 2 - Mainline Ramp | U 060186C | US-60 Exit 186 C-Ramp | 0.000 | US-60 nonCard | 0.212 | US-60 Exit 186 J-Ramp | 9,480 | Derivation Code = 3 MS2 TDMS; Reference = {68_6882} Previous AADT = 8610 | 8 | - | 320 | 266 | 6% | 12,566 |
| {68_6881} | 6881 | 2 - Mainline Ramp | U 060186G | US-60 Exit 186 G-Ramp | 0.000 | US-60 Exit 186 A-Ramp | 0.211 | US-60 | 8,031 | Derivation Code = 3 MS2 TDMS; Reference = {68_6881} Previous AADT = 7294 | 9 | - | 249 | 968 | 15% | 10,645 |
| {68_6883} | 6883 | 2 - Mainline Ramp | U 060186J | US-60 Exit 186 J-Ramp | 0.000 | US-60 Exit 186 C-Ramp | 0.218 | US-60 nonCard | 26,880 | Derivation Code = 3 MS2 TDMS; Reference = {68_6883} Previous AADT = 24414 | 13 | - | 837 | 3,245 | 15% | 35,630 |
| {68_6890} | 6890 | 2 - Mainline Ramp | U 060187A | US-60 Exit 187 A-Ramp | 0.000 | US-60 | 0.212 | Superstition Springs Blvd | 11,630 | Derivation Code = 3 MS2 TDMS; Reference = {68_6890} Previous AADT = 10563 | 10 | - | 360 | 1,402 | 15% | 15,416 |
| {68_6893} | 6893 | 2 - Mainline Ramp | U 060187J | US-60 Exit 187 J-Ramp | 0.000 | US-60 Exit 188 S-Ramp | 0.146 | US-60 nonCard | 7,972 | Derivation Code = 3 MS2 TDMS; Reference = {68_6893} Previous AADT = 7241 | 9 | - | 247 | 963 | 15% | 10,567 |
| {68_6900} | 6900 | 2 - Mainline Ramp | U 060188A | US-60 Exit 188 A-Ramp | 0.000 | US-60 | 0.191 | US-60 Exit 188 G-Ramp | 14,377 | Derivation Code = 3 MS2 TDMS; Reference = {68_6900} Previous AADT = 13058 | 7 | - | 487 | 404 | 6% | 19,057 |
| {68_6902} | 6902 | 2 - Mainline Ramp | U 060188C | US-60 Exit 188 C-Ramp | 0.000 | US-60 nonCard | 0.215 | US-60 Exit 188 J-Ramp | 14,800 | Derivation Code = 3 MS2 TDMS; Reference = {68_6902} Previous AADT = 13442 | 8 | - | 500 | 416 | 6% | 19,618 |
| {68_6901} | 6901 | 2 - Mainline Ramp | U 060188G | US-60 Exit 188 G-Ramp | 0.000 | US-60 Exit 188 A-Ramp | 0.223 | US-60 | 12,292 | Derivation Code = 3 MS2 TDMS; Reference = {68_6901} Previous AADT = 11164 | 10 | - | 382 | 1,481 | 15% | 16,293 |
| {68_6903} | 6903 | 2 - Mainline Ramp | U 060188J | US-60 Exit 188 J-Ramp | 0.000 | US-60 Exit 188 C-Ramp | 0.208 | US-60 nonCard | 15,535 | Derivation Code = 3 MS2 TDMS; Reference = {68_6903} Previous AADT = 14110 | 8 | - | 484 | 1,875 | 15% | 20,592 |
| {68_6905} | 6905 | 2 - Mainline Ramp | U 060188S | US-60 Exit 188 S-Ramp | 0.000 | US-60 Exit 188 J-Ramp | 0.074 | US-60 Exit 188 S1-Ramp | 1,405 | Derivation Code = 3 MS2 TDMS; Reference = {68_6905} Previous AADT = 1355 | 12 | - | 116 | 18 | 10% | 2,212 |
| {68_6892} | 6892 | 2 - Mainline Ramp | U 060188S | US-60 Exit 188 S-Ramp | 0.074 | US-60 Exit 188 S1-Ramp | 0.428 | US-60 Exit 187 J-Ramp | 2,013 | Derivation Code = 3 MS2 TDMS; Reference = {68_6892} Previous AADT = 1940 | 13 | - | 165 | 26 | 9% | 3,169 |
| {68_6906} | 6906 | 2 - Mainline Ramp | U 060188S1 | US-60 Exit 188 S1-Ramp | 0.000 | US-60 Exit 188 S-Ramp | 0.273 | US-60 Exit 188 S-Ramp | 1,547 | Derivation Code = 3 MS2 TDMS; Reference = {68_6906} Previous AADT = 1491 | 10 | - | 127 | 20 | 10% | 2,435 |
| {68_6910} | 6910 | 2 - Mainline Ramp | U 060189A | US-60 Exit 189 A-Ramp | 0.000 | US-60 | 0.245 | Sossaman Rd | 9,934 | Derivation Code = 3 MS2 TDMS; Reference = {68_6910} Previous AADT = 9023 | 9 | - | 338 | 279 | 6% | 13,168 |
| {68_6913} | 6913 | 2 - Mainline Ramp | U 060189J | US-60 Exit 189 J-Ramp | 0.000 | Sossaman Rd | 0.252 | US-60 nonCard | 10,745 | Derivation Code = 3 MS2 TDMS; Reference = {68_6913} Previous AADT = 9759 | 11 | - | 334 | 1,295 | 15% | 14,243 |
| {68_8120} | 8120 | 2 - Mainline Ramp | U 060190A1 | US-60 Exit 190 A1-Ramp | 0.000 | US-60 | 1.029 | SR-202 nonCard | 14,208 | Derivation Code = 3 MS2 TDMS; Reference = {68_8120} Previous AADT = 12905 | 10 | - | 482 | 397 | 6% | 18,833 |
| {68_8124} | 8124 | 2 - Mainline Ramp | U 060190A2 | US-60 Exit 190 A2-Ramp | 0.000 | US-60 | 0.361 | SR-202 | 24,116 | Derivation Code = 3 MS2 TDMS; Reference = {68_8124} Previous AADT = 21904 | 10 | - | 819 | 678 | 6% | 31,966 |
| {68_8122} | 8122 | 2 - Mainline Ramp | U 060190C | US-60 Exit 190 C-Ramp | 0.000 | US-60 nonCard | 1.302 | SR-202 | 7,817 | Derivation Code = 3 MS2 TDMS; Reference = {68_8122} Previous AADT = 7100 | 10 | - | 264 | 216 | 6% | 10,362 |
| {68_8125} | 8125 | 2 - Mainline Ramp | U 060190C1 | US-60 Exit 190 C1-Ramp | 0.000 | US-60 Exit 190 C-Ramp | 0.410 | SR-202 nonCard | 10,958 | Derivation Code = 3 MS2 TDMS; Reference = {68_8125} Previous AADT = 9953 | 15 | - | 331 | 1,282 | 15% | 14,525 |
| {68_6920} | 6920 | 2 - Mainline Ramp | U 060191A | US-60 Exit 191 A-Ramp | 0.000 | US-60 | 0.893 | US-60 Exit 191 G-Ramp | 6,130 | Derivation Code = 3 MS2 TDMS; Reference = {68_6920} Previous AADT = 5568 | 11 | - | 206 | 172 | 6% | 8,126 |
| {68_6922} | 6922 | 2 - Mainline Ramp | U 060191C | US-60 Exit 191 C-Ramp | 0.000 | US-60 nonCard | 0.219 | US-60 Exit 191 J-Ramp | 3,241 | Derivation Code = 3 MS2 TDMS; Reference = {68_6922} Previous AADT = 2944 | 8 | - | 110 | 90 | 6% | 4,296 |
| {68_6921} | 6921 | 2 - Mainline Ramp | U 060191G | US-60 Exit 191 G-Ramp | 0.000 | US-60 Exit 191 A-Ramp | 0.243 | US-60 | 3,361 | Derivation Code = 3 MS2 TDMS; Reference = {68_6921} Previous AADT = 3053 | 9 | - | 103 | 406 | 15% | 4,455 |
| {68_6923} | 6923 | 2 - Mainline Ramp | U 060191J | US-60 Exit 191 J-Ramp | 0.000 | US-60 Exit 191 C-Ramp | 0.365 | US-60 nonCard | 6,678 | Derivation Code = 3 MS2 TDMS; Reference = {68_6923} Previous AADT = 6065 | 10 | - | 206 | 804 | 15% | 8,852 |
| {68_6930} | 6930 | 2 - Mainline Ramp | U 060192A | US-60 Exit 192 A-Ramp | 0.000 | US-60 | 0.260 | US-60 Exit 192 G-Ramp | 13,097 | Derivation Code = 3 MS2 TDMS; Reference = {68_6930} Previous AADT = 11896 | 12 | - | 449 | 372 | 6% | 17,360 |
| {68_6932} | 6932 | 2 - Mainline Ramp | U 060192C | US-60 Exit 192 C-Ramp | 0.000 | US-60 nonCard | 0.253 | US-60 Exit 192 J-Ramp | 3,180 | Derivation Code = 3 MS2 TDMS; Reference = {68_6932} Previous AADT = 2888 | 9 | - | 108 | 90 | 6% | 4,215 |
| {68_6931} | 6931 | 2 - Mainline Ramp | U 060192G | US-60 Exit 192 G-Ramp | 0.000 | US-60 Exit 192 A-Ramp | 0.238 | US-60 | 2,892 | Derivation Code = 3 MS2 TDMS; Reference = {68_6931} Previous AADT = 2627 | 8 | - | 89 | 346 | 15% | 3,833 |
| {68_6933} | 6933 | 2 - Mainline Ramp | U 060192J | US-60 Exit 192 J-Ramp | 0.000 | US-60 Exit 192 C-Ramp | 0.243 | US-60 nonCard | 11,656 | Derivation Code = 3 MS2 TDMS; Reference = {68_6933} Previous AADT = 10587 | 12 | - | 352 | 1,364 | 15% | 15,450 |
| {68_6940} | 6940 | 2 - Mainline Ramp | U 060193A | US-60 Exit 193 A-Ramp | 0.000 | US-60 | 0.289 | US-60 Exit 193 G-Ramp | 11,891 | Derivation Code = 3 MS2 TDMS; Reference = {68_6940} Previous AADT = 10800 | 10 | - | 407 | 338 | 6% | 15,762 |
| {68_6942} | 6942 | 2 - Mainline Ramp | U 060193C | US-60 Exit 193 C-Ramp | 0.000 | US-60 nonCard | 0.245 | US-60 Exit 193 J-Ramp | 4,482 | Derivation Code = 3 MS2 TDMS; Reference = {68_6942} Previous AADT = 4071 | 8 | - | 150 | 125 | 6% | 5,941 |
| {68_6941} | 6941 | 2 - Mainline Ramp | U 060193G | US-60 Exit 193 G-Ramp | 0.000 | US-60 Exit 193 A-Ramp | 0.238 | US-60 | 5,371 | Derivation Code = 3 MS2 TDMS; Reference = {68_6941} Previous AADT = 4878 | 10 | - | 161 | 627 | 15% | 7,119 |
| {68_6943} | 6943 | 2 - Mainline Ramp | U 060193J | US-60 Exit 193 J-Ramp | 0.000 | US-60 Exit 193 C-Ramp | 0.238 | US-60 nonCard | 10,784 | Derivation Code = 3 MS2 TDMS; Reference = {68_6943} Previous AADT = 9795 | 10 | - | 324 | 1,262 | 15% | 14,295 |
| {68_6945} | 6945 | 2 - Mainline Ramp | U 060194A | US-60 Exit 194 A-Ramp | 0.000 | US-60 | 0.347 | S Meridian Dr | 5,769 | Derivation Code = 3 MS2 TDMS; Reference = {68_6945} Previous AADT = 5240 | 13 | - | 219 | 323 | 9% | 7,647 |
| {68_6946} | 6946 | 2 - Mainline Ramp | U 060194J | US-60 Exit 194 J-Ramp | 0.000 | S Meridian Dr | 0.380 | US-60 nonCard | 5,077 | Derivation Code = 3 MS2 TDMS; Reference = {68_6946} Previous AADT = 4611 | 18 | - | 193 | 285 | 9% | 7,580 |
| {68_6950} | 6950 | 2 - Mainline Ramp | U 060195A | US-60 Exit 195 A-Ramp | 0.000 | US-60 | 0.288 | US-60 Exit 195 G-Ramp | 17,130 | Derivation Code = 3 MS2 TDMS; Reference = {68_6950} Previous AADT = 15559 | 12 | - | 517 | 2,007 | 15% | 25,575 |
| {68_6952} | 6952 | 2 - Mainline Ramp | U 060195C | US-60 Exit 195 C-Ramp | 0.000 | US-60 nonCard | 0.245 | US-60 Exit 195 J-Ramp | 2,135 | Derivation Code = 3 MS2 TDMS; Reference = {68_6952} Previous AADT = 1939 | 12 | - | 64 | 249 | 15% | 3,188 |
| {68_6951} | 6951 | 2 - Mainline Ramp | U 060195G | US-60 Exit 195 G-Ramp | 0.000 | US-60 Exit 195 A-Ramp | 0.236 | US-60 | 2,165 | Derivation Code = 3 MS2 TDMS; Reference = {68_6951} Previous AADT = 1966 | 12 | - | 64 | 253 | 15% | 3,232 |
| {68_6953} | 6953 | 2 - Mainline Ramp | U 060195J | US-60 Exit 195 J-Ramp | 0.000 | US-60 Exit 195 C-Ramp | 0.238 | US-60 nonCard | 18,119 | Derivation Code = 3 MS2 TDMS; Reference = {68_6953} Previous AADT = 16457 | 11 | - | 548 | 2,122 | 15% | 27,052 |
| {68_6960} | 6960 | 2 - Mainline Ramp | U 060196A | US-60 Exit 196 A-Ramp | 0.000 | US-60 | 0.286 | US-60 Exit 196 G-Ramp | 6,889 | Derivation Code = 3 MS2 TDMS; Reference = {68_6960} Previous AADT = 6257 | 10 | - | 236 | 195 | 6% | 10,285 |
| {68_6962} | 6962 | 2 - Mainline Ramp | U 060196C | US-60 Exit 196 C-Ramp | 0.000 | US-60 nonCard | 0.251 | US-60 Exit 196 J-Ramp | 982 | Derivation Code = 3 MS2 TDMS; Reference = {68_6962} Previous AADT = 892 | 9 | - | 33 | 26 | 6% | 1,466 |
| {68_6961} | 6961 | 2 - Mainline Ramp | U 060196G | US-60 Exit 196 G-Ramp | 0.000 | US-60 Exit 196 A-Ramp | 0.233 | US-60 | 1,123 | Derivation Code = 3 MS2 TDMS; Reference = {68_6961} Previous AADT = 1020 | 10 | - | 33 | 132 | 15% | 1,677 |
| {68_6963} | 6963 | 2 - Mainline Ramp | U 060196J | US-60 Exit 196 J-Ramp | 0.000 | US-60 Exit 196 C-Ramp | 0.264 | US-60 nonCard | 7,030 | Derivation Code = 3 MS2 TDMS; Reference = {68_6963} Previous AADT = 6385 | 9 | - | 211 | 823 | 15% | 10,496 |
| {68_6970} | 6970 | 2 - Mainline Ramp | U 060197A | US-60 Exit 197 A-Ramp | 0.000 | US-60 | 0.264 | US-60 Exit 197 G-Ramp | 5,002 | Derivation Code = 3 MS2 TDMS; Reference = {68_6970} Previous AADT = 4543 | 10 | - | 171 | 139 | 6% | 7,468 |
| {68_6972} | 6972 | 2 - Mainline Ramp | U 060197C | US-60 Exit 197 C-Ramp | 0.000 | US-60 nonCard | 0.264 | US-60 Exit 197 J-Ramp | 1,211 | Derivation Code = 3 MS2 TDMS; Reference = {68_6972} Previous AADT = 1100 | 11 | - | 40 | 34 | 6% | 1,808 |
| {68_6971} | 6971 | 2 - Mainline Ramp | U 060197G | US-60 Exit 197 G-Ramp | 0.000 | US-60 Exit 197 A-Ramp | 0.255 | US-60 | 1,132 | Derivation Code = 3 MS2 TDMS; Reference = {68_6971} Previous AADT = 1028 | 11 | - | 33 | 133 | 15% | 1,690 |
| {68_69 | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|----------------------------|-------------------------|-------------|---------------------------|-----------|-----------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_6981} | 6981 | 2 - Mainline Ramp | U 060198G | US-60 Exit 198 G-Ramp | 0.000 | US-60 Exit 198 A-Ramp | 0.225 | US-60 | 2,579 | Derivation Code = 3 MS2 TDMS; Reference = {68_6981} Previous AADT = 2342 | 10 | - | 77 | 301 | 15% | 3,850 |
| {68_6983} | 6983 | 2 - Mainline Ramp | U 060198H | US-60 Exit 198 J-Ramp | 0.000 | US-60 Exit 198 C-Ramp | 0.266 | US-60 nonCard | 1,290 | Derivation Code = 3 MS2 TDMS; Reference = {68_6983} Previous AADT = 1172 | 11 | - | 38 | 149 | 14% | 1,926 |
| - | - | 2 - Mainline Ramp | U 060201J | US-60 Exit 201 J-Ramp | 0.000 | 220 ft E of US-60 nonCard | 0.041 | US-60 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060212A | US-60 Exit 212 A-Ramp | 0.000 | US-60 | 0.442 | US-60 Exit 212 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060212C | US-60 Exit 212 C-Ramp | 0.000 | US-60 nonCard | 0.436 | US-60 Exit 212 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060212G | US-60 Exit 212 G-Ramp | 0.000 | US-60 Exit 212 A-Ramp | 0.507 | US-60 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060212J | US-60 Exit 212 J-Ramp | 0.000 | US-60 Exit 212 C-Ramp | 0.403 | US-60 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060212T | US-60 Exit 212 T-Ramp | 0.000 | US-60 Exit 212 A-Ramp | 0.039 | SR-79 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060226A | US-60 Exit 226 A-Ramp | 0.000 | US-60 | 0.123 | SR-177 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060226C | US-60 Exit 226 C-Ramp | 0.000 | US-60 | 0.099 | SR-177 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060226G | US-60 Exit 226 G-Ramp | 0.000 | SR-177 | 0.192 | US-60 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060226J | US-60 Exit 226 J-Ramp | 0.000 | SR-177 | 0.091 | US-60 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060226X | US-60 Exit 226 X-Ramp | 0.000 | US-60 Exit 226 C-Ramp | 0.019 | SR-177 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060228C | US-60 Exit 228 C-Ramp | 0.000 | US-60 | 0.196 | 0.2 mi W of US-60 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060245X | US-60 Exit 245 X-Ramp | 0.000 | US-60 nonCard | 0.018 | S New St | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060246P | US-60 Exit 246 P-Ramp | 0.000 | E Broadway | 0.019 | US-60 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060247P | US-60 Exit 247 P-Ramp | 0.000 | US-60 Exit 247 T-Ramp | 0.034 | US-60 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060247T | US-60 Exit 247 T-Ramp | 0.000 | US-60 | 0.035 | US-60 Exit 247 P-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060247X | US-60 Exit 247 X-Ramp | 0.000 | US-60 nonCard | 0.031 | SR-188 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 060278A | US-60 Exit 278 A-Ramp | 0.000 | S077-13 | 0.098 | US-60 Exit 278 G-Ramp | 3,380 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3347 | - | - | - | - | - | 4,481 |
| - | - | 2 - Mainline Ramp | U 060278G | US-60 Exit 278 G-Ramp | 0.000 | US-60 Exit 278 A-Ramp | 0.170 | S077-13 | 3,380 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3347 | - | - | - | - | - | 4,481 |
| - | - | 2 - Mainline Ramp | U 060290A | US-60 Exit 290 A-Ramp | 0.000 | S077-13 | 0.074 | 390 ft S of S077-13 | 3,380 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3347 | - | - | - | - | - | 4,481 |
| - | - | 2 - Mainline Ramp | U 070254A | US-70 Exit 254 A-Ramp | 0.000 | US-70 | 0.070 | SR-77 | 3,391 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3358 | - | - | - | - | - | 4,495 |
| - | - | 2 - Mainline Ramp | U 089524C | US-89 Exit 24 C-Ramp | 0.000 | US-89 | 0.249 | 0.25 mi NW of US-89 | - | - | - | - | - | - | - | - |
| {68_5814} | 5814 | 2 - Mainline Ramp | U 093 0 | US-93 nonCard | 94.786 | I-40 Exit 71 D-Ramp | 95.127 | I-40 Exit 71 A-Ramp | 5,626 | Derivation Code = 1 MS2 TDMS; Reference = {68_5814} Previous AADT = 5167 | 9 | 98 | 234 | 722 | 17% | 8,232 |
| {68_8803} | 8803 | 2 - Mainline Ramp | U 093002A | US-93 Exit 2 A-Ramp | 0.000 | US-93 | 0.229 | US-93X | 545 | Derivation Code = 3 MS2 TDMS; Reference = {68_8803} Previous AADT = 547 | 15 | - | 21 | 204 | 41% | 797 |
| {68_8801} | 8801 | 2 - Mainline Ramp | U 093002C | US-93 Exit 2 C-Ramp | 0.000 | US-93 nonCard | 0.260 | US-93 Exit 2 J-Ramp | 181 | Derivation Code = 3 MS2 TDMS; Reference = {68_8801} Previous AADT = 182 | 17 | - | 7 | 67 | 41% | 265 |
| {68_8804} | 8804 | 2 - Mainline Ramp | U 093002G | US-93 Exit 2 G-Ramp | 0.000 | US-93X | 0.244 | US-93 | 50 | Derivation Code = 3 MS2 TDMS; Reference = {68_8804} Previous AADT = 50 | 18 | - | 1 | 6 | 14% | 73 |
| {68_8802} | 8802 | 2 - Mainline Ramp | U 093002J | US-93 Exit 2 J-Ramp | 0.000 | US-93 Exit 2 C-Ramp | 0.222 | US-93 nonCard | 626 | Derivation Code = 3 MS2 TDMS; Reference = {68_8802} Previous AADT = 628 | 13 | - | 24 | 235 | 41% | 916 |
| - | - | 2 - Mainline Ramp | U 093066A | US-93 Exit 66 A-Ramp | 0.000 | US-93 | 0.382 | SR-68 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093067C | US-93 Exit 67 C-Ramp | 0.000 | US-93 nonCard | 0.571 | SR-68 Exit 26 B-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093182A | US-93 Exit 182 A-Ramp | 0.000 | US-93 | 0.184 | US-93 Exit 182 G-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093182C | US-93 Exit 182 C-Ramp | 0.000 | US-93 | 0.221 | US-93 Exit 182 J-Ramp | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093182G | US-93 Exit 182 G-Ramp | 0.000 | US-93 Exit 182 A-Ramp | 0.256 | US-93 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093182J | US-93 Exit 182 J-Ramp | 0.000 | US-93 Exit 182 C-Ramp | 0.220 | US-93 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093193C | US-93 Exit 193 C-Ramp | 0.000 | US-93 nonCard | 0.061 | SR-89 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093193J | US-93 Exit 193 J-Ramp | 0.000 | SR-89 nonCard | 0.028 | US-93 nonCard | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 093194C | US-93 Exit 194 C-Ramp | 0.000 | US-93 nonCard | 0.042 | Wickenburg Ranch Way | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 095054A | US-95 Exit 54 A-Ramp | 0.000 | US-95 | 0.044 | N Castle Dome Mine Rd | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 180394J | US-180 Exit 394 J-Ramp | 0.000 | US-191 | 0.132 | US-191 | - | - | - | - | - | - | - | - |
| - | - | 2 - Mainline Ramp | U 180402J | US-180 Exit 402 J-Ramp | 0.000 | US-191 | 0.174 | US-191 | 2,890 | Applied Growth Factor = -0.017 to Previous Year Previous AADT = 2940 | - | - | - | - | - | 4,841 |
| {68_4611} | 4611 | 2 - Mainline Ramp | U 191 | US-191 | 66.648 | I-10 Exit 331 G-Ramp | 66.992 | I-10 | 706 | Derivation Code = 3 MS2 TDMS; Reference = {68_4611} Previous AADT = 699 | 11 | - | 67 | 32 | 14% | 1,150 |
| {68_4654} | 4654 | 2 - Mainline Ramp | U 191 | US-191 | 87.578 | I-10 Exit 352 A-Ramp | 87.687 | I-10 Exit 352 C-Ramp | 1,448 | Derivation Code = 1 MS2 TDMS; Reference = {68_4654} Previous AADT = 1503 | 10 | 57 | 342 | 183 | 36% | 2,542 |
| {68_6474} | 6474 | 2 - Mainline Ramp | U 191 | US-191 | 366.418 | I-40 Exit 339 A-Ramp | 366.486 | I-40 Exit 339 J-Ramp | 3,741 | Derivation Code = 1 MS2 TDMS; Reference = {68_6474} Previous AADT = 2697 | 12 | 60 | 38 | 31 | 2% | 6,370 |
| {68_4614} | 4614 | 2 - Mainline Ramp | U 191 0 | US-191 nonCard | 66.692 | I-10 Exit 331 A-Ramp | 67.252 | I-10 Exit 331 I-Ramp | 800 | Derivation Code = 3 MS2 TDMS; Reference = {68_4614} Previous AADT = 792 | 12 | 80 | 101 | 52 | 19% | 1,303 |
| - | - | 2 - Mainline Ramp | U 191104C | US-191 Exit 104 C-Ramp | 0.000 | SR-266 | 0.067 | US-191 | 3,391 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 3358 | - | - | - | - | - | 4,730 |
| - | - | 2 - Mainline Ramp | U 191120C | US-191 Exit 120 C-Ramp | 0.007 | W 8th St | 0.030 | US-191 | 3,342 | Applied Growth Factor = 0.022 to Previous Year Previous AADT = 3271 | - | - | - | - | - | 4,442 |
| - | - | 2 - Mainline Ramp | U 191131C | US-191 Exit 131 C-Ramp | 0.004 | 20 ft W of US-191 | 0.279 | 40 ft E of US-191 | 1,489 | VolGroup Estimate; Reference = {2d} Previous AADT = 1562 | - | - | - | - | - | 2,190 |
| {68_7721} | 7721 | 2 - Mainline Ramp | UX060160G | US-60X Exit 160 G-Ramp | 0.000 | Thomas Rd | 0.176 | US-60X | 1,956 | Derivation Code = 3 MS2 TDMS; Reference = {68_7721} Previous AADT = 1858 | 11 | - | 60 | 234 | 15% | 3,603 |
| - | - | 2 - Mainline Ramp | UX060160P | US-60X Exit 160 P-Ramp | 0.000 | 27th Ave | 0.023 | US-60 Exit 160 G-Ramp | 21,137 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20074 | - | - | - | - | - | 38,931 |
| - | - | 2 - Mainline Ramp | UX191167A | US-191X Exit 167 A-Ramp | 0.000 | US-191 | 0.151 | US-191 | 25 | VolGroup Estimate; Reference = {21r} Previous AADT = 26 | - | - | - | - | - | 33 |
| {68_4664} | 4664 | 2 - Mainline Ramp | UY191 | US-191 | 0.000 | I-10 Front | 0.184 | I-10 Exit 355 J-Ramp | 157 | Derivation Code = 3 MS2 TDMS; Reference = {68_4664} Previous AADT = 155 | 16 | 62 | 4 | 32 | 23% | 276 |
| - | - | 2 - Mainline Ramp | UY191090A | US-191X Exit 90 A-Ramp | 0.006 | 30 ft NW of US-191Y | 0.179 | 30 ft S of US-191 | 151 | VolGroup Estimate; Reference = {1c} Previous AADT = 158 | - | - | - | - | - | 265 |
| {68_4574} | 4574 | 2 - Mainline Ramp | O2N SIBYL RD | N Sibly Rd | 9.455 | I-10 Exit 312 A-Ramp | 9.536 | I-10 Front nonCard | 138 | Derivation Code = 3 MS2 TDMS; Reference = {68_4574} Previous AADT = 137 | 24 | 100 | 8 | 5 | 9% | 242 |
| {68_5062} | 5062 | 2 - Mainline Ramp | 07 SB I 17 EX 223 OFF RAMP | Sb I 17 Ex 223 Off Ramp | 0.000 | I-17 Exit 223 J-Ramp | 0.325 | I-17 Exit 223 C-Ramp | 2,831 | Derivation Code = 3 MS2 TDMS; Reference = {68_5062} Previous AADT = 2691 | 9 | - | 100 | 137 | 8% | 3,886 |
| {68_7671} | 7671 | 2 - Mainline Ramp | 07 SKY HARBOR BLVD | Sky Harbor Blvd | 3.960 | SR-2025 Exit 5 C-Ramp | 4.283 | SR-2025 nonCard | 29,502 | Derivation Code = 3 MS2 TDMS; Reference = {68_7671} Previous AADT = 28017 | 9 | - | 2,719 | 442 | 11% | 54,339 |
| {68_7682} | 7682 | 2 - Mainline Ramp | 07 SKY HARBOR BLVD A | Sky Harbor Blvd (A) | 3.651 | SR-2025 Exit 5 C-Ramp | 3.898 | SR-2025 Exit 5 C-Ramp | 4,533 | Derivation Code = 3 MS2 TDMS; Reference = {68_7682} Previous AADT = 4117 | 11 | - | 417 | 67 | 11% | 6,009 |
| {68_7672} | 7672 | 2 - Mainline Ramp | 07 SKY HARBOR BLVD 0 | Sky Harbor Blvd nonCard | 3.766 | SR-2025 Exit 6 A-Ramp | 4.434 | SR-2025 | 31,717 | Derivation Code = 3 MS2 TDMS; Reference = {68_7672} Previous AADT = 30121 | 9 | 74 | 1,563 | 4,060 | 18% | 58,418 |
| - | 35306 | 2 - Mainline Ramp | 07 WB SR202 EX 44 OFF RAMP | WB SR202 EX 44 OFF RAMP | 0.182 | - | 0.209 | - | 10,000 | Applied Growth Factor = 0.101 to Previous Year Previous AADT = 9083 | 9 | - | 369 | 307 | 7% | 16,814 |
| {68_6842} | 6842 | 2 - Mainline Ramp | 07 WB US60 EX 181 OFF RAMP | Wb US60 Ex 181 Off Ramp | 0.000 | US-60 Exit 181 J-Ramp | 0.185 | US-60 Exit 181 C-Ramp | 10,629 | Derivation Code = 3 MS2 TDMS; Reference = {68_6842} Previous AADT = 9654 | 8 | - | 878 | 145 | 10% | 14,089 |
| {68_4348} | 4348 | 2 - Mainline Ramp | 10N 12TH AV N8 OFF RAMP | N 12th Av N8 Off Ramp | 0.159 | I-10 Front nonCard | 0.403 | I-19 Exit 101 A1-Ramp | 7,222 | Derivation Code = 3 MS2 TDMS; Reference = {68_4348} Previous AADT = 7067 | 12 | - | 664 | 107 | 11% | 11,009 |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT | |
|-------------------------------|--------|--------------------|-------------------------|--------------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|----|
| (68_4348)+(68_4344) | 4348 | 2 - Mainline Ramp | 10N 12TH AV NB OFF RAMP | - | 0.403 | - | 0.511 | - | 12,754 | Derivation Code = 3 MS2 TDMS; Reference = (68_4348)+(68_4344) Previous AADT = 12351 | 11 | - | - | - | - | 19,441 | |
| (68_4348)+(68_4344)+(68_4342) | 4348 | 2 - Mainline Ramp | 10N 12TH AV NB OFF RAMP | - | 0.511 | - | 0.611 | - | 16,370 | Derivation Code = 3 MS2 TDMS; Reference = (68_4348)+(68_4344)+(68_4342) Previous AADT = 15805 | 11 | - | - | - | - | 24,953 | |
| (68_4348)+(68_4344)+(68_4342) | 4348 | 2 - Mainline Ramp | 10N 119 NB OFF RAMP | - | 0.000 | - | 0.037 | - | 16,370 | Derivation Code = 3 MS2 TDMS; Reference = (68_4348)+(68_4344)+(68_4342) Previous AADT = 15805 | 11 | - | - | - | - | 24,953 | |
| (68_4354) | 4354 | 2 - Mainline Ramp | 10S 6TH AVE | SR-198 (2) | 47.725 | 140 ft S of I-10 Front | 47.849 | 90 ft N of South Tucson/Tucson * | 31,107 | Derivation Code = 3 MS2 TDMS; Reference = (68_4354) Previous AADT = 30437 | 10 | - | - | - | - | 47,016 | |
| (68_5574) | 5574 | 2 - Mainline Ramp | 10S NOGALES HWY | SR-198 (2) | 13.235 | -130 Exit 69 J-Ramp | 13.271 | -119 Exit 69 G-Ramp | 23,156 | Derivation Code = 3 MS2 TDMS; Reference = (68_5574) Previous AADT = 22658 | 10 | 55 | - | - | - | 35,298 | |
| (68_5574) | 5574 | 2 - Mainline Ramp | 10W DUVAL MINE RD | SR-198 (2) | 7.698 | -119 Exit 69 J-Ramp | 7.748 | -119 Exit 69 G-Ramp | 23,156 | Derivation Code = 3 MS2 TDMS; Reference = (68_5574) Previous AADT = 22658 | 10 | 55 | - | - | - | 35,298 | |
| (68_3264) | 3264 | 3 - Crossing Ramp | I 008140E | I-8 Exit 140 Crossing | 0.316 | I-8 Exit 140 G-Ramp | 0.381 | I-8 Exit 140 J-Ramp | 24 | Derivation Code = 1 MS2 TDMS; Reference = (68_3264) Previous AADT = 32 | 26 | 50 | 4 | 2 | 25% | 41 | |
| (68_3364) | 3364 | 3 - Crossing Ramp | I 010001E 0 | Juneau Ave | 0.035 | I-10 Front | 0.060 | I-10 Exit 1 C-Ramp | 6,923 | Derivation Code = 3 MS2 TDMS; Reference = (68_3364) Previous AADT = 6734 | 8 | - | 323 | 997 | 19% | 10,943 | |
| (68_3910) | 3910 | 3 - Crossing Ramp | I 010153A | I-10 Exit 153 A-Ramp | 0.000 | I-10 | 0.280 | SR-143 nonCard | 14,614 | Derivation Code = 3 MS2 TDMS; Reference = (68_3910) Previous AADT = 14643 | 11 | - | 515 | 688 | 8% | 20,060 | |
| (68_4184) | 4184 | 3 - Crossing Ramp | I 010232E | I-10 Exit 232 Crossing | 0.289 | I-10 Exit 232 Nb Off Ramp | 0.303 | I-10 Exit 232 D-Ramp | 1,531 | Derivation Code = 1 MS2 TDMS; Reference = (68_4184) Previous AADT = 1289 | 14 | - | 40 | 153 | 13% | 3,982 | |
| (68_4754) | 4754 | 3 - Crossing Ramp | I 015018E | I-15 Exit 18 Crossing | 0.189 | I-15 Exit 18 J-Ramp | 0.262 | I-15 Exit 18 A-Ramp | 71 | Derivation Code = 1 MS2 TDMS; Reference = (68_4754) Previous AADT = 203 | 14 | - | 10 | 32 | 59% | 110 | |
| (68_4764) | 4764 | 3 - Crossing Ramp | I 015027E | I-15 Exit 27 Crossing | 0.000 | 380 ft S of I-15 Exit 27 A-Ramp | 0.318 | I-15 Exit 27 C-Ramp | 750 | Derivation Code = 3 MS2 TDMS; Reference = (68_4764) Previous AADT = 752 | 11 | 60 | 38 | 122 | 21% | 1,160 | |
| (68_5209) | 5209 | 3 - Crossing Ramp | I 017262E | E Arcossanti Rd | 0.176 | SR-69 Front | 0.223 | I-17 Exit 263 J-Ramp | 8,364 | Derivation Code = 1 MS2 TDMS; Reference = (68_5209) Previous AADT = 2336 | - | - | - | - | - | 13,854 | |
| - | - | 3 - Crossing Ramp | I 019004C1 | - | 0.000 | - | 0.821 | - | 5,000 | Estimate | - | - | - | - | - | 7,350 | |
| - | - | 3 - Crossing Ramp | I 019004G1 | - | 0.000 | - | 0.917 | - | 5,000 | Estimate | - | - | - | - | - | 7,332 | |
| (68_5604) | 5604 | 3 - Crossing Ramp | I 019087E | I-19 Exit 87 Crossing | 0.000 | 150 ft W of I-19 Exit 87 C-Ramp | 0.133 | 160 ft E of I-19 Exit 87 A-Ramp | 67 | Derivation Code = 3 MS2 TDMS; Reference = (68_5604) Previous AADT = 73 | 40 | 60 | 5 | 1 | 9% | 95 | |
| (68_5664) | 5664 | 3 - Crossing Ramp | I 040002E | I-40 Exit 2 Crossing | 0.000 | 420 ft S of I-40 Front | 0.079 | I-40 Front | 123 | Derivation Code = 3 MS2 TDMS; Reference = (68_5664) Previous AADT = 123 | 13 | 75 | 5 | 19 | 20% | 190 | |
| (68_5874) | 5874 | 3 - Crossing Ramp | I 040109E | I-40 Exit 109 Crossing | 0.140 | I-40 | 0.161 | I-40 nonCard | 235 | Derivation Code = 1 MS2 TDMS; Reference = (68_5874) Previous AADT = 98 | 16 | - | 5 | 3 | 3% | 379 | |
| (68_6484) | 6484 | 3 - Crossing Ramp | I 040341E | I-40 Exit 341 Crossing | 0.095 | I-40 Exit 341 C-Ramp | 0.119 | I-40 Front nonCard | 384 | Derivation Code = 1 MS2 TDMS; Reference = (68_6484) Previous AADT = 598 | 12 | 52 | 44 | 22 | 17% | 654 | |
| (68_5784) | 5784 | 3 - Crossing Ramp | S 066 | SR-66 | 0.152 | I-40 Exit 53 A-Ramp | 0.298 | I-40 Exit 53 D-Ramp | 14,265 | Derivation Code = 3 MS2 TDMS; Reference = (68_5784) Previous AADT = 15030 | 9 | 55 | 665 | 470 | 8% | 23,227 | |
| (58_36462)+(58_3649 rl) | 8444 | 3 - Crossing Ramp | S 087 | SR-87 | 50.036 | 190 ft S of SR-202 Exit 47 J-Ra* | 50.114 | 50 ft S of Phoenix 7873/Phoenix* | 39,637 | Derivation Code = 3 MS2 TDMS; Reference = (58_36462)+(58_36496) Previous AADT = 37314 | 8 | 53 | 1,486 | 5,757 | 18% | 62,390 | |
| (68_8688) | 8688 | 3 - Crossing Ramp | S 089 | SR-89 | 61.056 | SR-89A Front | 61.126 | SR-89A Front nonCard | 20,282 | Derivation Code = 1 MS2 TDMS; Reference = (68_8688) Previous AADT = 4892 | 8 | 68 | 2,249 | 697 | 15% | 34,839 | |
| - | 7590 | 3 - Crossing Ramp | S 153002E1 | SR-153 Exit 2 E1-Ramp | 0.306 | Sky Train Yard Rd | 0.445 | SR-153 Exit 2 J-Ramp | 63 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 63 | - | - | - | 2 | 2 | 6% | 99 |
| - | - | 3 - Crossing Ramp | S 202066E | - | 0.000 | - | 0.151 | - | 210 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 200 | - | - | - | - | - | 387 | |
| (68_5234) | 5234 | 3 - Crossing Ramp | S 260 | SR-260 | 12.230 | I-17 Exit 287 C-Ramp | 12.403 | I-17 Exit 287 A-Ramp | 10,846 | Derivation Code = 3 MS2 TDMS; Reference = (68_5234) Previous AADT = 11429 | 8 | 62 | 6,145 | 411 | 60% | 18,630 | |
| (68_6124) | 6124 | 3 - Crossing Ramp | S8040 4 | SR-408 (4) | 9.645 | I-40 Exit 201 J-Ramp | 9.849 | I-40 Exit 201 G-Ramp | 13,063 | Derivation Code = 3 MS2 TDMS; Reference = (68_6124) Previous AADT = 13289 | 9 | 52 | 666 | 651 | 10% | 22,643 | |
| (68_5764) | 5764 | 3 - Crossing Ramp | U 093 | US-93 | 72.168 | I-40 Exit 48 C-Ramp | 72.254 | I-40 Exit 48 G-Ramp | 19,527 | Derivation Code = 3 MS2 TDMS; Reference = (68_5764) Previous AADT = 20575 | 8 | 53 | 1,087 | 8,158 | 47% | 26,652 | |
| (68_3014) | 3014 | 3 - Crossing Ramp | U 095 | US-95 | 24.027 | 170 ft W of I-8 Exit 2 G-Ramp | 24.153 | I-8 Exit 2 C-Ramp | 35,771 | Derivation Code = 3 MS2 TDMS; Reference = (68_3014) Previous AADT = 33971 | 11 | 56 | 1,337 | 5,179 | 18% | 38,202 | |
| (68_6464) | 6464 | 3 - Crossing Ramp | U 191 0 | US-191 nonCard | 372.688 | I-40 Front | 372.764 | I-40 Exit 333 C-Ramp | 1,630 | Derivation Code = 1 MS2 TDMS; Reference = (68_6464) Previous AADT = 1531 | 11 | 71 | 46 | 34 | 5% | 2,775 | |
| - | - | 3 - Crossing Ramp | U 191 OLD ALIGNMENT | US-191 Exit OLD ALIGNMENT-Ramp | 6.923 | US-191 | 7.349 | 0.29 mi SW of Chase Creek | 1,814 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 1795 | - | - | - | - | - | 2,347 | |
| - | - | 3 - Crossing Ramp | U 191 OLD ALIGNMENT | US-191 Exit OLD ALIGNMENT-Ramp | 7.601 | 200 ft SW of Chase Creek | 7.662 | US-191 | 1,814 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 1795 | - | - | - | - | - | 2,347 | |
| (68_6404) | 6404 | 3 - Crossing Ramp | 01 ADAMANA RD | Adamana Rd | 0.048 | I-40 Exit 303 C-Ramp | 0.109 | I-40 Exit 303 A-Ramp | 167 | Derivation Code = 1 MS2 TDMS; Reference = (68_6404) Previous AADT = 151 | 13 | 78 | 9 | 4 | 8% | 262 | |
| (68_6434) | 6434 | 3 - Crossing Ramp | 01 I-40 EXIT 320 XING | I-40 Exit 320 Xing | 0.000 | I-40 Front | 0.064 | I-40 Front nonCard | 46 | Derivation Code = 1 MS2 TDMS; Reference = (68_6434) Previous AADT = 29 | 23 | 50 | 1 | - | 2% | 78 | |
| (68_6444) | 6444 | 3 - Crossing Ramp | 01 I-40 EXIT 325 XING | I-40 Exit 325 Xing | 0.000 | I-40 Front | 0.069 | I-40 Front nonCard | 1,731 | Derivation Code = 1 MS2 TDMS; Reference = (68_6444) Previous AADT = 686 | 11 | 57 | 48 | 24 | 4% | 3,384 | |
| (68_6454) | 6454 | 3 - Crossing Ramp | 01 MCCARROL RD | McCarroll Rd | 4.082 | I-40 Front | 4.152 | I-40 Front nonCard | 68 | Derivation Code = 1 MS2 TDMS; Reference = (68_6454) Previous AADT = 20 | 21 | - | - | - | 0% | 116 | |
| (68_6420) | 6420 | 3 - Crossing Ramp | 01 PETRIFIED FOREST RD | Petrified Forest Rd | 25.298 | I-40 Exit 311 C-Ramp | 25.445 | I-40 Exit 311 G-Ramp | 515 | Derivation Code = 1 MS2 TDMS; Reference = (68_6420) Previous AADT = 573 | 16 | 50 | 40 | 20 | 12% | 877 | |
| (68_6484) | 6484 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 566.657 | I-40 Front | 566.752 | I-40 Exit 341 C-Ramp | 384 | Derivation Code = 1 MS2 TDMS; Reference = (68_6484) Previous AADT = 598 | 12 | 52 | 42 | 21 | 16% | 654 | |
| (68_6494) | 6494 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 571.215 | I-40 Exit 343 G-Ramp | 571.358 | I-40 Exit 343 J-Ramp | 159 | Derivation Code = 1 MS2 TDMS; Reference = (68_6494) Previous AADT = 233 | 14 | 86 | 17 | 6 | 14% | 271 | |
| (68_6504) | 6504 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 574.950 | I-40 Exit 346 G-Ramp | 575.057 | I-40 Exit 346 J-Ramp | 219 | Derivation Code = 1 MS2 TDMS; Reference = (68_6504) Previous AADT = 302 | 11 | 68 | 21 | 9 | 14% | 353 | |
| (68_6514) | 6514 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 576.999 | I-40 Exit 348 G1-Ramp | 577.117 | I-40 Exit 348 C-Ramp | 274 | Derivation Code = 1 MS2 TDMS; Reference = (68_6514) Previous AADT = 458 | 9 | 64 | 31 | 15 | 17% | 467 | |
| (68_6524) | 6524 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 581.618 | I-40 Exit 351 G-Ramp | 581.702 | I-40 Front nonCard | 604 | Derivation Code = 1 MS2 TDMS; Reference = (68_6524) Previous AADT = 52 | 15 | - | 2 | 3 | 1% | 1,028 | |
| (68_6534) | 6534 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 584.959 | I-40 Exit 354 A-Ramp | 585.020 | I-40 Exit 354 C-Ramp | 128 | Derivation Code = 1 MS2 TDMS; Reference = (68_6534) Previous AADT = 212 | 14 | - | 15 | 5 | 16% | 218 | |
| (68_6544) | 6544 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 587.949 | I-40 Exit 357 A-Ramp | 588.013 | I-40 Exit 357 C-Ramp | 1,094 | Derivation Code = 1 MS2 TDMS; Reference = (68_6544) Previous AADT = 1081 | 10 | 93 | 77 | 38 | 11% | 2,139 | |
| (68_6564) | 6564 | 3 - Crossing Ramp | 01 UNIDENTIFIED RD | Unidentified Rd | 590.228 | I-40 Exit 359 J-Ramp | 590.290 | I-40 Exit 359 A-Ramp | 1,782 | Derivation Code = 1 MS2 TDMS; Reference = (68_6564) Previous AADT = 2789 | 9 | 57 | 198 | 99 | 17% | 3,034 | |
| (68_4584) | 4584 | 3 - Crossing Ramp | 02E DRAGON RD | E Dragon Rd | 0.086 | N 4 Y Ranch Rd | 0.184 | I-10 Exit 318 A-Ramp | 830 | Derivation Code = 3 MS2 TDMS; Reference = (68_4584) Previous AADT = 822 | 13 | 95 | 79 | 37 | 14% | 2,490 | |
| (68_4724) | 4724 | 3 - Crossing Ramp | 02N CAVOT RD | N CAVOT RD | 2.341 | I-10 Exit 390 A-Ramp | 2.427 | I-10 Exit 390 J-Ramp | 41 | Derivation Code = 3 MS2 TDMS; Reference = (68_4724) Previous AADT = 41 | 32 | 50 | 2 | 1 | 7% | 72 | |
| (68_4604) | 4604 | 3 - Crossing Ramp | 02N JOHNSON RD | N Johnson Rd | 4.032 | I-10 Exit 322 A-Ramp | 4.113 | I-10 Exit 322 J-Ramp | 1,027 | Derivation Code = 3 MS2 TDMS; Reference = (68_4604) Previous AADT = 1017 | 16 | 59 | 93 | 15 | 11% | 1,803 | |
| (68_7892) | 7892 | 3 - Crossing Ramp | 02S 080343B | Sb Sr-80 Exit 343 U Ramp | 0.000 | SR-80 | 0.027 | SR-80 nonCard | 137 | Derivation Code = 3 MS2 TDMS; Reference = (68_7892) Previous AADT = 127 | 16 | - | 15 | 2 | 12% | 269 | |
| (68_4504) | 4504 | 3 - Crossing Ramp | 02S J SIX RANCH RD | S J Six Ranch Rd | 2.409 | I-10 Exit 297 G-Ramp | 2.442 | N Mescal Rd | 2,914 | Derivation Code = 3 MS2 TDMS; Reference = (68_4504) Previous AADT = 2885 | 10 | 60 | 282 | 131 | 14% | 8,742 | |
| (68_4514) | 4514 | 3 - Crossing Ramp | 02W SKYLINE RD A | W Skyline Rd (A) | 0.000 | I-10 Front | 0.085 | W Skyline Rd | 2,914 | Derivation Code = 3 MS2 TDMS; Reference = (68_4514) Previous AADT = 2115 | 13 | 68 | 21 | 11 | 10% | 558 | |
| (68_6064) | 6064 | 3 - Crossing Ramp | 03 A1 MOUNTAIN RD | A1 Mountain Overpass | 0.000 | I-40 Exit 190 A-Ramp | 0.101 | I-40 Exit 190 J-Ramp | 276 | Derivation Code = 1 MS2 TDMS; Reference = (68_6064) Previous AADT = 241 | 12 | 70 | 17 | 6 | 8% | 290 | |
| (68_6184) | 6184 | 3 - Crossing Ramp | 03 BUFFALO RANGE RD | Buffalo Range Rd | 11.495 | 160 ft SW of I-40 Exit 225 A-Ra* | 11.654 | Indian Route 6910 A | 32 | Derivation Code = 1 MS2 TDMS; Reference = (68_6184) Previous AADT = 55 | 35 | 71 | 3 | 1 | 13% | 49 | |
| (68_6194) | 6194 | 3 - Crossing Ramp | 03 CANYON DIABLO OVERPA | Canyon Diablo Overpa | 0.033 | I-40 Exit 230 A-Ramp | 0.249 | I-40 Exit 230 A-Ramp | 43 | Derivation Code = 1 MS2 TDMS; Reference = (68_6194) Previous AADT = 77 | 28 | 89 | 4 | 1 | 12% | 66 | |
| (68_6014) | 6014 | 3 - Crossing Ramp | 03 CIRCLE PINES RD | Circle Pines Rd (A) | 0.000 | I-40 Exit 167 G-Ramp | 0.074 | I-40 Front nonCard | 1,427 | Derivation Code = 1 MS2 TDMS; Reference = (68_6014) Previous AADT = 863 | 13 | 58 | 62 | 30 | 6% | 2,181 | |
| (68_5964) | 5964 | 3 - Crossing Ramp | 03 CORVA RD A | Corva Rd (A) | 0.000 | I-40 Exit 151 A-Ramp | 0.253 | I-40 Exit 151 C-Ramp | 37 | Derivation Code = 1 MS2 TDMS; Reference = (68_5964) Previous AADT = 39 | 20 | 86 | 2 | 1 | 8% | 57 | |
| (68_5944) | 5944 | 3 - Crossing Ramp | 03 COUNTY LINE RD | County Line Rd (A) | 0.189 | I-40 Front | 0.336 | I-40 Front nonCard | 51 | Derivation Code = 1 MS2 TDMS; Reference = (68_5944) Previous AADT = 33 | 23 | 86 | 1 | 1 | 4% | 78 | |
| (68_5304) | 5304 | 3 - Crossing Ramp | 03 FOX RANCH RD | Fox Ranch Rd | 0.000 | I-17 Front nonCard | 0.074 | I-17 Front | 136 | Derivation Code = 1 MS2 TDMS; Reference = (68_5304) Previous AADT = 53 | 25 | 75 | 3 | 1 | 3% | 208 | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------|--------|--------------------|-------------------------|-----------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_5374} | 5374 | 3-Crossing Ramp | 03 KACHINA VILLAGE UNDE | Kachina Village Unde | 0.000 | I-17 Exit 333 J-Ramp | 0.069 | I-17 Exit 333 A-Ramp | 4,307 | Derivation Code = 1 MS2 TDMS; Reference = {68_5374} Previous AADT = 3937 | 11 | 88 | 271 | 135 | 9% | 7,367 |
| {68_5364} | 5364 | 3-Crossing Ramp | 03 KELLY CANYON RD | Kelly Canyon Rd | 0.015 | I-17 Exit 331 J-Ramp | 0.087 | I-17 Exit 331 A-Ramp | 227 | Derivation Code = 1 MS2 TDMS; Reference = {68_5364} Previous AADT = 56 | 28 | 71 | 3 | 1 | 2% | 347 |
| {68_5974} | 5974 | 3-Crossing Ramp | 03 MCLELLAN RESERVOIR U | McClellan Reservoir U | 0.000 | I-40 Exit 157 A-Ramp | 0.258 | I-40 Exit 157 J-Ramp | 74 | Derivation Code = 1 MS2 TDMS; Reference = {68_5974} Previous AADT = 60 | 16 | 78 | 3 | 1 | 5% | 113 |
| {68_6224} | 6224 | 3-Crossing Ramp | 03 METEOR CITY RD | Meteor City Rd | 0.000 | I-40 Front | 0.196 | I-40 Front nonCard | 37 | Derivation Code = 1 MS2 TDMS; Reference = {68_6224} Previous AADT = 56 | 28 | 57 | 3 | 1 | 11% | 57 |
| {68_5954} | 5954 | 3-Crossing Ramp | 03 MONTE CARLO RD | Monte Carlo Rd | 0.000 | I-40 Exit 149 A-Ramp | 0.195 | I-40 Exit 149 I-Ramp | 39 | Derivation Code = 1 MS2 TDMS; Reference = {68_5954} Previous AADT = 23 | 40 | 75 | 1 | - | 3% | 60 |
| {68_6174} | 6174 | 3-Crossing Ramp | 03 POLLOCK RANCH RD | Pollock Ranch Rd | 16.079 | I-40 Front | 16.106 | I-40 Front | 1,947 | Derivation Code = 1 MS2 TDMS; Reference = {68_6174} Previous AADT = 2085 | 10 | 63 | 155 | 77 | 12% | 2,049 |
| {68_5294} | 5294 | 3-Crossing Ramp | 03 ROCK PARK RD | Rock Park Rd | 0.000 | I-17 Exit 315 C-Ramp | 0.064 | I-17 Exit 315 A-Ramp | 55 | Derivation Code = 1 MS2 TDMS; Reference = {68_5294} Previous AADT = 31 | 30 | 63 | 1 | - | 2% | 84 |
| {68_5314} | 5314 | 3-Crossing Ramp | 03 SCHNEBLI HILL RD | Schnebli Hill Rd | 11.982 | I-17 Exit 320 J-Ramp | 12.064 | I-17 Exit 320 A-Ramp | 242 | Derivation Code = 1 MS2 TDMS; Reference = {68_5314} Previous AADT = 94 | 15 | - | 4 | 3 | 3% | 370 |
| {68_6174} | 6174 | 3-Crossing Ramp | 03 TWIN ARROWS | - | 0.000 | - | 0.030 | - | 1,947 | Derivation Code = 1 MS2 TDMS; Reference = {68_6174} Previous AADT = 2085 | - | - | - | - | - | 2,049 |
| {68_6174} | 6174 | 3-Crossing Ramp | 03 TWIN ARROWS OVERPASS | Twin Arrows Overpass | 0.000 | I-40 Front | 0.301 | I-40 Exit 219 J-Ramp | 1,947 | Derivation Code = 1 MS2 TDMS; Reference = {68_6174} Previous AADT = 2085 | 10 | 63 | 152 | 76 | 12% | 2,049 |
| {68_5344} | 5344 | 3-Crossing Ramp | 03 WILLARD SPRINGS RD | Willard Springs Rd | 0.000 | I-17 Exit 326 A-Ramp | 0.082 | 60 ft SW of I-17 Exit 326 J-Ramp | 369 | Derivation Code = 1 MS2 TDMS; Reference = {68_5344} Previous AADT = 57 | 23 | 75 | 4 | 2 | 2% | 388 |
| {68_6164} | 6164 | 3-Crossing Ramp | 03 WINONA OVERPASS | Winona Overpass | 0.000 | I-40 Exit 211 G-Ramp | 0.088 | I-40 Exit 211 C-Ramp | 2,871 | Derivation Code = 1 MS2 TDMS; Reference = {68_6164} Previous AADT = 1693 | 12 | 91 | 124 | 62 | 6% | 3,809 |
| {68_6024} | 6024 | 3-Crossing Ramp | 03N COOL PINES RD | Cool Pines Rd | 0.492 | I-40 Exit 171 G-Ramp | 0.575 | I-40 Exit 171 C-Ramp | 739 | Derivation Code = 1 MS2 TDMS; Reference = {68_6024} Previous AADT = 595 | 10 | 64 | 54 | 20 | 10% | 1,144 |
| {68_6144} | 6144 | 3-Crossing Ramp | 03N COSNINO RD | N Cosnino Rd | 0.000 | I-40 Exit 207 G1-Ramp | 0.122 | I-40 Exit 207 G1-Ramp | 914 | Derivation Code = 1 MS2 TDMS; Reference = {68_6144} Previous AADT = 1042 | 13 | 98 | 76 | 37 | 12% | 962 |
| {68_5994} | 5994 | 3-Crossing Ramp | 03N GRAND CANYON BLVD | N Grand Canyon Blvd | 0.609 | I-40 Exit 163 A-Ramp | 0.695 | I-40 Exit 163 C-Ramp | 6,684 | Derivation Code = 1 MS2 TDMS; Reference = {68_5994} Previous AADT = 5017 | 7 | 50 | 607 | 152 | 11% | 10,343 |
| {68_6034} | 6034 | 3-Crossing Ramp | 03N PARKS RD | N Parks Rd | 0.000 | I-40 Exit 178 A-Ramp | 0.075 | I-40 Exit 178 C-Ramp | 1,380 | Derivation Code = 1 MS2 TDMS; Reference = {68_6034} Previous AADT = 802 | 13 | 54 | 58 | 29 | 6% | 2,135 |
| {68_6084} | 6084 | 3-Crossing Ramp | 03S FLAGSTAFF RANCH RD | S Flagstaff Ranch Rd | 1.657 | 170 ft S of I-40 Exit 192 G-Ramp | 1.822 | 160 ft N of I-40 Exit 192 J-Ramp | 3,964 | Derivation Code = 1 MS2 TDMS; Reference = {68_6084} Previous AADT = 3043 | 10 | 82 | 238 | 39 | 7% | 6,781 |
| {68_5394} | 5394 | 3-Crossing Ramp | 03S LAKE MARY RD | S Lake Mary Rd | 0.100 | I-40 Exit 195 C1-Ramp | 0.156 | I-17 Exit 339 A-Ramp | 15,843 | Derivation Code = 1 MS2 TDMS; Reference = {68_5394} Previous AADT = 14516 | 10 | 54 | 827 | 1,058 | 12% | 27,243 |
| {68_5324} | 5324 | 3-Crossing Ramp | 03S MUNDS RANCH RD | S Munds Ranch Rd | 0.407 | I-17 Exit 322 C-Ramp | 0.500 | I-17 Exit 322 A-Ramp | 3,929 | Derivation Code = 1 MS2 TDMS; Reference = {68_5324} Previous AADT = 1997 | 10 | 69 | 145 | 73 | 6% | 6,080 |
| {68_5974} | 5974 | 3-Crossing Ramp | 03W PINE SPRINGS RD | W Pine Springs Rd | 3.192 | 150 ft S of I-40 Exit 157 A-Ramp | 3.222 | I-40 Exit 157 A-Ramp | 74 | Derivation Code = 1 MS2 TDMS; Reference = {68_5974} Previous AADT = 60 | 16 | 78 | 4 | 2 | 8% | 113 |
| {68_4171} | 4171 | 3-Crossing Ramp | 04N GISELA RD | N Gisel Rd | 0.000 | SR-87 nonCard | 0.038 | As 87 | 531 | Derivation Code = 1 MS2 TDMS; Reference = {68_4171} Previous AADT = 166 | 11 | 58 | 104 | 4 | 20% | 804 |
| {68_8511} | 8511 | 3-Crossing Ramp | 07 107TH AVE | 107th Ave | 5.107 | I-10 Front | 5.184 | I-10 Front nonCard | 26,747 | Derivation Code = 3 MS2 TDMS; Reference = {68_8511} Previous AADT = 25401 | 9 | 59 | 737 | 2,855 | 13% | 42,101 |
| {68_4774} | 4774 | 3-Crossing Ramp | 07 16TH ST | 16th St | 14.349 | 40 ft S of I-17 Front nonCard | 14.421 | 40 ft N of I-17 Front | 27,873 | Derivation Code = 3 MS2 TDMS; Reference = {68_4774} Previous AADT = 26470 | 9 | 62 | 860 | 3,329 | 15% | 51,338 |
| {68_3804} | 3804 | 3-Crossing Ramp | 07 16TH ST | 16th St | 16.746 | I-10 Exit 146 A-Ramp | 16.817 | I-10 Exit 146 J-Ramp | 28,379 | Derivation Code = 3 MS2 TDMS; Reference = {68_3804} Previous AADT = 26951 | 11 | 65 | 875 | 3,329 | 15% | 52,270 |
| {68_7234} | 7234 | 3-Crossing Ramp | 07 16TH ST | 16th St | 31.251 | SR-101 Front | 31.315 | SR-101 Front nonCard | 4,666 | Derivation Code = 3 MS2 TDMS; Reference = {68_7234} Previous AADT = 4431 | 12 | 55 | 143 | 555 | 15% | 8,594 |
| {68_4804} | 4804 | 3-Crossing Ramp | 07 19TH AVE | 19th Ave | 8.636 | 30 ft N of Hilton Ave | 8.726 | 10 ft S of Durango St | 33,633 | Derivation Code = 3 MS2 TDMS; Reference = {68_4804} Previous AADT = 31940 | 9 | 51 | 1,044 | 4,051 | 15% | 52,940 |
| {68_3754} | 3754 | 3-Crossing Ramp | 07 19TH AVE | 19th Ave | 10.903 | I-10 Exit 143 G-Ramp | 10.978 | I-10 Exit 143 C2-Ramp | 27,380 | Derivation Code = 3 MS2 TDMS; Reference = {68_3754} Previous AADT = 26002 | 10 | 85 | 847 | 3,282 | 15% | 43,097 |
| {68_7204} | 7204 | 3-Crossing Ramp | 07 19TH AVE | 19th Ave | 25.209 | 150 ft S of SR-101 Front | 25.314 | SR-101 Front nonCard | 27,175 | Derivation Code = 3 MS2 TDMS; Reference = {68_7204} Previous AADT = 25807 | 10 | 64 | 842 | 3,263 | 15% | 42,774 |
| {68_3884} | 3884 | 3-Crossing Ramp | 07 24TH ST | 24th St | 9.473 | I-10 Exit 150 G-Ramp | 9.537 | I-10 Exit 150 C-Ramp | 25,887 | Derivation Code = 3 MS2 TDMS; Reference = {68_3884} Previous AADT = 24584 | 11 | 70 | 799 | 3,091 | 15% | 40,747 |
| {68_6574} | 6574 | 3-Crossing Ramp | 07 24TH ST | 24th St | 12.153 | SR-202 Exit 1 P1-Ramp | 12.227 | SR-202 Exit 1 X1-Ramp | 28,844 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 27393 | 11 | 56 | 893 | 3,461 | 15% | 45,401 |
| {68_3734} | 3734 | 3-Crossing Ramp | 07 27TH AVE | 27th Ave | 11.744 | I-10 Exit 142 A-Ramp | 11.829 | I-10 Exit 142 J-Ramp | 24,920 | Derivation Code = 3 MS2 TDMS; Reference = {68_3734} Previous AADT = 23666 | 11 | 74 | 778 | 3,009 | 15% | 45,899 |
| {68_7184} | 7184 | 3-Crossing Ramp | 07 27TH AVE | 27th Ave | 26.630 | SR-101 Front | 26.158 | SR-101 Front nonCard | 21,377 | Derivation Code = 3 MS2 TDMS; Reference = {68_7184} Previous AADT = 20301 | 9 | 54 | 662 | 2,566 | 15% | 38,273 |
| {68_6584} | 6584 | 3-Crossing Ramp | 07 32ND ST | 32nd St | 11.754 | SR-202 Exit 1 P2-Ramp | 11.892 | SR-202 Exit 1 L2-Ramp | 32,823 | Derivation Code = 3 MS2 TDMS; Reference = {68_6584} Previous AADT = 31171 | 10 | - | 3,020 | 490 | 11% | 60,455 |
| {68_6664} | 6664 | 3-Crossing Ramp | 07 32ND ST | 32nd St | 19.768 | SR-51 Exit 8 A-Ramp | 19.852 | SR-51 Exit 8 I2-Ramp | 10,486 | Derivation Code = 3 MS2 TDMS; Reference = {68_6664} Previous AADT = 9958 | 12 | 80 | 324 | 1,254 | 15% | 19,314 |
| {68_3524} | 3524 | 3-Crossing Ramp | 07 339TH AVE | 339th Ave | 9.842 | I-10 Exit 103 G-Ramp | 9.955 | I-10 Exit 103 J-Ramp | 6,727 | Derivation Code = 3 MS2 TDMS; Reference = {68_3524} Previous AADT = 6525 | 7 | 65 | 550 | 516 | 16% | 12,288 |
| {68_3724} | - | 3-Crossing Ramp | 07 35TH AVE | 35th Ave | 11.532 | 30 ft N of BNSF 6 | 12.034 | 10 ft S of Indian School Front * | 48,393 | Derivation Code = 3 MS2 TDMS; Reference = {68_3724} Previous AADT = 45957 | 11 | 64 | - | - | - | 40,544 |
| {68_PHX-5056} | 7174 | 3-Crossing Ramp | 07 35TH AVE | 35th Ave | 22.019 | SR-101 Front | 23.013 | SR-101 Front nonCard | 25,961 | Derivation Code = 3 MS2 TDMS; Reference = {68_PHX-5056} Previous AADT = 24654 | 10 | 62 | 966 | 378 | 5% | 40,864 |
| {68_7174} | - | 3-Crossing Ramp | 07 35TH AVE | - | 25.798 | SR-101 Front | 26.299 | SR-101 Front nonCard | 23,496 | Derivation Code = 3 MS2 TDMS; Reference = {68_7174} Previous AADT = 22313 | - | - | - | - | - | - |
| {68_3774} | 3774 | 3-Crossing Ramp | 07 3RD AVE | 3rd Ave | 10.290 | Latham St | 10.426 | Culver St | 5,939 | Derivation Code = 3 MS2 TDMS; Reference = {68_3774} Previous AADT = 5640 | 18 | - | 184 | 714 | 15% | 10,633 |
| {68_3785} | 3785 | 3-Crossing Ramp | 07 3RD ST | 3rd St | 11.673 | I-10 Exit 145 A-Ramp | 11.716 | Wb I 10 Ex 145 On Ramp | 16,766 | Derivation Code = 3 MS2 TDMS; Reference = {68_3785} Previous AADT = 15922 | 10 | 57 | 518 | 2,012 | 15% | 30,018 |
| {68_3904} | 3904 | 3-Crossing Ramp | 07 40TH ST | 40th St | 9.026 | I-10 Exit 152 A-Ramp | 9.168 | I-10 Exit 152 C-Ramp | 29,359 | Derivation Code = 3 MS2 TDMS; Reference = {68_3904} Previous AADT = 27881 | 9 | 61 | 906 | 3,507 | 15% | 54,075 |
| {68_7654} | 7654 | 3-Crossing Ramp | 07 40TH ST | 40th St | 12.381 | 180 ft S of SR-202 Front | 12.526 | 150 ft S of Portland St | 17,223 | Derivation Code = 3 MS2 TDMS; Reference = {68_7654} Previous AADT = 16356 | 9 | 65 | 532 | 2,060 | 15% | 31,722 |
| {68_3504} | 3504 | 3-Crossing Ramp | 07 411TH AVE | 411th Ave | 11.899 | I-10 Exit 94 G-Ramp | 12.181 | I-10 Exit 94 J-Ramp | 2,451 | Derivation Code = 3 MS2 TDMS; Reference = {68_3504} Previous AADT = 2377 | 8 | 54 | 202 | 187 | 16% | 4,136 |
| {68_3714} | 3714 | 3-Crossing Ramp | 07 43RD AVE | 43rd Ave | 10.426 | I-10 Exit 140 G-Ramp | 10.510 | I-10 Exit 140 J-Ramp | 57,808 | Derivation Code = 3 MS2 TDMS; Reference = {68_3714} Previous AADT = 54898 | 9 | 51 | 2,248 | 8,709 | 19% | 106,474 |
| {68_7634} | 7634 | 3-Crossing Ramp | 07 44TH ST | 44th St | 12.481 | SR-202 Exit 3 P-Ramp | 12.567 | SR-202 Exit 3 L-Ramp | 30,634 | Derivation Code = 3 MS2 TDMS; Reference = {68_7634} Previous AADT = 29092 | 9 | 52 | 2,817 | 459 | 11% | 48,219 |
| {68_3704} | 3704 | 3-Crossing Ramp | 07 51ST AVE | 51st Ave | 13.356 | I-10 Front | 13.451 | I-10 Front nonCard | 60,898 | Derivation Code = 3 MS2 TDMS; Reference = {68_3704} Previous AADT = 57833 | 7 | - | 5,159 | 839 | 10% | 77,305 |
| {68_7164} | 7164 | 3-Crossing Ramp | 07 51ST AVE | 51st Ave | 27.535 | SR-101 Front | 27.655 | 210 ft N of SR-101 Front nonCard | 18,453 | Derivation Code = 3 MS2 TDMS; Reference = {68_7164} Previous AADT = 17524 | 8 | 58 | 1,697 | 275 | 11% | 23,244 |
| {68_7664} | 7664 | 3-Crossing Ramp | 07 52ND ST | 52nd St | 8.474 | 30 ft N of Eb Sr202 Ex 4 Offs R* | 8.569 | 20 ft S of Nb 52nd Ex 4 On Ramp | 15,317 | Derivation Code = 3 MS2 TDMS; Reference = {68_7664} Previous AADT = 14546 | 9 | - | 1,301 | 213 | 10% | 24,109 |
| {68_7274} | 7274 | 3-Crossing Ramp | 07 56TH ST | 56th St | 27.261 | SR-101 Exit 32 P-Ramp | 27.370 | SR-101 Exit 32 L-Ramp | 22,359 | Derivation Code = 3 MS2 TDMS; Reference = {68_7274} Previous AADT = 21234 | 12 | 77 | 684 | 2,651 | 15% | 41,182 |
| {68_3694} | 3694 | 3-Crossing Ramp | 07 59TH AVE | 59th Ave | 8.125 | Eb I 10 Ex 138 Off Ramp | 8.208 | I-10 Front nonCard | 42,608 | Derivation Code = 3 MS2 TDMS; Reference = {68_3694} Previous AADT = 40463 | 7 | 55 | 1,790 | 6,925 | 20% | 78,478 |
| {68_7154} | 7154 | 3-Crossing Ramp | 07 59TH AVE | 59th Ave | 22.275 | SR-101 Front | 22.357 | SR-101 Front nonCard | 38,026 | Derivation Code = 3 MS2 TDMS; Reference = {68_7154} Previous AADT = 36112 | 10 | 57 | 1,173 | 4,544 | 15% | 70,039 |
| {68_3775} | 3775 | 3-Crossing Ramp | 07 5TH AVE | Latham St | 10.447 | Latham St | 10.644 | 20 ft S of Culver St | 4,600 | Derivation Code = 3 MS2 TDMS; Reference = {68_3775} Previous AADT = 4368 | 13 | - | 142 | 547 | 15% | 8,236 |
| {68_3684} | 3684 | 3-Crossing Ramp | 07 67TH AVE | 67th Ave | 10.010 | I-10 Front | 10.105 | I-10 Front nonCard | 51,644 | Derivation Code = 3 MS2 TDMS; Reference = {68_3684} Previous AADT = 49045 | 8 | 52 | 1,958 | 7,584 | 18% | 95,121 |
| {68_3674} | 3674 | 3-Crossing Ramp | 07 67TH AVE | 67th Ave | 24.126 | 210 ft S of SR-101 Front | 24.281 | 180 ft N of SR-101 Front nonCard | 34,995 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 33234 | 9 | 55 | 1,085 | 4,199 | 15% | 64,456 |
| {68_7134} | 7134 | 3-Crossing Ramp | 07 75TH AVE | 75th Ave | 28.125 | I-10 Exit 136 A-Ramp | 28.220 | I-10 Exit 136 C-Ramp | 46 | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trunk % | AADT Combo Trunk % | T Factor % | 2042 Future AADT |
|---------------------------|--------|--------------------|---------------------|------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|---------------------|--------------------|------------|------------------|
| [68_7224] | 7224 | 3-Crossing Ramp | 07 7TH ST | 7th St | 25.381 | SR-101 Front | 25.457 | SR-101 Front nonCard | 31,717 | Derivation Code = 3 MS2 TDMS; Reference = [68_7224] Previous AADT = 30121 | 9 | 53 | 977 | 3,788 | 15% | 40,262 |
| [68_3654] | 3654 | 3-Crossing Ramp | 07 83RD AVE | 83rd Ave | 30.892 | 1-10 Exit 135 A-Ramp | 30.984 | 1-10 Exit 135 C-Ramp | 38,741 | Derivation Code = 3 MS2 TDMS; Reference = [68_3654] Previous AADT = 36791 | 10 | 58 | 1,200 | 4,647 | 15% | 71,355 |
| [68_8075] | 8075 | 3-Crossing Ramp | 07 88TH ST | 88th St | 8.353 | Emelita Ave | 8.798 | Carol Mes Ave | 437 | Derivation Code = 3 MS2 TDMS; Reference = [68_8075] Previous AADT = 415 | 14 | - | 14 | 11 | 6% | 688 |
| [68_3644] | 3644 | 3-Crossing Ramp | 07 91ST AVE | 91st Ave | 40.399 | 1-10 Exit 134 A-Ramp | 40.495 | 1-10 Front nonCard | 26,252 | Derivation Code = 3 MS2 TDMS; Reference = [68_3644] Previous AADT = 24931 | 10 | 59 | 820 | 3,177 | 15% | 48,352 |
| [68_3633] | 3633 | 3-Crossing Ramp | 07 99TH AVE | 99th Ave | 38.621 | 1-10 Exit 133 A-Ramp | 38.723 | 1-10 Front nonCard | 40,079 | Derivation Code = 3 MS2 TDMS; Reference = [68_3633] Previous AADT = 38062 | 8 | 57 | 3,685 | 601 | 11% | 63,086 |
| [68_4844] | 4844 | 3-Crossing Ramp | 07 ADAMS ST | Adams St | 28.200 | 1-17 Front nonCard | 28.258 | 1-17 Front | 6,602 | Derivation Code = 3 MS2 TDMS; Reference = [68_4844] Previous AADT = 6270 | 26 | - | 349 | 1,353 | 26% | 10,392 |
| [68_3184] | 3184 | 3-Crossing Ramp | 07 AGUA CALIENTE RD | Agua Caliente Rd | 0.000 | 1-8 nonCard | 0.021 | 1-8 Exit 87 C-Ramp | 2,885 | Derivation Code = 1 MS2 TDMS; Reference = [68_3184] Previous AADT = 100 | 14 | 69 | 11 | 5 | 6% | 481 |
| [58_36494+] [58_36495] | 8464 | 3-Crossing Ramp | 07 ALMA SCHOOL RD | Alma School Rd | 6.668 | SR-202 Exit 48 C-Ra* | 6.743 | 40 ft N of SR-202 Exit 48 G-Ramp | 33,942 | Derivation Code = 3 MS2 TDMS; Reference = [58_36494]+[58_36495] Previous AADT = 32013 | 9 | 58 | 1,322 | 5,126 | 19% | 53,426 |
| [68_6814] | 6814 | 3-Crossing Ramp | 07 ALMA SCHOOL RD | Alma School Rd | 13.487 | US-60 Exit 178 A-Ramp | 13.568 | US-60 Exit 178 C-Ramp | 43,607 | Derivation Code = 3 MS2 TDMS; Reference = [68_6814] Previous AADT = 41412 | 9 | 58 | 1,388 | 5,379 | 16% | 68,639 |
| [58_MMA-8293]*2 | 7794 | 3-Crossing Ramp | 07 ALMA SCHOOL RD | Alma School Rd | 17.600 | SR-202 Exit 11 A-Ra* | 17.665 | SR-202 Exit 11 J-Ramp | 20,330 | Derivation Code = 1 MS2 TDMS; Reference = [58_MMA-8293]*2 Previous AADT = 26504 | 9 | 67 | 527 | 2,047 | 13% | 34,307 |
| [68_3614] | 3614 | 3-Crossing Ramp | 07 AVONDALE BLVD | Avondale Blvd | 5.668 | 1-10 Exit 131 A-Ramp | 5.763 | 1-10 Exit 131 C-Ramp | 32,051 | Derivation Code = 3 MS2 TDMS; Reference = [68_3614] Previous AADT = 30438 | 8 | 59 | 2,947 | 480 | 11% | 59,033 |
| [68_3944] | 3944 | 3-Crossing Ramp | 07 BASELINE RD | Baseline Rd | 72.922 | Baseline Rd nonCard | 73.063 | Baseline Rd nonCard | 65,225 | Derivation Code = 3 MS2 TDMS; Reference = [68_3944] Previous AADT = 61942 | 8 | 51 | 2,088 | 8,083 | 16% | 82,797 |
| [68_7494] | 7494 | 3-Crossing Ramp | 07 BASELINE RD | Baseline Rd | 77.294 | SR-101 Front | 77.358 | SR-101 Front nonCard | 23,975 | Derivation Code = 3 MS2 TDMS; Reference = [68_7494] Previous AADT = 22768 | 11 | 77 | 741 | 2,873 | 15% | 37,737 |
| [68_8656] | 8656 | 3-Crossing Ramp | 07 BELL RD | Bell Rd | 15.800 | SR-303 Exit 116 X-Ramp | 15.913 | SR-303 Exit 116 T-Ramp | 45,705 | Derivation Code = 3 MS2 TDMS; Reference = [68_8656] Previous AADT = 45562 | 10 | 59 | 1,895 | 2,792 | 10% | 58,018 |
| [68_7114] | 7114 | 3-Crossing Ramp | 07 BELL RD | Bell Rd | 26.201 | SR-101 Exit 14 L-Ramp | 26.318 | SR-101 Exit 14 P-Ramp | 47,199 | Derivation Code = 3 MS2 TDMS; Reference = [68_7114] Previous AADT = 44823 | 12 | 54 | 3,675 | 5,505 | 19% | 59,915 |
| [68_4984] | 4984 | 3-Crossing Ramp | 07 BELL RD | Bell Rd | 33.193 | 1-17 Front nonCard | 33.386 | 1-17 Front | 47,230 | Derivation Code = 3 MS2 TDMS; Reference = [68_4984] Previous AADT = 44853 | 9 | 65 | 4,376 | 712 | 11% | 59,954 |
| [68_6714] | 6714 | 3-Crossing Ramp | 07 BELL RD | Bell Rd | 39.792 | SR-51 Exit 13 L-Ramp | 39.849 | SR-51 Exit 13 P-Ramp | 43,763 | Derivation Code = 3 MS2 TDMS; Reference = [68_6714] Previous AADT = 41560 | 12 | - | 1,646 | 1,364 | 7% | 55,553 |
| [68_7315] | 7315 | 3-Crossing Ramp | 07 BELL RD | Bell Rd | 46.263 | SR-101 Front | 46.342 | SR-101 Front nonCard | 18,862 | Derivation Code = 3 MS2 TDMS; Reference = [68_7315] Previous AADT = 17913 | 10 | 63 | 1,716 | 279 | 11% | 29,689 |
| [68_8618] | 8618 | 3-Crossing Ramp | 07 BETHANY HOME RD | Bethany Home Rd | 32.945 | SR-303 Exit 108 C-Ramp | 33.024 | SR-303 Exit 108 A-Ramp | 1,412 | Derivation Code = 3 MS2 TDMS; Reference = [68_8618] Previous AADT = 1341 | 11 | 74 | 42 | 170 | 15% | 2,528 |
| [68_4904] | 4904 | 3-Crossing Ramp | 07 BETHANY HOME RD | Bethany Home Rd | 50.632 | 26th Ave | 50.800 | 80 ft W of 24th Ave | 47,154 | Derivation Code = 3 MS2 TDMS; Reference = [68_4904] Previous AADT = 44781 | 8 | 60 | 1,508 | 5,845 | 16% | 86,851 |
| [68_6634] | 6634 | 3-Crossing Ramp | 07 BETHANY HOME RD | Bethany Home Rd | 54.614 | 80 ft W of SR-51 Exit 4 L-Ramp | 54.703 | SR-51 Exit 4 T-Ramp | 39,660 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 37664 | 9 | 50 | 1,228 | 4,759 | 15% | 62,426 |
| [68_3924] | 3924 | 3-Crossing Ramp | 07 BROADWAY RD | Broadway Rd | 53.112 | 1-10 Front | 53.282 | 1-10 Exit 153 J2-Ramp | 37,104 | Derivation Code = 3 MS2 TDMS; Reference = [68_3924] Previous AADT = 35236 | 9 | 57 | 1,144 | 4,435 | 15% | 58,403 |
| [68_7464] | 7464 | 3-Crossing Ramp | 07 BROADWAY RD | Broadway Rd | 57.836 | 190 ft W of SR-101 Front | 57.999 | 130 ft W of Cottonwood Tmp Dr | 47,422 | Derivation Code = 3 MS2 TDMS; Reference = [68_7464] Previous AADT = 45035 | 9 | 58 | 1,465 | 5,683 | 15% | 74,644 |
| [68_8074] | 8074 | 3-Crossing Ramp | 07 BROADWAY RD | Broadway Rd | 72.385 | SR-202 Front | 72.466 | SR-202 Front nonCard | 11,387 | Derivation Code = 3 MS2 TDMS; Reference = [68_8074] Previous AADT = 10814 | 10 | 89 | 1,043 | 169 | 11% | 20,973 |
| [68_8034] | 8034 | 3-Crossing Ramp | 07 BROWN RD | Brown Rd | 11.130 | SR-202 Exit 26 A-Ramp | 11.360 | SR-202 Exit 26 C-Ramp | 14,086 | Derivation Code = 3 MS2 TDMS; Reference = [68_8034] Previous AADT = 13377 | 10 | 60 | 444 | 1,721 | 15% | 25,944 |
| [68_4814] | 4814 | 3-Crossing Ramp | 07 BUCKEYE RD | Buckeye Rd | 65.365 | 1-17 Front nonCard | 65.422 | 1-17 Front | 29,247 | Derivation Code = 3 MS2 TDMS; Reference = [68_4814] Previous AADT = 27775 | 9 | 67 | 912 | 3,534 | 15% | 46,036 |
| [68_3854] | 3854 | 3-Crossing Ramp | 07 BUCKEYE RD | Buckeye Rd | 69.430 | 1-10 Exit 149 G-Ramp | 69.511 | 1-10 Exit 149 C-Ramp | 18,492 | Derivation Code = 3 MS2 TDMS; Reference = [68_3854] Previous AADT = 17561 | 11 | 50 | 571 | 2,208 | 15% | 34,060 |
| [68_7734] | 7734 | 3-Crossing Ramp | 07 BULLARD AVE | Bullard Ave | 25.215 | 1-10 Exit 127 G-Ramp | 25.310 | 1-10 Exit 127 J-Ramp | 17,401 | Derivation Code = 3 MS2 TDMS; Reference = [68_7734] Previous AADT = 16525 | 8 | 55 | 1,600 | 260 | 11% | 32,050 |
| [68_8641] | 8641 | 3-Crossing Ramp | 07 CACTUS RD | Cactus Rd | 2.700 | 360 ft E of Cactus Rd nonCard | 3.025 | 270 ft W of Cactus Rd nonCard | 10,941 | Derivation Code = 3 MS2 TDMS; Reference = [68_8641] Previous AADT = 10390 | 10 | 50 | 1,519 | 1,259 | 25% | 20,152 |
| [68_4954] | 4954 | 3-Crossing Ramp | 07 CACTUS RD | Cactus Rd | 20.208 | 1-17 Front nonCard | 20.287 | 50 ft E of 1-17 Front | 36,007 | Derivation Code = 3 MS2 TDMS; Reference = [68_4954] Previous AADT = 34195 | 10 | 71 | 1,327 | 5,139 | 18% | 66,320 |
| [68_6684] | 6684 | 3-Crossing Ramp | 07 CACTUS RD | Cactus Rd | 26.390 | SR-51 Exit 10 L-Ramp | 26.478 | SR-51 Exit 10 P-Ramp | 49,233 | Derivation Code = 3 MS2 TDMS; Reference = [68_6684] Previous AADT = 46755 | 11 | 66 | 4,184 | 687 | 10% | 62,497 |
| [68_7344] | 7344 | 3-Crossing Ramp | 07 CACTUS RD | Cactus Rd | 33.248 | SR-101 Exit 40 P-Ramp | 33.371 | SR-101 Exit 40 L-Ramp | 19,694 | Derivation Code = 3 MS2 TDMS; Reference = [68_7344] Previous AADT = 18703 | 12 | - | 706 | 585 | 7% | 36,274 |
| [68_8612] | 8612 | 3-Crossing Ramp | 07 CAMELBACK RD | Camelback Rd | 42.911 | SR-303 Exit 107 J-Ramp | 42.989 | SR-303 Exit 107 G-Ramp | 5,889 | Derivation Code = 3 MS2 TDMS; Reference = [68_8612] Previous AADT = 5593 | 11 | 57 | 310 | 1,202 | 26% | 10,847 |
| [68_7044] | 7044 | 3-Crossing Ramp | 07 CAMELBACK RD | Camelback Rd | 51.526 | SR-101 Exit 5 X-Ramp | 51.634 | SR-101 Exit 5 P-Ramp | 26,258 | Derivation Code = 3 MS2 TDMS; Reference = [68_7044] Previous AADT = 24936 | 13 | - | 2,231 | 366 | 10% | 41,331 |
| [68_4894] | 4894 | 3-Crossing Ramp | 07 CAMELBACK RD | Camelback Rd | 60.551 | 280 ft W of 1-17 Front nonCard | 60.713 | 270 ft E of 1-17 Front | 44,666 | Derivation Code = 3 MS2 TDMS; Reference = [68_4894] Previous AADT = 42418 | 7 | 62 | 1,429 | 5,533 | 16% | 70,306 |
| [68_7244] | 7244 | 3-Crossing Ramp | 07 CAVE CREEK RD | Cave Creek Rd | 7.882 | SR-101 Front | 7.939 | SR-101 Front nonCard | 29,540 | Derivation Code = 3 MS2 TDMS; Reference = [68_7244] Previous AADT = 28053 | 16 | - | 2,716 | 442 | 11% | 37,498 |
| [68_7694] | 7694 | 3-Crossing Ramp | 07 CENTER PKWY | Center Pkwy | 0.000 | SR-202 Front | 0.166 | 80 ft N of Grand Csr nonCard | 6,565 | Derivation Code = 3 MS2 TDMS; Reference = [68_7694] Previous AADT = 6235 | 13 | - | 557 | 90 | 10% | 10,334 |
| [68_3984] | 3984 | 3-Crossing Ramp | 07 CHANDLER BLVD | Chandler Blvd | 8.996 | 90 ft W of Phoenix TB | 9.132 | 40 ft E of Chandler TB | 45,131 | Derivation Code = 3 MS2 TDMS; Reference = [68_3984] Previous AADT = 42859 | 9 | 53 | 1,408 | 5,458 | 15% | 76,159 |
| [58_36490+] [58_36491] | 8214 | 3-Crossing Ramp | 07 CHANDLER BLVD | Chandler Blvd | 13.551 | SR-101 Front | 13.627 | SR-101 Front nonCard | 36,704 | Derivation Code = 3 MS2 TDMS; Reference = [58_36490]+[58_36491] Previous AADT = 34856 | 9 | 61 | 1,707 | 6,610 | 23% | 57,773 |
| [68_7394] | 7394 | 3-Crossing Ramp | 07 CHAPARRAL RD | Chaparral Rd | 3.127 | 170 ft W of SO22-12 | 3.236 | 40 ft W of Chaparral | 27,519 | Derivation Code = 3 MS2 TDMS; Reference = [68_7394] Previous AADT = 26134 | 9 | 61 | 2,530 | 411 | 11% | 50,686 |
| [68_3579] | 3579 | 3-Crossing Ramp | 07 CITRUS RD | Citrus Rd | 3.965 | 1-10 Front | 4.063 | 1-10 Front nonCard | 2,505 | Derivation Code = 3 MS2 TDMS; Reference = [68_3579] Previous AADT = 2379 | 9 | 58 | 229 | 35 | 11% | 4,614 |
| [68_3214] | 3214 | 3-Crossing Ramp | 07 CITRUS VALLEY RD | Citrus Valley Rd | 0.000 | 1-8 Front | 0.093 | Gila Bend TB | 416 | Derivation Code = 1 MS2 TDMS; Reference = [68_3214] Previous AADT = 352 | 10 | 69 | 28 | 24 | 13% | 702 |
| [68_6624] | 6624 | 3-Crossing Ramp | 07 COLTER ST | Colter St | 54.715 | SR-51 Exit 3 C-Ramp | 54.753 | Nb SR51 Front SB | 13,450 | Derivation Code = 3 MS2 TDMS; Reference = [68_6624] Previous AADT = 12773 | 10 | 98 | 422 | 1,632 | 15% | 24,673 |
| [58_36463+] [58_36464] | 8404 | 3-Crossing Ramp | 07 COOPER RD | Cooper Rd | 5.345 | 190 ft S of SR-202 Exit 45 C-Ra* | 5.421 | 180 ft N of SR-202 Exit 45 A-Ra* | 22,050 | Derivation Code = 3 MS2 TDMS; Reference = [58_36463]+[58_36464] Previous AADT = 21184 | 11 | 66 | 716 | 2,772 | 16% | 34,707 |
| [68_6934] | 6934 | 3-Crossing Ramp | 07 CRISMON RD | Crismon Rd | 12.508 | 190 ft S of US-60 Exit 192 A-Ra* | 12.646 | US-60 Exit 192 C-Ramp | 20,321 | Derivation Code = 3 MS2 TDMS; Reference = [68_6934] Previous AADT = 19298 | 10 | 72 | 628 | 2,431 | 15% | 37,428 |
| [68_5034] | 5034 | 3-Crossing Ramp | 07 DEER VALLEY RD | Deer Valley Rd | 26.707 | 30 ft E of 26th Ave | 27.044 | 280 ft W of 23rd Ave | 26,574 | Derivation Code = 3 MS2 TDMS; Reference = [68_5034] Previous AADT = 25236 | 11 | 72 | 824 | 3,199 | 15% | 48,946 |
| [58_36492+] [58_36493] | 8484 | 3-Crossing Ramp | 07 DOBSON RD | Dobson Rd | 6.077 | 140 ft S of SR-202 Exit 49 J-Ra* | 6.146 | 210 ft N of SR-202 Exit 49 A-Ra* | 24,483 | Derivation Code = 3 MS2 TDMS; Reference = [58_36492]+[58_36493] Previous AADT = 23536 | 10 | 73 | 940 | 3,638 | 19% | 38,537 |
| [68_6804] | 6804 | 3-Crossing Ramp | 07 DOBSON RD | Dobson Rd | 12.998 | US-60 Exit 177 A-Ramp | 13.074 | US-60 Exit 177 C-Ramp | 37,628 | Derivation Code = 3 MS2 TDMS; Reference = [68_6804] Previous AADT = 35734 | 10 | 64 | 1,198 | 4,640 | 16% | 59,228 |
| [68_7784] | 7784 | 3-Crossing Ramp | 07 DOBSON RD | Dobson Rd | 16.690 | SR-202 Exit 10 A-Ramp | 16.778 | SR-202 Exit 10 J-Ramp | 12,782 | Derivation Code = 3 MS2 TDMS; Reference = [68_7784] Previous AADT = 12139 | 9 | 72 | 393 | 1,527 | 15% | 21,570 |
| [68_4934] | 4934 | 3-Crossing Ramp | 07 DUNLAP AVE | Dunlap Ave | 1.898 | 230 ft E of 28th Ave | 2.060 | 280 ft E of 1-17 Front | 49,117 | Derivation Code = 3 MS2 TDMS; Reference = [68_4934] Previous AADT = 46645 | 9 | 59 | 1,571 | 6,087 | 16% | 77,312 |
| [68_3604] | 3604 | 3-Crossing Ramp | 07 DYSMART RD | Dysart Rd | 6.507 | 1-10 Exit 129 A-Ramp | 6.602 | 1-10 Exit 129 C-Ramp | 58,667 | Derivation Code = 3 MS2 TDMS; Reference = [68_3604] Previous AADT = 55714 | 8 | 61 | 1,658 | 2,524 | 7% | 92,344 |
| [68_8667] | 8667 | 3-Crossing Ramp | 07 EL MIRAGE RD | El Mirage Rd | 22.971 | SR-303 Exit 123 A-Ramp | 23.053 | SR-303 Exit 123 J-Ramp | 4,837 | Derivation Code = 3 MS2 TDMS; Reference = [68_8667] Previous AADT = 4822 | - | - | 436 | 70 | 10% | 8,162 |
| [68_3954] | 3954 | 3-Crossing Ramp | 07 ELLIOT RD | Elliot Rd | 70.236 | Elliot Rd nonCard | 70.413 | Elliot Rd nonCard | 41,021 | Derivation Code = 3 MS2 TDMS; Reference = [68_3954] Previous AADT = 38956 | 9 | 70 | 3,799 | 619 | 11% | 52,072 |
| [58_36484+] [58_36485] | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------------------|----------|--------------------|---------------------------|------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_7874} | 7874 | 3- Crossing Ramp | 07 GILBERT RD | Gilbert Rd | 20.524 | Southern Cr nonCard | 20.611 | 110 ft N of SR-202 nonCard | 17,750 | Derivation Code = 3 MS2 TDMS; Reference = {68_7874} Previous AADT = 16857 | 9 | 54 | 561 | 2,171 | 15% | 27,939 |
| {68_8623} | 8623 | 3- Crossing Ramp | 07 GLENDALE AVE | Glendale Ave | 30.893 | SR-303 Exit 109 C-Ramp | 30.974 | SR-303 Exit 109 G-Ramp | 2,821 | Derivation Code = 3 MS2 TDMS; Reference = {68_8623} Previous AADT = 2679 | 10 | 63 | 133 | 518 | 23% | 5,051 |
| {68_7054} | 7054 | 3- Crossing Ramp | 07 GLENDALE AVE | Glendale Ave | 39.455 | SR-101 Exit 7 L-Ramp | 39.570 | SR-101 Exit 7 T-Ramp | 41,575 | Derivation Code = 3 MS2 TDMS; Reference = {68_7054} Previous AADT = 39482 | 9 | 56 | 2,312 | 8,953 | 27% | 65,440 |
| {68_4914} | 4914 | 3- Crossing Ramp | 07 GLENDALE AVE | Glendale Ave | 48.524 | 25th Dr | 48.677 | 30 ft W of 24th Ave | 46,585 | Derivation Code = 3 MS2 TDMS; Reference = {68_4914} Previous AADT = 44240 | 9 | 66 | 1,489 | 5,773 | 16% | 73,326 |
| {68_6644} | 6644 | 3- Crossing Ramp | 07 GLENDALE AVE | Glendale Ave | 52.646 | SR-51 Exit 5 X-Ramp | 52.720 | SR-51 Exit 5 P-Ramp | 27,352 | Derivation Code = 3 MS2 TDMS; Reference = {68_6644} Previous AADT = 25975 | 10 | - | 2,515 | 408 | 11% | 43,053 |
| {68_4824} | 4824 | 3- Crossing Ramp | 07 GRANT ST | Grant St | 36.579 | I-17 Front nonCard | 36.636 | I-17 Front | 6,138 | Derivation Code = 3 MS2 TDMS; Reference = {68_4824} Previous AADT = 5829 | 10 | 87 | 190 | 740 | 15% | 10,989 |
| {68_6874} | 6874 | 3- Crossing Ramp | 07 GREENFIELD MES RD | Greenfield Mes Rd | 10.550 | 90 ft SW of US-60 Exit 185 A-Ra* | 10.795 | 110 N of US-60 Exit 185 I-Ra* | 37,661 | Derivation Code = 3 MS2 TDMS; Reference = {68_6874} Previous AADT = 35765 | 8 | 52 | 1,199 | 4,644 | 16% | 59,280 |
| {68_7924} | 7924 | 3- Crossing Ramp | 07 GREENFIELD MES RD | Greenfield Mes Rd | 16.984 | Virginia Mes St | 17.278 | 180 ft N of SR-202 Exit 20 C-Ra* | 6,380 | Derivation Code = 3 MS2 TDMS; Reference = {68_7924} Previous AADT = 6059 | 12 | 62 | 201 | 781 | 15% | 10,042 |
| {68_8651} | 8651 | 3- Crossing Ramp | 07 GREENWAY RD | Greenway Rd | 2.967 | SR-303 Exit 115 C-Ramp | 3.046 | SR-303 Exit 115 G-Ramp | 29,145 | Derivation Code = 3 MS2 TDMS; Reference = {68_8651} Previous AADT = 29053 | 10 | 54 | 1,144 | 1,527 | 9% | 45,875 |
| {68_4974} | 4974 | 3- Crossing Ramp | 07 GREENWAY RD | Greenway Rd | 20.991 | I-17 Front nonCard | 20.467 | 50 ft E of I-17 Front | 33,491 | Derivation Code = 3 MS2 TDMS; Reference = {68_4974} Previous AADT = 31805 | 10 | 62 | 3,106 | 505 | 11% | 52,716 |
| {68_6704} | 6704 | 3- Crossing Ramp | 07 GREENWAY RD | Greenway Rd | 26.701 | 90 ft E of 34th St | 26.871 | Nb SR51 Exit 12 Oms Ramp | 38,059 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 36144 | 11 | 60 | 1,179 | 4,566 | 15% | 59,906 |
| {68_7504} | 7504 | 3- Crossing Ramp | 07 GUADALUPE RD | Guadalupe Rd | 4.413 | SR-101 Front | 4.482 | SR-101 Front nonCard | 16,489 | Derivation Code = 3 MS2 TDMS; Reference = {68_7504} Previous AADT = 16437 | 16 | 63 | 1,491 | 243 | 11% | 30,370 |
| {68_8134} | 8134 | 3- Crossing Ramp | 07 GUADALUPE RD | Guadalupe Rd | 18.855 | 200 ft W of SR-202 Exit 32 A-Ra* | 19.002 | 160 ft E of SR-202 Exit 32 C-Ra* | 23,720 | Derivation Code = 3 MS2 TDMS; Reference = {68_8134} Previous AADT = 22526 | 12 | 72 | 731 | 2,834 | 15% | 43,689 |
| {68_8672} | 8672 | 3- Crossing Ramp | 07 HAPPY VALLEY PKWY | Happy Valley Pkwy | 0.000 | SR-303 nonCard | 0.064 | SR-303 Exit 125 P-Ramp | 24,800 | Derivation Code = 3 MS2 TDMS; Reference = {68_8672} Previous AADT = 24722 | 9 | 58 | - | - | - | 41,850 |
| {58_35473} | PHX-4210 | 3- Crossing Ramp | 07 HAPPY VALLEY RD | Happy Valley Rd | 22.787 | Black Canyon Hwy (A) | 22.810 | 80 ft W of I-17 Exit 218 L-Ramp | 41,777 | Derivation Code = 3 MS2 TDMS; Reference = {58_35473} Previous AADT = 39674 | 9 | 65 | - | - | - | 65,758 |
| {58_35473} | 35473 | 3- Crossing Ramp | 07 HAPPY VALLEY RD | Happy Valley Rd | 22.810 | 80 ft W of I-17 Exit 218 L-Ramp | 22.869 | I-17 Front nonCard | 41,777 | Derivation Code = 3 MS2 TDMS; Reference = {58_35473} Previous AADT = 39674 | 9 | 65 | - | - | - | 65,758 |
| {68_5054} | 5054 | 3- Crossing Ramp | 07 HAPPY VALLEY RD | Happy Valley Rd | 22.869 | I-17 Front nonCard | 23.194 | I-17 Front | 31,897 | Derivation Code = 3 MS2 TDMS; Reference = {68_5054} Previous AADT = 30292 | 10 | 75 | - | - | - | 40,490 |
| {58_35473} | 35473 | 3- Crossing Ramp | 07 HAPPY VALLEY RD | Happy Valley Rd | 23.194 | I-17 Front | 23.367 | Nb I 17 Ex 218 Ons Ramp | 41,777 | Derivation Code = 3 MS2 TDMS; Reference = {58_35473} Previous AADT = 39674 | 9 | 65 | - | - | - | 76,947 |
| {68_8184} | 8184 | 3- Crossing Ramp | 07 HAWES RD | Hawes Rd | 8.615 | SR-202 Exit 34 C1-Ramp | 8.813 | 160 ft N of SR-24 Exit 0 C-Ramp | 2,045 | Derivation Code = 3 MS2 TDMS; Reference = {68_8184} Previous AADT = 1942 | 14 | 94 | 192 | 31 | 11% | 3,219 |
| {68_3438} | 3438 | 3- Crossing Ramp | 07 HAYDEN RD | - | 15.290 | - | 15.332 | - | 18,997 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 18791 | 10 | 70 | - | - | - | 31,465 |
| {68_7304} | 7304 | 3- Crossing Ramp | 07 HAYDEN RD | Hayden Rd | 15.290 | SR-101 Exit 35 G-Ramp | 15.413 | SR-101 Exit 35 J-Ramp | 18,997 | Derivation Code = 3 MS2 TDMS; Reference = {68_7304} Previous AADT = 17213 | 12 | 61 | - | - | - | 33,384 |
| {68_32831} | 32831 | 3- Crossing Ramp | 07 HAYDEN RD | Hayden Rd | 15.413 | SR-101 Exit 35 J-Ramp | 15.454 | - | 25,212 | Applied Growth Factor = 0.011 to Previous Year Previous AADT = 24938 | 10 | 65 | - | - | - | 41,759 |
| {68_6614} | 6614 | 3- Crossing Ramp | 07 HIGHLAND AVE | Highland Ave | 62.456 | SR-51 Exit 3 J-Ramp | 62.522 | SR-51 Exit 3 A-Ramp | 30,735 | Derivation Code = 3 MS2 TDMS; Reference = {68_6614} Previous AADT = 29188 | 9 | 76 | 948 | 3,677 | 15% | 56,610 |
| {68_8274} | 8274 | 3- Crossing Ramp | 07 HIGLEY RD | Higley Rd | 8.333 | SR-202 Exit 38 C-Ramp | 8.446 | 110 ft N of Gilbert/Maricopa Cn* | 31,668 | Derivation Code = 3 MS2 TDMS; Reference = {68_8274} Previous AADT = 30074 | 9 | 52 | 1,009 | 3,907 | 16% | 49,847 |
| {68_6884} | 6884 | 3- Crossing Ramp | 07 HIGLEY RD | Higley Rd | 12.436 | US-60 Exit 186 A-Ramp | 12.514 | US-60 Exit 186 J-Ramp | 41,955 | Derivation Code = 3 MS2 TDMS; Reference = {68_6884} Previous AADT = 39843 | 8 | 60 | 1,336 | 5,173 | 16% | 66,039 |
| {68_7944} | 7944 | 3- Crossing Ramp | 07 HIGLEY RD | Higley Rd | 18.936 | 220 ft S of SR-202 Exit 21 A-Ra* | 19.094 | 250 ft N of SR-202 Exit 21 J-Ra* | 7,168 | Derivation Code = 3 MS2 TDMS; Reference = {68_7944} Previous AADT = 6807 | 13 | 74 | 226 | 875 | 15% | 11,283 |
| {68_7374} | 7374 | 3- Crossing Ramp | 07 INDIAN BEND RD | Indian Bend Rd | 5.987 | Indian Bend | 6.140 | Indian Bend | 18,327 | Derivation Code = 3 MS2 TDMS; Reference = {68_7374} Previous AADT = 17405 | 8 | 54 | 578 | 2,239 | 15% | 33,756 |
| {68_8607} | 8607 | 3- Crossing Ramp | 07 INDIAN SCHOOL RD | Indian School Rd | 43.709 | SR-303 Exit 106 J-R* | 43.811 | SR-303 Exit 106 G-Ramp | 7,257 | Derivation Code = 3 MS2 TDMS; Reference = {68_8607} Previous AADT = 6892 | 12 | 57 | 222 | 861 | 15% | 11,423 |
| {68_7034} | 7034 | 3- Crossing Ramp | 07 INDIAN SCHOOL RD | Indian School Rd | 53.042 | Indian School Rd nonCard | 53.197 | Indian School Rd nonCard | 31,100 | Derivation Code = 3 MS2 TDMS; Reference = {68_7034} Previous AADT = 29535 | 9 | 53 | 964 | 3,732 | 15% | 48,952 |
| {68_4884} | 4884 | 3- Crossing Ramp | 07 INDIAN SCHOOL RD | Indian School Rd | 61.815 | I-17 Front nonCard | 61.864 | I-17 Front | 56,468 | Derivation Code = 3 MS2 TDMS; Reference = {68_4884} Previous AADT = 53626 | 9 | 61 | 5,237 | 853 | 11% | 88,883 |
| {68_6604} | 6604 | 3- Crossing Ramp | 07 INDIAN SCHOOL RD | Indian School Rd | 65.769 | 17th St | 65.871 | SR-51 Exit 2 P-Ramp | 26,258 | Derivation Code = 3 MS2 TDMS; Reference = {68_6604} Previous AADT = 24936 | 10 | - | 813 | 3,150 | 15% | 33,332 |
| {68_7404} | 7404 | 3- Crossing Ramp | 07 INDIAN SCHOOL RD | Indian School Rd | 74.998 | Indian School | 75.136 | Indian School Rd nonCard | 19,820 | Derivation Code = 3 MS2 TDMS; Reference = {68_7404} Previous AADT = 18822 | 10 | 51 | 614 | 2,377 | 15% | 25,160 |
| {68_3564} | 3564 | 3- Crossing Ramp | 07 JACKRABBIT TRL | Jackrabbit Trl | 6.865 | I-10 Exit 121 G-Ramp | 6.954 | I-10 Exit 121 C-Ramp | 10,590 | Derivation Code = 3 MS2 TDMS; Reference = {68_3564} Previous AADT = 10057 | 8 | 76 | 974 | 159 | 11% | 16,669 |
| {68_4834} | 4834 | 3- Crossing Ramp | 07 JEFFERSON ST | Jefferson St | 43.908 | I-17 Front nonCard | 43.966 | I-17 Front | 10,351 | Derivation Code = 3 MS2 TDMS; Reference = {68_4834} Previous AADT = 9830 | 23 | - | 322 | 1,249 | 15% | 19,065 |
| {68_3839} | 3839 | 3- Crossing Ramp | 07 JEFFERSON ST | Jefferson St | 48.012 | I-10 Front | 48.101 | I-10 Front nonCard | 11,400 | Derivation Code = 3 MS2 TDMS; Reference = {68_3839} Previous AADT = 10826 | 13 | - | 353 | 1,376 | 15% | 20,997 |
| {58_35042}*2 | 35042 | 3- Crossing Ramp | 07 KYRENE RD | Kyrene Rd | 0.173 | Pecos Rd | 0.235 | SR 202 ramp | 11,534 | Derivation Code = 3 MS2 TDMS; Reference = {58_35042}*2 Previous AADT = 10954 | 14 | 82 | 759 | 2,938 | 32% | 18,155 |
| {58_36479}+ {58_36480} | 8554 | 3- Crossing Ramp | 07 KYRENE RD | Kyrene Rd | 0.235 | Chandler TB | 0.315 | 80 ft S of Kesler Ln | 18,559 | Derivation Code = 3 MS2 TDMS; Reference = {58_36479}+{58_36480} Previous AADT = 17651 | 9 | 82 | 759 | 2,938 | 20% | 34,183 |
| {58_35041}*2 | 35041 | 3- Crossing Ramp | 07 KYRENE RD | Kyrene Rd | 0.315 | SR 202 ramp | 0.371 | Kesler Ln | 25,348 | Derivation Code = 3 MS2 TDMS; Reference = {58_35041}*2 Previous AADT = 24072 | 11 | 82 | 759 | 2,938 | 15% | 39,899 |
| {68_8683} | 8683 | 3- Crossing Ramp | 07 LAKE PLEASANT PKWY | Lake Pleasant Pkwy | 9.303 | SR-303 Exit 131 A-Ramp | 9.409 | SR-303 Exit 131 C-Ramp | 3,973 | Derivation Code = 3 MS2 TDMS; Reference = {68_8683} Previous AADT = 3961 | 10 | 68 | 602 | 276 | 22% | 6,254 |
| {68_3594} | 3594 | 3- Crossing Ramp | 07 LITCHFIELD RD | Litchfield Rd | 6.265 | I-10 Exit 128 A-Ramp | 6.359 | I-10 Exit 128 J-Ramp | 31,199 | Derivation Code = 3 MS2 TDMS; Reference = {68_3594} Previous AADT = 29629 | 9 | 53 | 2,869 | 467 | 11% | 57,464 |
| {68_35548} | 35548 | 3- Crossing Ramp | 07 LONE MOUNTAIN PEO PKWY | Lone Mountain PEO Pkwy | 2.764 | Lone Mountain PEO Pkwy nonCard | 2.926 | Lone Mountain PEO Pkwy nonCard | 10,735 | Derivation Code = 3 MS2 TDMS; Reference = {68_35548} Previous AADT = 10195 | 11 | 68 | - | - | - | 16,897 |
| {58_36483}*2 | 36483 | 3- Crossing Ramp | 07 MCCLINTOCK DR | McClintock Dr | 0.000 | SR-202 Front nonCard | 0.078 | 40 ft S of SR-202 Front | 5,874 | Derivation Code = 3 MS2 TDMS; Reference = {58_36483}*2 Previous AADT = 5578 | 10 | 63 | 116 | 452 | 10% | 10,819 |
| {68_6774} | 6774 | 3- Crossing Ramp | 07 MCCLINTOCK DR | McClintock Dr | 6.500 | US-60 Exit 175 A-Ramp | 6.575 | US-60 Exit 175 C-Ramp | 38,598 | Derivation Code = 3 MS2 TDMS; Reference = {68_6774} Previous AADT = 36655 | 10 | 63 | 1,228 | 4,761 | 16% | 60,755 |
| {68_7754} | 7754 | 3- Crossing Ramp | 07 MCCLINTOCK DR | McClintock Dr | 10.048 | SR-202 Exit 8 J-Ramp | 10.068 | 60 ft N of Tempe Tr | 32,281 | Derivation Code = 3 MS2 TDMS; Reference = {68_7754} Previous AADT = 30656 | 12 | 68 | 955 | 3,699 | 14% | 54,474 |
| {68_7384} | 7384 | 3- Crossing Ramp | 07 MCDONALD DR | McDonald Dr | 6.277 | SR-101 Exit 45 G-Ramp | 6.351 | SR-101 Exit 45 J-Ramp | 11,428 | Derivation Code = 3 MS2 TDMS; Reference = {68_7384} Previous AADT = 10853 | 9 | 54 | 351 | 1,365 | 15% | 21,049 |
| {68_7014} | 7014 | 3- Crossing Ramp | 07 MCDOWELL RD | McDowell Rd | 38.658 | 330 ft W of SR-101 Exit 2 C-Ramp | 38.876 | 310 ft W of 95th Ln | 32,963 | Derivation Code = 3 MS2 TDMS; Reference = {68_7014} Previous AADT = 31304 | 11 | 72 | 1,022 | 3,956 | 15% | 60,713 |
| {68_4864} | 4864 | 3- Crossing Ramp | 07 MCDOWELL RD | McDowell Rd | 47.768 | 20 ft E of 25th Ave | 48.013 | 10 ft W of 23rd Ave | 29,675 | Derivation Code = 3 MS2 TDMS; Reference = {68_4864} Previous AADT = 28181 | 10 | 73 | 918 | 3,554 | 15% | 46,709 |
| {68_7774} | 7774 | 3- Crossing Ramp | 07 MCDOWELL RD | McDowell Rd | 52.010 | 20th St | 52.118 | SR-51 Exit 1 T1-Ramp | 24,069 | Derivation Code = 3 MS2 TDMS; Reference = {68_7774} Previous AADT = 22858 | 10 | - | 2,213 | 360 | 11% | 37,885 |
| {68_7424} | 7424 | 3- Crossing Ramp | 07 MCDOWELL RD | McDowell Rd | 60.562 | 190 ft W of McDowell Rd | 60.767 | McDowell Rd | 21,182 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 20116 | 14 | 90 | 657 | 2,541 | 15% | 35,745 |
| {68_7884} | 7884 | 3- Crossing Ramp | 07 MCDOWELL RD | McDowell Rd | 66.580 | Gilbert Rd | 66.939 | SR-202 Exit 17 G-Ramp | 16,312 | Derivation Code = 3 MS2 TDMS; Reference = {68_7884} Previous AADT = 15491 | 10 | 76 | 327 | 77 | 2% | 30,044 |
| {68_7995} | 7995 | 3- Crossing Ramp | 07 MCDOWELL RD | McDowell Rd | 72.816 | SR-202 Exit 23 G-Ramp | 72.881 | SR-202 Exit 23 C-Ramp | 18,131 | Derivation Code = 3 MS2 TDMS; Reference = {68_7995} Previous AADT = 17218 | 8 | 50 | 572 | 2,217 | 15% | 33,395 |
| {68_7434} | 7434 | 3- Crossing Ramp | 07 MCKELLIPS RD | McKellips Rd | 2.752 | McKellips | 2.825 | McKellips | 21,764 | Derivation Code = 3 MS2 TDMS; Reference = {68_7434} Previous AADT = 20669 | 11 | 73 | 673 | 2,610 | 15% | 36,727 |
| {68_7804} | 7804 | 3- Crossing Ramp | 07 MCKELLIPS RD | McKellips Rd | 5.375 | SR-202 Exit 12 J-Ramp | 5.430 | SR-202 Exit 12 A-Ramp | 22,594 | Derivation Code = 3 MS2 TDMS; Reference = {68_7804} Previous AADT = 21457 | 10 | 93 | 712 | 2,763 | 15% | 35,564 |
| {68_8014} | 8014 | 3- Crossing Ramp | 07 MCKELLIPS RD | McKellips Rd | 15.597 | SR-202 Exit 24 A-Ramp | 15.768 | SR-202 Exit 24 C-Ramp | 14,867 | Derivation Code = 3 MS2 TDMS; Reference = {68_8014} Previous AADT = 14119 | 11 | 80 | 459 | 1,777 | 15% | 23,401 |
| {58_36497}+ {58_36498} | 8424 | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AAADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AAADT |
|------------------------|----------|--------------------|-----------------------------|---------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|--|------------|------------|---------------------|--------------------|------------|-------------------|
| (68_6624) | 6624 | 3-Crossing Ramp | 07 NB SR51 EX 4A ON RAMP | Nb Sr51 Ex 4A On Ramp | 0.000 | Colter St | 0.023 | SR-51 Exit 3 G-Ramp | 13,450 | Derivation Code = 3 MS2 TDMS; Reference = (68_6624) Previous AAADT = 12773 | 10 | 98 | 1,187 | 192 | 10% | 24,773 |
| (68_5104) | 5104 | 3-Crossing Ramp | 07 NEW RIVER RD | New River Rd | 63.704 | 60 ft SW of Phoenix 7872/Presco* | 63.820 | 80 ft NE of I-17 Exit 232 G-Ramp | 6,093 | Derivation Code = 1 MS2 TDMS; Reference = (68_5104) Previous AAADT = 4184 | 17 | - | - | - | - | 10,282 |
| (68_8627) | 8627 | 3-Crossing Ramp | 07 NORTHERN AVE | Northern Ave | 32.102 | SR-303 Exit 110 J-Ramp | 32.184 | SR-303 Exit 110 A-Ramp | 2,669 | Derivation Code = 3 MS2 TDMS; Reference = (68_8627) Previous AAADT = 2309 | 11 | 57 | 71 | 276 | 13% | 4,504 |
| (68_7064) | 7064 | 3-Crossing Ramp | 07 NORTHERN AVE | Northern Ave | 40.827 | SR-101 Exit 8 C-Ramp | 40.989 | SR-101 Exit 9 A-Ramp | 36,075 | Derivation Code = 3 MS2 TDMS; Reference = (68_7064) Previous AAADT = 34259 | 8 | 54 | 1,117 | 4,326 | 15% | 45,794 |
| (68_4924) | 4924 | 3-Crossing Ramp | 07 NORTHERN AVE | Northern Ave | 49.715 | Northern Ave nonCard | 49.867 | Northern Ave nonCard | 39,006 | Derivation Code = 3 MS2 TDMS; Reference = (68_4924) Previous AAADT = 37043 | 8 | 60 | 1,247 | 4,833 | 16% | 61,397 |
| (68_6654) | 6654 | 3-Crossing Ramp | 07 NORTHERN AVE | Northern Ave | 54.086 | SR-51 Exit 7 X-Ramp | 54.251 | SR-51 Exit 7 G-Ramp | 22,173 | Derivation Code = 3 MS2 TDMS; Reference = (68_6654) Previous AAADT = 21057 | 10 | 51 | 685 | 2,651 | 15% | 34,901 |
| (68_7074) | 7074 | 3-Crossing Ramp | 07 OLIVE PEO AVE | Olive Peo Ave | 41.175 | SR-101 Exit 9 J-Ramp | 41.255 | SR-101 Exit 9 A-Ramp | 42,691 | Derivation Code = 3 MS2 TDMS; Reference = (68_7074) Previous AAADT = 40542 | 8 | 61 | 1,321 | 5,120 | 15% | 78,631 |
| (68_3194) | 3194 | 3-Crossing Ramp | 07 PAINTED ROCK DAM RD | Painted Rock Dam Rd | 0.000 | I-8 Front | 0.099 | 10 ft S of Lateral A | 372 | Derivation Code = 1 MS2 TDMS; Reference = (68_3194) Previous AAADT = 609 | 18 | 57 | 49 | 48 | 26% | 628 |
| (68_3534) | 3534 | 3-Crossing Ramp | 07 PALO VERDE RD | Palo Verde Rd | 7.308 | I-10 Exit 109 G-Ramp | 7.383 | I-10 nonCard | 5,280 | Derivation Code = 3 MS2 TDMS; Reference = (68_3534) Previous AAADT = 5121 | 9 | - | 433 | 405 | 16% | 7,515 |
| (68_3204) | 3204 | 3-Crossing Ramp | 07 PALOMA RD | Paloma Rd | 0.000 | I-8 Front | 0.088 | I-8 Front (A) | 3,63 | Derivation Code = 1 MS2 TDMS; Reference = (68_3204) Previous AAADT = 494 | 12 | 77 | 39 | 36 | 21% | 613 |
| (68_8636) | 8636 | 3-Crossing Ramp | 07 PEORIA AVE | Peoria Ave | 29.881 | SR-303 Exit 112 J-Ramp | 29.966 | SR-303 Exit 112 G-Ramp | 4,973 | Derivation Code = 3 MS2 TDMS; Reference = (68_8636) Previous AAADT = 9160 | 11 | 59 | 151 | 586 | 15% | 9,160 |
| (68_7084) | 7084 | 3-Crossing Ramp | 07 PEORIA AVE | Peoria Ave | 39.061 | SR-101 Exit 10 C-Ramp | 39.139 | SR-101 Exit 10 A-Ramp | 21,286 | Derivation Code = 3 MS2 TDMS; Reference = (68_7084) Previous AAADT = 20215 | 8 | 51 | 659 | 2,552 | 15% | 39,206 |
| (68_4944) | 4944 | 3-Crossing Ramp | 07 PEORIA AVE | Peoria Ave | 47.298 | 300 ft E of 27th Dr | 47.512 | 310 ft E of I-17 Front | 51,331 | Derivation Code = 3 MS2 TDMS; Reference = (68_4944) Previous AAADT = 48747 | 9 | 53 | 1,598 | 6,188 | 15% | 80,797 |
| (68_3569) | 3569 | 3-Crossing Ramp | 07 PERRYVILLE RD | Perryville Rd | 5.772 | I-10 Exit 122 G-Ramp | 5.852 | I-10 Exit 122 J-Ramp | 5,769 | Derivation Code = 3 MS2 TDMS; Reference = (68_3569) Previous AAADT = 5479 | 10 | 55 | 530 | 86 | 11% | 9,081 |
| (68_5044) | 5044 | 3-Crossing Ramp | 07 PINNACLE PEAK RD | Pinnacle Peak Rd | 28.341 | I-17 Front nonCard | 28.433 | I-17 Front | 20,197 | Derivation Code = 3 MS2 TDMS; Reference = (68_5044) Previous AAADT = 19180 | 10 | 77 | - | - | - | 37,200 |
| (68_8234) | 8234 | 3-Crossing Ramp | 07 POWER RD | Power Rd | 8.491 | SR-202 Exit 36 J-Ramp | 8.569 | SR-202 Exit 36 A-Ramp | 35,029 | Derivation Code = 3 MS2 TDMS; Reference = (68_8234) Previous AAADT = 33266 | 10 | 61 | 1,128 | 4,372 | 16% | 59,111 |
| (68_6904) | 6904 | 3-Crossing Ramp | 07 POWER RD | Power Rd | 12.563 | US-60 Exit 188 A-Ramp | 12.642 | US-60 Exit 188 J-Ramp | 40,604 | Derivation Code = 3 MS2 TDMS; Reference = (68_6904) Previous AAADT = 38560 | 8 | 52 | 1,293 | 5,005 | 16% | 51,543 |
| (68_7984) | 7984 | 3-Crossing Ramp | 07 POWER RD | Power Rd | 18.627 | 190 ft S of SR-202 Exit 23 A-Ra* | 18.716 | 210 ft N of SR-202 Exit 23 J-Ra* | 21,881 | Derivation Code = 3 MS2 TDMS; Reference = (68_7984) Previous AAADT = 20780 | 17 | 60 | 693 | 2,687 | 15% | 34,441 |
| (58_36481)+ (58_36482) | 8524 | 3-Crossing Ramp | 07 PRICE RD | Price Rd | 5.694 | SR-202 Exit 50 J-Ramp | 5.768 | SR-101 Front nonCard | 42,104 | Derivation Code = 3 MS2 TDMS; Reference = (58_36481)+(58_36482) Previous AAADT = 37524 | 8 | 52 | 2,190 | 1,816 | 10% | 66,273 |
| (68_6744) | 6744 | 3-Crossing Ramp | 07 PRIEST DR | Priest Dr | 4.669 | US-60 Exit 172 G-Ramp | 4.757 | US-60 Exit 172 C-Ramp | 30,681 | Derivation Code = 3 MS2 TDMS; Reference = (68_6744) Previous AAADT = 29137 | 10 | 80 | 958 | 3,711 | 15% | 48,293 |
| (68_7684) | 7684 | 3-Crossing Ramp | 07 PRIEST DR | Priest Dr | 8.108 | 180 ft S of SR-202 Front | 8.263 | 140 ft N of SR-202 Front nonCard | 34,883 | Derivation Code = 3 MS2 TDMS; Reference = (68_7684) Previous AAADT = 33127 | 11 | 52 | 1,077 | 4,170 | 15% | 54,907 |
| (68_7314) | 7314 | 3-Crossing Ramp | 07 PRINCESS SCT DR | Princess Sct Dr | 2.572 | SR-101 Front | 2.657 | SR-101 Front nonCard | 27,609 | Derivation Code = 3 MS2 TDMS; Reference = (68_7314) Previous AAADT = 26219 | 10 | 77 | 852 | 3,299 | 15% | 50,852 |
| (68_7334) | 7334 | 3-Crossing Ramp | 07 RAINTREE DR | Raintree Dr | 21.970 | SR-101 Front | 22.045 | SR-101 Front nonCard | 19,786 | Derivation Code = 3 MS2 TDMS; Reference = (68_7334) Previous AAADT = 19724 | 13 | - | 1,787 | 294 | 11% | 36,443 |
| (68_3974) | 3974 | 3-Crossing Ramp | 07 RAY RD | Ray Rd | 47.391 | I-10 Exit 159 A-Ramp | 47.518 | I-10 Exit 159 C-Ramp | 35,706 | Derivation Code = 3 MS2 TDMS; Reference = (68_3974) Previous AAADT = 33909 | 9 | 56 | 1,113 | 4,314 | 15% | 60,254 |
| (58_36488)+ (58_36489) | 8414 | 3-Crossing Ramp | 07 RAY RD | Ray Rd | 51.948 | 210 ft W of SR-101 Front | 52.022 | 200 ft E of SR-101 Front nonCard | 38,915 | Derivation Code = 3 MS2 TDMS; Reference = (58_36488)+(58_36489) Previous AAADT = 36957 | 10 | 64 | 1,565 | 6,063 | 20% | 61,254 |
| (68_7964) | 7964 | 3-Crossing Ramp | 07 RECKER RD | Recker Rd | 18.820 | SR-202 Exit 22 A-Ramp | 18.889 | SR-202 Exit 22 C-Ramp | 10,851 | Derivation Code = 3 MS2 TDMS; Reference = (68_7964) Previous AAADT = 10305 | 10 | 81 | 342 | 1,325 | 15% | 19,986 |
| (58_MMA-3581) | MMA-3581 | 3-Crossing Ramp | 07 RIGGS RD | Riggs Rd | 39.298 | Beltline Rd | 43.127 | I10 exit ramp | 4,264 | Derivation Code = 1 MS2 TDMS; Reference = (58_MMA-3581) Previous AAADT = 5018 | 8 | 70 | 883 | 1,133 | 47% | 7,789 |
| (58_MMA-3583) | MMA-3583 | 3-Crossing Ramp | 07 RIGGS RD | Riggs Rd | 43.127 | I10 exit ramp | 43.430 | I10 exit ramp | 14,292 | Derivation Code = 1 MS2 TDMS; Reference = (58_MMA-3583) Previous AAADT = 10140 | 9 | 70 | 902 | 1,157 | 14% | 18,142 |
| (58_34476) | 34476 | 3-Crossing Ramp | 07 RIGGS RD | Riggs Rd | 43.430 | I10 exit ramp | 44.850 | Old Price Rd | 15,108 | Derivation Code = 3 MS2 TDMS; Reference = (58_34476) Previous AAADT = 14348 | 8 | 73 | 897 | 1,150 | 14% | 25,495 |
| (68_7764) | 7764 | 3-Crossing Ramp | 07 ROSE GARDEN LN | Rose Garden Ln | 28.826 | 200 ft E of 26th Ave | 29.116 | 24th Ave | 11,728 | Derivation Code = 3 MS2 TDMS; Reference = (68_7764) Previous AAADT = 11138 | 12 | 79 | 363 | 1,404 | 15% | 20,998 |
| (68_6764) | 6764 | 3-Crossing Ramp | 07 RURAL RD | Rural Rd | 5.668 | US-60 Exit 174 A-Ramp | 5.748 | US-60 Exit 174 J-Ramp | 41,373 | Derivation Code = 3 MS2 TDMS; Reference = (68_6764) Previous AAADT = 39291 | 9 | 68 | 3,912 | 638 | 11% | 52,519 |
| (68_3484) | 3484 | 3-Crossing Ramp | 07 SALOME HWY | Salome Hwy | 11.883 | I-10 Exit 81 J-Ramp | 12.196 | I-10 Exit 81 G-Ramp | 436 | Derivation Code = 3 MS2 TDMS; Reference = (68_3484) Previous AAADT = 423 | 13 | 64 | 79 | 74 | 35% | 796 |
| (68_8324) | 8324 | 3-Crossing Ramp | 07 SANTAN VILLAGE PKWY | Santan Village Pkwy | 0.352 | 200 ft SE of SR-202 Exit 41 C-R* | 0.503 | 200 ft NW of SR-202 Exit 41 G-R* | 31,216 | Derivation Code = 3 MS2 TDMS; Reference = (68_8324) Previous AAADT = 29645 | 8 | 90 | 971 | 3,761 | 15% | 57,495 |
| (68_3589) | 3589 | 3-Crossing Ramp | 07 SARIVAL AVE | Sarival Ave | 17.758 | I-10 Front | 17.847 | I-10 Front nonCard | 12,564 | Derivation Code = 3 MS2 TDMS; Reference = (68_3589) Previous AAADT = 11932 | 8 | 88 | 1,154 | 187 | 11% | 23,141 |
| (68_5124) | 5124 | 3-Crossing Ramp | 07 SB I 17 EX 236 ON RAMP | Sb I 17 Ex 236 On Ramp | 0.250 | I-17 Exit 236 D-Ramp | 0.277 | Sb I 17 Ex 236 Off Ramp | 3,075 | Derivation Code = 1 MS2 TDMS; Reference = (68_5124) Previous AAADT = 721 | 8 | - | 215 | 116 | 11% | 5,189 |
| | 7704 | 3-Crossing Ramp | 07 SCOTTSDALE RD | Scottsdale Rd | 0.454 | SR-202 Exit 7 P-Ramp | 0.538 | SR-202 Exit 7 X-Ramp | 42,064 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 39947 | 12 | - | 1,303 | 5,048 | 15% | 53,936 |
| (68_7294) | 7294 | 3-Crossing Ramp | 07 SCOTTSDALE RD | Scottsdale Rd | 15.766 | SR-101 Exit 34 G-Ramp | 15.847 | SR-101 Exit 34 J-Ramp | 36,286 | Derivation Code = 3 MS2 TDMS; Reference = (68_7294) Previous AAADT = | 9 | 56 | - | - | - | 46,062 |
| (68_3184) | 3184 | 3-Crossing Ramp | 07 SENTINEL RD | Sentinel Rd | 1.178 | I-8 Exit 87 G-Ramp | 1.217 | I-8 nonCard | 285 | Derivation Code = 1 MS2 TDMS; Reference = (68_3184) Previous AAADT = 100 | 14 | 69 | 11 | 5 | 6% | 481 |
| | 6674 | 3-Crossing Ramp | 07 SHEA BLVD | Shea Blvd | 1.582 | Shea Blvd nonCard | 1.700 | 30 ft W of Phoenix 7872/Phoenix* | 26,439 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 25109 | 9 | - | 819 | 3,173 | 15% | 33,562 |
| | 7354 | 3-Crossing Ramp | 07 SHEA BLVD | Shea Blvd | 8.454 | SR-101 Exit 41 T-Ramp | 8.523 | SR-101 Exit 41 X-Ramp | 46,752 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 44399 | 10 | 59 | 1,448 | 5,609 | 15% | 59,347 |
| (68_6944) | 6944 | 3-Crossing Ramp | 07 SIGNAL BUTTE RD | Signal Butte Rd | 12.502 | 160 ft S of US-60 Exit 193 A-Ra* | 12.668 | 160 ft N of US-60 Exit 193 J-Ra* | 25,451 | Derivation Code = 3 MS2 TDMS; Reference = (68_6944) Previous AAADT = 24170 | 9 | 59 | 786 | 3,044 | 15% | 46,877 |
| (68_101812) | 101812 | 3-Crossing Ramp | 07 SKY HARBOR BLVD 0 | Sky Harbor Blvd nonCard | 3.228 | SR-2025 | 3.766 | SR-2025 Exit 6 A-Ramp | 51,180 | Derivation Code = 3 MS2 TDMS; Reference = (68_101812) Previous AAADT = 48604 | 8 | 75 | 1,563 | 4,060 | 11% | 80,559 |
| (68_6914) | 6914 | 3-Crossing Ramp | 07 SOSSAMAN RD | Sossaman Rd | 13.213 | US-60 Exit 189 A-Ra* | 13.311 | US-60 Exit 189 J-Ramp | 19,729 | Derivation Code = 3 MS2 TDMS; Reference = (68_6914) Previous AAADT = 18736 | 9 | 58 | 628 | 2,433 | 16% | 36,338 |
| (68_7474) | 7474 | 3-Crossing Ramp | 07 SOUTHERN AVE | Southern Ave | 76.424 | 190 ft W of SR-101 Front | 76.582 | 170 ft E of SR-101 Front nonCard | 29,409 | Derivation Code = 3 MS2 TDMS; Reference = (68_7474) Previous AAADT = 27929 | 10 | 61 | 909 | 3,524 | 15% | 46,291 |
| (68_6844) | 6844 | 3-Crossing Ramp | 07 STAPLEY DR | Stapley Dr | 0.480 | US-60 Exit 181 G-Ramp | 0.559 | US-60 Exit 181 C-Ramp | 36,708 | Derivation Code = 3 MS2 TDMS; Reference = (68_6844) Previous AAADT = 34860 | 8 | 54 | 1,168 | 4,526 | 16% | 57,780 |
| (68_3534) | 3534 | 3-Crossing Ramp | 07 SUN VALLEY PKWY | Sun Valley Pkwy | 0.000 | I-10 nonCard | 0.055 | I-10 Exit 109 J-Ramp | 5,280 | Derivation Code = 3 MS2 TDMS; Reference = (68_3534) Previous AAADT = 5121 | 9 | - | - | - | - | 9,545 |
| (68_6894) | 6894 | 3-Crossing Ramp | 07 SUPERSTITION SPRINGSBLVD | Superstition Springs Blvd | 0.570 | US-60 Exit 188 S-Ramp | 0.646 | US-60 Exit 187 A-Ramp | 14,433 | Derivation Code = 3 MS2 TDMS; Reference = (68_6894) Previous AAADT = 13707 | 9 | 69 | 1,364 | 222 | 11% | 22,718 |
| (68_5113)+(68_5114) | - | 3-Crossing Ramp | 07 TABLE MESA RD | Table Mesa Rd | 4.860 | I-17 Front nonCard | 4.976 | I-17 Exit 236 G-Ramp | 481 | Derivation Code = 1 MS2 TDMS; Reference = (68_5113)+(68_5114) Previous AAADT = 721 | 8 | 100 | 13 | 63 | 16% | 812 |
| (68_5124) | 5124 | 3-Crossing Ramp | 07 TABLE MESA RD A | Table Mesa Rd (A) | 0.000 | Sb I 17 Ex 236 Off Ramp | 0.092 | I-17 Front nonCard | 3,075 | Derivation Code = 1 MS2 TDMS; Reference = (68_5124) Previous AAADT = 721 | 8 | - | 211 | 114 | 11% | 5,189 |
| (68_7264) | 7264 | 3-Crossing Ramp | 07 TATUM BLVD | Tatum Blvd | 10.326 | SR-101 Exit 31 P-Ramp | 10.414 | SR-101 Exit 31 X-Ramp | 41,575 | Derivation Code = 3 MS2 TDMS; Reference = (68_7264) Previous AAADT = 39482 | 11 | - | 1,814 | 1,501 | 8% | 65,440 |
| (68_8602) | 8602 | 3-Crossing Ramp | 07 THOMAS RD | Thomas Rd | 48.316 | SR-303 Exit 105 C-Ramp | 48.348 | Nb Sr303 Ex 105 On Ramp | 2,204 | Derivation Code = 3 MS2 TDMS; Reference = (68_8602) Previous AAADT = 2124 | 12 | - | 65 | 256 | 15% | 3,469 |
| (68_7024) | 7024 | 3-Crossing Ramp | 07 THOMAS RD | Thomas Rd | 57.586 | SR-101 Exit 3 C-Ramp | 57.666 | SR-101 Exit 3 G-Ramp | 24,790 | Derivation Code = 3 MS2 TDMS; Reference = (68_7024) Previous AAADT = 23542 | 8 | 51 | 768 | 2,975 | 15% | 39,020 |
| (68_4874) | 4874 | 3-Crossing Ramp | 07 THOMAS RD | Thomas Rd | 66.298 | 50 ft W of I-17 Front nonCard | 66.373 | 40 ft E of I-17 Front | 40,916 | Derivation Code = 3 MS2 TDMS; Reference = (68_4874) Previous AAADT = 38857 | 8 | 58 | 1,278 | 4,950 | 15% | 64,403 |
| | 6594 | 3-Crossing Ramp | 07 THOMAS RD | Thomas Rd | 70.555 | Sb Sr51 Ex 2 Ons Ramp | 70.730 | 30 ft E of Nb Sr51 Ex 2 Offs Ra* | 51,833 | Applied Growth Factor = 0.053 to Previous Year Previous AAADT = 49225 | 8 | 57 | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trunks | AADT Combo Trunks | T Factor % | 2042 Future AADT |
|---------------------------------|----------|--------------------|----------------------------|------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| | 6724 | 3-Crossing Ramp | 07 UNION HILLS DR | Union Hills Dr | 28.558 | SR-51 Exit 14 X-Ramp | 28.644 | SR-51 Exit 14 P-Ramp | 26,117 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 24803 | 11 | - | 818 | 3,170 | 15% | 48,104 |
| (68_3894) | 3894 | 3-Crossing Ramp | 07 UNIVERSITY DR | University Dr | 0.000 | I-10 Exit 151 A-Ramp | 0.088 | I-10 Exit 151 C-Ramp | 30,967 | Derivation Code = 3 MS2 TDMS; Reference = [68_3894] Previous AADT = 29408 | 8 | 51 | 956 | 3,701 | 15% | 57,037 |
| (68_7524) | 7524 | 3-Crossing Ramp | 07 UNIVERSITY DR | University Dr | 2.230 | SR-143 Exit 1 L-Ramp | 2.300 | SR-143 Exit 1 P-Ramp | 34,076 | Derivation Code = 3 MS2 TDMS; Reference = [68_7524] Previous AADT = 33969 | 14 | - | 1,799 | 1,491 | 10% | 53,637 |
| (68_7454) | 7454 | 3-Crossing Ramp | 07 UNIVERSITY DR | University Dr | 7.341 | SR-101 Front | 7.341 | SR-101 Front nonCard | 37,826 | Derivation Code = 3 MS2 TDMS; Reference = [68_7454] Previous AADT = 35922 | 9 | 85 | 1,170 | 4,533 | 15% | 59,539 |
| (68_8054) | 8054 | 3-Crossing Ramp | 07 UNIVERSITY DR | University Dr | 21.990 | SR-202 Front | 22.070 | SR-202 Front nonCard | 21,336 | Derivation Code = 3 MS2 TDMS; Reference = [68_8054] Previous AADT = 20262 | 9 | 51 | 673 | 2,608 | 15% | 39,298 |
| (68_5014) | 5014 | 3-Crossing Ramp | 07 UTOPIA RD | Utopia Rd | 30.353 | I-17 | 30.383 | I-17 Front | 15,211 | Derivation Code = 3 MS2 TDMS; Reference = [68_5014] Previous AADT = 14663 | 11 | 72 | 1,363 | 221 | 10% | 23,943 |
| (68_8344) | 8344 | 3-Crossing Ramp | 07 VAL VISTA DR | Val Vista Dr | 5.660 | 230 ft S of SR-202 Exit 42 C-Ra* | 5.865 | 240 ft N of SR-202 Exit 42 G-Ra* | 46,210 | Derivation Code = 3 MS2 TDMS; Reference = [68_8344] Previous AADT = 43884 | 9 | 65 | 1,437 | 5,271 | 15% | 72,736 |
| (68_6864) | 6864 | 3-Crossing Ramp | 07 VAL VISTA DR | Val Vista Dr | 12.558 | US-60 Exit 184 A-Ramp | 12.636 | US-60 Exit 184 J-Ramp | 42,644 | Derivation Code = 3 MS2 TDMS; Reference = [68_6864] Previous AADT = 40498 | 9 | 56 | 1,327 | 5,139 | 15% | 67,123 |
| (68_7904) | 7904 | 3-Crossing Ramp | 07 VAL VISTA DR | Val Vista Dr | 19.196 | SR-202 Exit 19 A-Ramp | 19.264 | SR-202 Exit 19 J-Ramp | 4,698 | Derivation Code = 3 MS2 TDMS; Reference = [68_7904] Previous AADT = 4462 | 14 | 74 | 147 | 573 | 15% | 7,395 |
| (68_4854) | 4854 | 3-Crossing Ramp | 07 VAN BUREN ST | Van Buren St | 66.446 | I-17 Front nonCard | 66.491 | I-17 Front | 21,136 | Derivation Code = 3 MS2 TDMS; Reference = [68_4854] Previous AADT = 20072 | 9 | 80 | 1,957 | 319 | 11% | 33,269 |
| (68_7665) | 7665 | 3-Crossing Ramp | 07 VAN BUREN ST | Van Buren St | 74.465 | SR-202 Exit 4 G-Ramp | 74.551 | SR-202 Front nonCard | 17,265 | Derivation Code = 3 MS2 TDMS; Reference = [68_7665] Previous AADT = 16396 | 11 | 59 | 532 | 2,065 | 15% | 27,176 |
| (68_3274) | 3274 | 3-Crossing Ramp | 07 VEKOL VALLEY RD | Vekol Valley Rd | 11.018 | I-17 Exit 144 A-Ramp | 11.365 | Wb I 8 Ex 144 Ons Ramp | 44 | Derivation Code = 1 MS2 TDMS; Reference = [68_3274] Previous AADT = 19 | 32 | - | 2 | 1 | 7% | 74 |
| (68_8594) | 8594 | 3-Crossing Ramp | 07 VERRADO WAY | Verrado Way | 6.723 | I-10 Exit 120 A-Ramp | 6.834 | I-10 Exit 120 C-Ramp | 20,182 | Derivation Code = 3 MS2 TDMS; Reference = [68_8594] Previous AADT = 19113 | 9 | 56 | 1,851 | 300 | 11% | 37,069 |
| (68_7364) | 7364 | 3-Crossing Ramp | 07 VIA DE VENTURA | Via De Ventura | 2.369 | VIA DE VENTURA | 2.439 | SR-101 Exit 43 C-Ramp | 20,262 | Derivation Code = 3 MS2 TDMS; Reference = [68_7364] Previous AADT = 19356 | 13 | 81 | 630 | 2,442 | 15% | 37,541 |
| (68_8672) | 8672 | 3-Crossing Ramp | 07 VISTANCIA BLVD | Vistancia Blvd | 0.000 | SR-303 nonCard | 0.039 | SR-303 Exit 125 L-Ramp | 24,800 | Derivation Code = 3 MS2 TDMS; Reference = [68_8672] Previous AADT = 24722 | 11 | - | 898 | 746 | 7% | 31,481 |
| (68_8646) | 8646 | 3-Crossing Ramp | 07 WADELLE RD | Waddell Rd | 2.328 | SR-303 Exit 114 X-Ramp | 2.414 | SR-303 Exit 114 P-Ramp | 20,803 | Derivation Code = 3 MS2 TDMS; Reference = [68_8646] Previous AADT = 20738 | 10 | 60 | 817 | 1,090 | 9% | 38,316 |
| (68_3964) | 3964 | 3-Crossing Ramp | 07 WARNER RD | Warner Rd | 0.725 | 80 ft W of I-10 Exit 158 G-Ramp | 0.847 | 130 E of I-10 Exit 158 J-Ramp | 20,509 | Derivation Code = 3 MS2 TDMS; Reference = [68_3964] Previous AADT = 19477 | 10 | 76 | 642 | 2,482 | 15% | 32,282 |
| (58_36486)+(58_36487) | 8204 | 3-Crossing Ramp | 07 WARNER RD | Warner Rd | 5.306 | Chandler/Tempe TB | 5.397 | 170 ft E of SR-101 Front nonCard | 29,622 | Derivation Code = 3 MS2 TDMS; Reference = [58_36486]+[58_36487] Previous AADT = 28191 | 10 | 63 | 1,675 | 6,481 | 28% | 49,987 |
| (68_3844) | 3844 | 3-Crossing Ramp | 07 WASHINGTON ST | Washington St | 50.753 | I-10 Front | 50.840 | I-10 Front nonCard | 13,406 | Derivation Code = 3 MS2 TDMS; Reference = [68_3844] Previous AADT = 12731 | 16 | - | 414 | 1,610 | 15% | 21,102 |
| | 7544 | 3-Crossing Ramp | 07 WASHINGTON ST | Washington St | 53.949 | SR-143 Exit 2 X-Ramp | 54.083 | SR-143 Exit 2 T-Ramp | 28,945 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 27489 | 11 | 53 | 897 | 3,472 | 15% | 45,560 |
| (58_36035)+(58_36036)-(68_8581) | 7505 | 3-Crossing Ramp | 07 WATSON RD | Watson Rd | 6.317 | I-10 Exit 116 A-Ramp | 6.425 | I-10 Exit 116 C-Ramp | 28,194 | Derivation Code = 3 MS2 TDMS; Reference = [58_36035]+[58_36036]-[68_8581] Previous AADT = 26100 | 8 | 82 | 175 | 12 | 1% | 51,929 |
| (68_8314) | 8314 | 3-Crossing Ramp | 07 WILLIAMS FIELD RD | Williams Field Rd | 2.844 | 190 ft W of SR-202 Exit 40 A-Ra* | 2.958 | SR-202 Exit 40 C-Ramp | 30,316 | Derivation Code = 3 MS2 TDMS; Reference = [68_8314] Previous AADT = 28790 | 10 | 60 | 2,866 | 467 | 11% | 55,838 |
| (68_3514) | 3514 | 3-Crossing Ramp | 07 WINTERSBURG RD | Wintersburg Rd | 9.266 | I-10 Exit 98 G-Ramp | 9.553 | I-10 Exit 98 C-Ramp | 1,949 | Derivation Code = 3 MS2 TDMS; Reference = [68_3514] Previous AADT = 1890 | 16 | 97 | 276 | 258 | 27% | 3,289 |
| | - | 3-Crossing Ramp | 07 YORKSHIRE DR | Yorkshire Dr | 21.952 | - | 22.022 | - | 3,458 | Applied Growth Factor = 0.053 to Previous Year Previous AADT = 3284 | - | - | - | - | - | 6,191 |
| (68_5014) | 5014 | 3-Crossing Ramp | 07 YORKSHIRE DR | Yorkshire Dr | 22.022 | I-17 Front nonCard | 22.069 | I-17 | 15,211 | Derivation Code = 3 MS2 TDMS; Reference = [68_5014] Previous AADT = 14663 | 11 | 72 | 1,363 | 221 | 10% | 23,943 |
| (68_5684) | 5684 | 3-Crossing Ramp | 08 FRANCONIA EXIT | N Franconia Rd | 0.000 | I-40 Front | 0.033 | 450 ft S of Sacramento Wash | 42 | Derivation Code = 3 MS2 TDMS; Reference = [68_5684] Previous AADT = 42 | 22 | 67 | 1 | 4 | 12% | 65 |
| (68_5844) | 5844 | 3-Crossing Ramp | 08E FORT ROCK RANCH RD | E Fort Rock Ranch Rd | 3.062 | I-40 Exit 91 A-Ramp | 3.173 | I-40 Exit 91 C-Ramp | 94 | Derivation Code = 1 MS2 TDMS; Reference = [68_5844] Previous AADT = 119 | 17 | 78 | 4 | 18 | 23% | 145 |
| (68_5664) | 5664 | 3-Crossing Ramp | 08E NEEDLE MOUNTAIN RD | E Needle Mountain Rd | 3.193 | 0.11 mil N of I-40 Exit 2 C-Ramp | 3.473 | I-40 Front | 123 | Derivation Code = 3 MS2 TDMS; Reference = [68_5664] Previous AADT = 123 | 13 | 75 | 4 | 18 | 18% | 190 |
| (68_5724) | 5724 | 3-Crossing Ramp | 08E PROVING GROUND RD | W Proving Grounds Rd | 0.000 | I-40 Front nonCard | 0.215 | I-40 Front | 329 | Derivation Code = 3 MS2 TDMS; Reference = [68_5724] Previous AADT = 330 | 16 | 98 | 17 | 53 | 21% | 509 |
| (68_5684) | 5684 | 3-Crossing Ramp | 08N FRANCONIA RD | N Franconia Rd | 11.064 | I-40 Front | 11.118 | 450 ft S of Sacramento Wash | 42 | Derivation Code = 3 MS2 TDMS; Reference = [68_5684] Previous AADT = 42 | 22 | 67 | 2 | 5 | 17% | 65 |
| (68_5684) | 5684 | 3-Crossing Ramp | 08N FRANCONIA RD | N Franconia Rd | 11.151 | I-40 Front | 11.275 | 450 ft S of Sacramento Wash | 42 | Derivation Code = 3 MS2 TDMS; Reference = [68_5684] Previous AADT = 42 | 22 | 67 | 2 | 5 | 17% | 65 |
| (68_5684) | 5684 | 3-Crossing Ramp | 08N FRANCONIA EXIT | N Franconia Rd | 0.000 | I-40 Front | 0.054 | 450 ft S of Sacramento Wash | 42 | Derivation Code = 3 MS2 TDMS; Reference = [68_5684] Previous AADT = 42 | 22 | 67 | 2 | 5 | 17% | 65 |
| (68_4734) | 4734 | 3-Crossing Ramp | 08N HIGHWAY 91 | N Highway 91 | 0.061 | 320 ft N of E Highway 91 | 0.343 | 100 ft E of Rincon Rd | 2,354 | Derivation Code = 3 MS2 TDMS; Reference = [68_4734] Previous AADT = 2361 | 8 | 66 | 93 | 886 | 42% | 3,523 |
| (68_5774) | 5774 | 3-Crossing Ramp | 08N STOCKTON HILL RD | N Stockton Hill Rd | 1.502 | 170 ft S of I-40 Exit 51 A-Ramp | 1.693 | I-40 Front nonCard | 28,419 | Derivation Code = 3 MS2 TDMS; Reference = [68_5774] Previous AADT = 29945 | 9 | 57 | 2,518 | 415 | 10% | 40,814 |
| (68_5834) | 5834 | 3-Crossing Ramp | 08N WILLOWS RANCH RD | N Willows Ranch Rd | 1.671 | I-40 Exit 87 A-Ramp | 1.842 | I-40 Exit 87 C-Ramp | 79 | Derivation Code = 1 MS2 TDMS; Reference = [68_5834] Previous AADT = 107 | 17 | 82 | 2 | 38 | 51% | 122 |
| (68_5804) | 5804 | 3-Crossing Ramp | 08S BLAKE RANCH RD | S Blake Ranch Rd | 21.940 | I-40 Exit 66 A-Ramp | 22.033 | I-40 Exit 66 X-Ramp | 4,936 | Derivation Code = 1 MS2 TDMS; Reference = [68_5804] Previous AADT = 5331 | 10 | 62 | 282 | 869 | 23% | 7,636 |
| (68_5794) | 5794 | 3-Crossing Ramp | 08S DW RANCH RD | S Dw Ranch Rd | 5.429 | I-40 Exit 59 A-Ramp | 5.554 | I-40 Front nonCard | 3,195 | Derivation Code = 1 MS2 TDMS; Reference = [68_5794] Previous AADT = 3266 | 8 | 55 | 129 | 1,227 | 42% | 4,942 |
| (68_5654) | 5654 | 3-Crossing Ramp | 08S HISTORIC RTE 66 | S Historic Rte 66 | 0.510 | Historic Us Rt 66 | 0.555 | I-40 Front | 659 | Derivation Code = 3 MS2 TDMS; Reference = [68_5654] Previous AADT = 611 | 11 | 82 | 34 | 107 | 21% | 838 |
| (68_5824) | 5824 | 3-Crossing Ramp | 08S SILVER SPRINGS RD | S Silver Springs Rd | 1.414 | 50 ft S of I-40 Exit 79 A-Ramp | 1.523 | 70 ft N of I-40 Exit 79 J-Ramp | 130 | Derivation Code = 1 MS2 TDMS; Reference = [68_5824] Previous AADT = 379 | 17 | 95 | 18 | 60 | 60% | 201 |
| (68_5734) | 5734 | 3-Crossing Ramp | 08W DEAN DR | W Dean Dr | 0.130 | I-40 Exit 28 J-Ramp | 0.348 | I-40 Exit 28 G-Ramp | 77 | Derivation Code = 3 MS2 TDMS; Reference = [68_5734] Previous AADT = 77 | 17 | 69 | 2 | 10 | 16% | 119 |
| (68_5744) | 5744 | 3-Crossing Ramp | 08W GRIFFITH RD | W Griffith Rd | 1.225 | I-40 Exit 37 J-Ramp | 1.451 | I-40 Exit 37 A-Ramp | 627 | Derivation Code = 3 MS2 TDMS; Reference = [68_5744] Previous AADT = 629 | 26 | 92 | 32 | 101 | 21% | 970 |
| (68_5714) | 5714 | 3-Crossing Ramp | 08W INDUSTRY DR | W Industry Dr | 0.000 | I-40 Exit 25 J-Ramp | 0.116 | I-40 | 474 | Derivation Code = 3 MS2 TDMS; Reference = [68_5714] Previous AADT = 475 | 12 | 61 | 23 | 76 | 21% | 733 |
| (68_5714) | 5714 | 3-Crossing Ramp | 08W MOHAVE CENTER BLVD | W Mohave Center Blvd | 0.000 | I-40 | 0.087 | I-40 Exit 25 A-Ramp | 474 | Derivation Code = 3 MS2 TDMS; Reference = [68_5714] Previous AADT = 475 | 12 | 61 | 24 | 77 | 21% | 733 |
| (68_5694) | 5694 | 3-Crossing Ramp | 08W SANTA FE RANCH RD | W Santa Fe Ranch Rd | 0.027 | I-40 Exit 20 C-Ramp | 0.254 | I-40 Exit 20 G-Ramp | 194 | Derivation Code = 3 MS2 TDMS; Reference = [68_5694] Previous AADT = 195 | 12 | 74 | 10 | 30 | 21% | 300 |
| (214_MC-8082p) | MC-8082p | 3-Crossing Ramp | 08W SHINARUMP DR | W Shinarump Dr | 12.733 | I-40 Front nonCard | 13.039 | I-40 | 3,418 | Derivation Code = 3 MS2 TDMS; Reference = [214_MC-8082p] Previous AADT = 2961 | 10 | 51 | 149 | 465 | 18% | 5,287 |
| (68_5754) | 5754 | 3-Crossing Ramp | 08W SHINARUMP DR | W Shinarump Dr | 13.039 | I-40 Front nonCard | 13.180 | I-40 Front | 2,845 | Derivation Code = 3 MS2 TDMS; Reference = [68_5754] Previous AADT = 2854 | 10 | 51 | 149 | 465 | 22% | 4,401 |
| (68_6384) | 6384 | 3-Crossing Ramp | 09 ARNTZ RD | Arntz Rd | 0.000 | Sun Valley Rd | 0.037 | I-40 Exit 294 C-Ramp | 550 | Derivation Code = 1 MS2 TDMS; Reference = [68_6384] Previous AADT = 792 | 15 | 55 | 55 | 29 | 15% | 864 |
| (68_6284) | 6284 | 3-Crossing Ramp | 09 HIBBARD SIDING RD | Hibbard Siding Rd | 0.000 | I-40 Exit 264 A-Ramp | 0.111 | 220 ft S of I-40 Exit 264 A-Ramp | 27 | Derivation Code = 1 MS2 TDMS; Reference = [68_6284] Previous AADT = 26 | 57 | - | 1 | - | 4% | 42 |
| (68_6324) | 6324 | 3-Crossing Ramp | 09 HUNT RD | Hunt Rd | 0.499 | I-40 Exit 280 A-Ramp | 0.597 | I-40 Exit 280 J-Ramp | 99 | Derivation Code = 1 MS2 TDMS; Reference = [68_6324] Previous AADT = 87 | 15 | 50 | 4 | 2 | 6% | 156 |
| (68_6254) | 6254 | 3-Crossing Ramp | 09 NORTH PARK DR | North Park Dr | 0.554 | I-40 Exit 253 T-Ramp | 0.658 | I-40 Exit 253 X-Ramp | 4,492 | Derivation Code = 3 MS2 TDMS; Reference = [68_6254] Previous AADT = 4570 | 9 | 55 | 359 | 58 | 9% | 9,901 |
| (68_6294) | 6294 | 3-Crossing Ramp | 09 OVERPASS | Overpass | 0.000 | I-40 Front | 0.125 | I-40 Front nonCard | 14 | Derivation Code = 1 MS2 TDMS; Reference = [68_6294] Previous AADT = 110 | 14 | 57 | 6 | 3 | 8% | 171 |
| (68_6334) | 6334 | 3-Crossing Ramp | 09 OVERPASS | Overpass | 13.422 | I-40 Exit 283 C-Ramp | 13.512 | I-40 Exit 283 A-Ramp | 2,011 | Derivation Code = 1 MS2 TDMS; Reference = [68_6334] Previous AADT = 2705 | 9 | 56 | 254 | 94 | 17% | 2,952 |
| (68_6384) | 6384 | 3-Crossing Ramp | 09 SUN VALLEY RD | Sun Valley Rd | 3.346 | I-40 Exit 294 A-Ramp | 3.382 | Arntz Rd | 550 | Derivation Code = 1 MS2 TDMS; Reference = [68_6384] Previous AADT = 792 | 15 | 55 | 57 | 30 | 16% | 864 |
| (68_4379) | 4379 | 3-Crossing Ramp | 10E AJO WAY | E Ajo Way | 1.243 | I-10 Exit 263 A-Ramp | 1.575 | I-10 Exit 263 T-Ramp | 26,872 | Derivation Code = 3 MS2 TDMS; Reference = [68_4379] Previous AADT = 26294 | 9 | 53 | 831 | 3,221 | 15% | 36,064 |
| (68_8490) | 8490 | 3-Crossing Ramp | 10E AVIATION EB OFF RAMP | E Aviation Eb Off Ramp | 0.000 | S Dodge Blvd | 0.257 | E Golf Links Eb On Ramp | 2,800 | Derivation Code = 3 MS2 TDMS; Reference = [68_8490] Previous AADT = 3097 | 10 | - | 89 | 74 | 6% | 3,968 |
| (68_8490) | 8490 | 3-Crossing Ramp | 10E AVIATION EB OFF RAMP A | E Aviation Eb Off Ramp | 0.000 | S Dodge Blvd | 0.261 | E Golf Links Eb On Ramp | 2, | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|--------------------------------|--------|--------------------|--------------------------|------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| (68_4224) | 4224 | 3-Crossing Ramp | 10N CORTARO RD | N Cortaro Rd | 1.761 | I-10 Front | 1.848 | I-10 Front nonCard | 29,837 | Derivation Code = 3 MS2 TDMS; Reference = (68_4224) Previous AADT = 29195 | 9 | 56 | 918 | 3,558 | 15% | 45,097 |
| (68_4194) | 4194 | 3-Crossing Ramp | 10N SANDARIO RD | N Sandario Rd | 16.792 | W Marana Rd | 16.792 | I-10 Exit 236 C-Ramp | 10,877 | Derivation Code = 1 MS2 TDMS; Reference = (68_4194) Previous AADT = 10221 | 11 | 72 | 657 | 1,263 | 18% | 16,580 |
| (68_4394) | 4394 | 3-Crossing Ramp | 10S ALVERNON WAY | S Alvernion Way | 15.282 | I-10 Front | 15.566 | I-10 Exit 265 C-Ramp | 24,643 | Derivation Code = 3 MS2 TDMS; Reference = (68_4394) Previous AADT = 24113 | 11 | 60 | 1,274 | - | 5% | 33,072 |
| (68_4494) | 4494 | 3-Crossing Ramp | 10S BELL RD | S Bell Rd | 0.000 | I-10 Front | 0.124 | I-10 Exit 292 I-Ramp | 48 | Derivation Code = 3 MS2 TDMS; Reference = (68_4494) Previous AADT = 48 | 47 | 75 | 3 | 2 | 10% | 68 |
| (68_4414) | 4414 | 3-Crossing Ramp | 10S CRAYCROFT RD | S Craycroft Rd | 2.170 | I-10 Front | 2.248 | I-10 Front nonCard | 9,023 | Derivation Code = 3 MS2 TDMS; Reference = (68_4414) Previous AADT = 9378 | 9 | 62 | 358 | 1,390 | 19% | 13,754 |
| (68_4494) | 4494 | 3-Crossing Ramp | 10S EMPIRITA RD | S Empirita Rd | 2.503 | I-10 Exit 292 G-Ramp | 2.637 | I-10 | 48 | Derivation Code = 3 MS2 TDMS; Reference = (68_4494) Previous AADT = 48 | 47 | 75 | 3 | 2 | 10% | 68 |
| (68_4454) | 4454 | 3-Crossing Ramp | 10S HOUGHTON RD | S Houghton Rd | 10.239 | I-10 Exit 275 G-Ramp | 10.375 | 130 ft S of I-10 Exit 275 X-Ramp | 11,907 | Derivation Code = 3 MS2 TDMS; Reference = (68_4454) Previous AADT = 12357 | 11 | 57 | - | - | - | 18,150 |
| (68_4374) | 4374 | 3-Crossing Ramp | 10S KINO PKWY | S Kino Pkwy | 0.233 | I-10 Exit 263 B-Ramp | 0.696 | W I10 Exit 263 On Ramp (A) | 33,775 | Derivation Code = 3 MS2 TDMS; Reference = (68_4374) Previous AADT = 33048 | 9 | 54 | 1,118 | 4,329 | 16% | 45,328 |
| (68_4434) | 4434 | 3-Crossing Ramp | 10S KOLB RD | S Kolb Rd | 12.523 | I-10 Front | 12.796 | 120 ft S of I-10 Front nonCard | 9,815 | Derivation Code = 3 MS2 TDMS; Reference = (68_4434) Previous AADT = 9604 | 9 | 68 | 303 | 1,177 | 15% | 13,909 |
| (68_4384) | 4384 | 3-Crossing Ramp | 10S PALO VERDE RD | S Palo Verde Rd | 15.558 | I-10 Exit 264 F-Ramp | 15.672 | E Irvington Rd | 22,769 | Derivation Code = 3 MS2 TDMS; Reference = (68_4384) Previous AADT = 22279 | 11 | 53 | 706 | 2,730 | 15% | 32,265 |
| (68_4364) | 4364 | 3-Crossing Ramp | 10S PARK AVE | S Park Ave | 4.099 | I-10 Exit 262 G-Ramp | 4.228 | I-10 Front nonCard | 33,814 | Derivation Code = 3 MS2 TDMS; Reference = (68_4364) Previous AADT = 33086 | 9 | 53 | 1,048 | 4,061 | 15% | 51,544 |
| (68_4444) | 4444 | 3-Crossing Ramp | 10S RITA RD | S Rita Rd | 0.887 | I-10 Exit 273 G-Ramp | 1.089 | I-10 Exit 273 J-Ramp | 7,573 | Derivation Code = 3 MS2 TDMS; Reference = (68_4444) Previous AADT = 7410 | 12 | 95 | 233 | 905 | 15% | 11,544 |
| (68_4464) | 4464 | 3-Crossing Ramp | 10S WENTWORTH RD | S Wentworth Rd | 5.422 | I-10 Exit 279 G-Ramp | 5.592 | I-10 nonCard | 7,300 | Derivation Code = 3 MS2 TDMS; Reference = (68_4464) Previous AADT = 7143 | 10 | 79 | 230 | 892 | 15% | 13,357 |
| (68_4424) | 4424 | 3-Crossing Ramp | 10S WILMOT RD | S Wilmot Rd | 13.392 | I-10 Front | 13.473 | I-10 Front nonCard | 10,273 | Derivation Code = 3 MS2 TDMS; Reference = (68_4424) Previous AADT = 10052 | 10 | 73 | 317 | 1,232 | 15% | 15,660 |
| (68_4334) | 4334 | 3-Crossing Ramp | 10W 22ND ST | W 22nd St | 0.000 | I-10 | 0.040 | I-10 Front nonCard | 29,914 | Derivation Code = 3 MS2 TDMS; Reference = (68_4334) Previous AADT = 29270 | 10 | 55 | 920 | 3,563 | 15% | 45,599 |
| (68_5524) | 5524 | 3-Crossing Ramp | 10W ARIVACA RD | W Arivaca Rd | 23.019 | I-19 Front nonCard | 23.305 | I-19 Front | 2,478 | Derivation Code = 3 MS2 TDMS; Reference = (68_5524) Previous AADT = 2453 | 10 | - | 240 | 110 | 14% | 3,491 |
| (68_4214) | 4214 | 3-Crossing Ramp | 10W AVRA VALLEY RD | W Avra Valley Rd | 21.431 | N Cement Plant Rd | 22.734 | I-10 Front nonCard | 4,807 | Derivation Code = 1 MS2 TDMS; Reference = (68_4214) Previous AADT = 4290 | 10 | 59 | 403 | 65 | 10% | 6,812 |
| (68_5544) | 5544 | 3-Crossing Ramp | 10W CANOA RANCH DR | W Canoa Ranch Dr | 0.592 | I-19 Front nonCard | 0.693 | I-19 Front | 2,430 | Derivation Code = 3 MS2 TDMS; Reference = (68_5544) Previous AADT = 2378 | 11 | 78 | 74 | 291 | 15% | 4,446 |
| (68_4324) | 4324 | 3-Crossing Ramp | 10W CONGRESS ST | W Congress St | 0.757 | I-10 Front | 0.819 | I-10 Front nonCard | 25,309 | Derivation Code = 3 MS2 TDMS; Reference = (68_4324) Previous AADT = 24764 | 12 | 63 | 1,319 | 1,248 | 10% | 38,579 |
| | 4264 | 3-Crossing Ramp | 10W EL CAMINO DEL CERRO | W El Camino Del Cerro | 5.343 | - | 5.693 | E I-10 Front | 11,720 | Applied Growth Factor = 0.022 to Previous Year Previous AADT = 11028 | 11 | 52 | 130 | - | 1% | 17,179 |
| (169_M-163-W) | 4264 | 3-Crossing Ramp | 10W EL CAMINO DEL CERRO | W El Camino Del Cerro | 5.693 | E I-10 Front | 5.735 | W I-10 Front | 24,687 | Derivation Code = 1 MS2 TDMS; Reference = (169_M-163-W) Previous AADT = | 11 | 52 | 640 | 2,475 | 13% | 18,466 |
| (169_M-967-W)+(169_M-966-E))/2 | 5564 | 3-Crossing Ramp | 10W ESPERANZA BLVD | W Esperanza Blvd | 1.248 | I-19 Exit 65 J-Ramp | 1.340 | I-19 Exit 65 G-Ramp | 6,490 | Derivation Code = 1 MS2 TDMS; Reference = ((169_M-967-W)+(169_M-966-E))/2 Previous AADT = 7534 | 14 | 51 | 234 | 913 | 18% | 9,809 |
| (68_4294) | 4294 | 3-Crossing Ramp | 10W GRANT RD | W Grant Rd | 1.162 | I-10 Front | 1.247 | I-10 Front nonCard | 25,675 | Derivation Code = 3 MS2 TDMS; Reference = (68_4294) Previous AADT = 25122 | 9 | 57 | 788 | 3,055 | 15% | 39,137 |
| (68_4234) | 4234 | 3-Crossing Ramp | 10W INA RD | W Ina Rd | 9.502 | N Silverbell Rd | 9.862 | N Camino De Oeste | 11,505 | Derivation Code = 3 MS2 TDMS; Reference = (68_4234) Previous AADT = 11257 | 8 | 56 | 1,167 | 190 | 12% | 17,538 |
| (68_5634) | 5634 | 3-Crossing Ramp | 10W IRVINGTON RD | W Irvington Rd | 7.892 | I-19 Exit 98 J-Ramp | 8.042 | I-19 Exit 98 A-Ramp | 25,446 | Derivation Code = 3 MS2 TDMS; Reference = (68_5634) Previous AADT = 24898 | 12 | 57 | 785 | 3,040 | 15% | 38,788 |
| (68_4244) | 4244 | 3-Crossing Ramp | 10W ORANGE GROVE RD | W Orange Grove Rd | 15.179 | I-10 Front | 15.271 | I-10 Front nonCard | 21,074 | Derivation Code = 3 MS2 TDMS; Reference = (68_4244) Previous AADT = 20620 | 9 | 51 | 647 | 2,509 | 15% | 32,124 |
| (68_5594) | 5594 | 3-Crossing Ramp | 10W PIMA MINE RD | W Pima Mine Rd | 8.061 | S119 Exit 80 Off Ramp | 8.275 | N119 Exit 80 On Ramp | 4,567 | Derivation Code = 3 MS2 TDMS; Reference = (68_5594) Previous AADT = 4469 | 12 | 85 | 138 | 542 | 15% | 6,903 |
| (68_4274) | 4274 | 3-Crossing Ramp | 10W PRINCE RD | W Prince Rd | 0.182 | I-10 Front | 0.250 | I-10 Front nonCard | 14,717 | Derivation Code = 3 MS2 TDMS; Reference = (68_4274) Previous AADT = 14056 | 10 | 51 | 1,332 | 216 | 11% | 22,434 |
| (169_M-163-W) | 4264 | 3-Crossing Ramp | 10W RUTHRAUFF RD | Ruthrauff Rd | 0.000 | E I-10 Front | 0.041 | W I-10 Front | 24,687 | Derivation Code = 1 MS2 TDMS; Reference = (169_M-163-W) Previous AADT = 11028 | 11 | 52 | 647 | 2,502 | 13% | 18,746 |
| (169_M-163-W) | 4264 | 3-Crossing Ramp | 10W RUTHRAUFF RD | W Ruthrauff Rd | 0.041 | W I-10 Front | 0.382 | N Plane Ave | 24,687 | Derivation Code = 1 MS2 TDMS; Reference = (169_M-163-W) Previous AADT = 11028 | 11 | 52 | 640 | 2,475 | 13% | 37,313 |
| (68_5584) | 5584 | 3-Crossing Ramp | 10W SAHUARITA RD | W Sahuarita Rd | 0.311 | I-19 Exit 75 C-Ramp | 0.576 | I-19 Exit 75 A-Ramp | 13,862 | Derivation Code = 3 MS2 TDMS; Reference = (68_5584) Previous AADT = 13564 | 9 | 65 | 230 | 895 | 8% | 18,604 |
| (68_4314) | 4314 | 3-Crossing Ramp | 10W SAINT MARYS RD | W Saint Marys Rd | 1.396 | I-10 Front | 1.455 | I-10 Front nonCard | 29,440 | Derivation Code = 3 MS2 TDMS; Reference = (68_4314) Previous AADT = 28806 | 9 | 54 | 912 | 3,531 | 15% | 44,877 |
| (68_5614) | 5614 | 3-Crossing Ramp | 10W SAN XAVIER LOOP RD | W San Xavier Loop Rd | 0.179 | 14 Route 3022 | 0.394 | 14 Route 3022 | 5,312 | Derivation Code = 3 MS2 TDMS; Reference = (68_5614) Previous AADT = 5198 | 15 | 82 | 162 | 629 | 15% | 8,029 |
| (68_4304) | 4304 | 3-Crossing Ramp | 10W SPEEDWAY BLVD | W Speedway Blvd | 4.721 | I-10 Front | 4.778 | I-10 Front nonCard | 32,428 | Derivation Code = 3 MS2 TDMS; Reference = (68_4304) Previous AADT = 31730 | 10 | 61 | 1,004 | 3,889 | 15% | 49,431 |
| (68_4334) | 4334 | 3-Crossing Ramp | 10W STARR PASS BLVD | W Starr Pass Blvd | 5.014 | I-10 Front | 5.036 | I-10 | 29,914 | Derivation Code = 3 MS2 TDMS; Reference = (68_4334) Previous AADT = 29270 | 10 | 55 | 910 | 3,525 | 15% | 45,599 |
| (68_4254) | 4254 | 3-Crossing Ramp | 10W SUNSET RD | W Sunset Rd | 18.667 | I-10 Front | 18.735 | I-10 Front nonCard | 695 | Derivation Code = 3 MS2 TDMS; Reference = (68_4254) Previous AADT = 680 | 12 | 53 | 63 | 9 | 10% | 1,059 |
| (68_4204) | 4204 | 3-Crossing Ramp | 10W TANGERINE RD | W Tangerine Rd | 2.597 | N Rillito Village Trl | 2.879 | W Tangerine Farms Rd | 7,635 | Derivation Code = 3 MS2 TDMS; Reference = (68_4204) Previous AADT = 7471 | 13 | 72 | 637 | 104 | 10% | 13,969 |
| (68_8064) | 8064 | 3-Crossing Ramp | 10W TWIN PEAKS RD | W Twin Peaks Rd | 8.482 | N Tiffany Loop | 8.999 | W Marana Center Blvd | 19,710 | Derivation Code = 3 MS2 TDMS; Reference = (68_8064) Previous AADT = 19286 | 13 | 54 | 801 | - | 4% | 29,790 |
| (68_5624) | 5624 | 3-Crossing Ramp | 10W VALENCIA RD | W Valencia Rd | 16.415 | I-19 Exit 95 X-Ramp | 16.533 | I-19 Exit 95 T-Ramp | 58,330 | Derivation Code = 3 MS2 TDMS; Reference = (68_5624) Previous AADT = 57074 | 8 | 60 | 2,484 | - | 4% | 88,915 |
| | | 3-Crossing Ramp | 11E CHERYL LN | Cheryl Lane | 0.000 | N Woods Ln | 0.063 | SR-79 | 50 | Estimate | - | - | - | - | - | - |
| (68_4164) | 4164 | 3-Crossing Ramp | 11E I-10 EXIT 226 BRIDGE | E I-10 Exit 226 Bridge | 0.000 | I-10 Front | 0.227 | E Camino Adelante | 775 | Derivation Code = 3 MS2 TDMS; Reference = (68_4164) Previous AADT = 767 | 11 | 95 | 120 | 25 | 19% | 1,349 |
| (265_SC131) | SC131 | 3-Crossing Ramp | 11E MCCARTNEY RD | E McCartney Rd | 2.552 | N Tucker Rd | 2.855 | I-10 Exit 190 A-Ramp | 11,674 | Derivation Code = 3 MS2 TDMS; Reference = (265_SC131) Previous AADT = 11086 | 9 | 55 | 596 | 61 | 6% | 33,271 |
| (68_4154) | 4154 | 3-Crossing Ramp | 11E PICACHO PEAK RD | E Picacho Peak Rd | 2.542 | I-10 Front | 2.721 | E Camino Adelante | 1,566 | Derivation Code = 3 MS2 TDMS; Reference = (68_4154) Previous AADT = 1550 | 9 | 57 | 143 | 23 | 11% | 2,725 |
| (265_SC1035) | SC1035 | 3-Crossing Ramp | 11E PINAL AIRPARK RD | E Pinal Airpark Rd | 2.679 | 20 ft W of S Jet Dr (A) | 3.837 | I-10 Exit 232 Nb Off Ramp | 1,463 | Derivation Code = 3 MS2 TDMS; Reference = (265_SC1035) Previous AADT = 1449 | 21 | 95 | 116 | 77 | 13% | 3,805 |
| (68_4084) | 4084 | 3-Crossing Ramp | 11N SUNLAND GIN RD | N Sunland Gin Rd | 2.046 | I-10 Exit 200 G-Ramp | 2.315 | I-10 Exit 200 C-Ramp | 13,480 | Derivation Code = 3 MS2 TDMS; Reference = (68_4084) Previous AADT = 13347 | 7 | 76 | 862 | 1,103 | 15% | 31,213 |
| (68_4094) | 4094 | 3-Crossing Ramp | 11N TOLTEC RD | N Toltec Rd | 0.915 | I-10 Exit 203 G-Ramp | 1.049 | I-10 Exit 203 J-Ramp | 3,600 | Derivation Code = 3 MS2 TDMS; Reference = (68_4094) Previous AADT = 3419 | 10 | - | 229 | 296 | 15% | 9,969 |
| (68_3324) | 3324 | 3-Crossing Ramp | 11S BIANCO RD | S Bianco Rd | 1.886 | 330 ft S of I-8 Exit 169 G-Ramp | 2.279 | 300 ft N of I-8 Exit 169 J-Ramp | 85 | Derivation Code = 1 MS2 TDMS; Reference = (68_3324) Previous AADT = 177 | 20 | 65 | 12 | 6 | 21% | 195 |
| (68_6984) | 6984 | 3-Crossing Ramp | 11S GOLDFIELD RD | S Goldfield Rd | 0.497 | US-60 Exit 198 A-Ra* | 0.666 | 190 ft N of US-60 Exit 198 C-Ra* | 3,829 | Derivation Code = 3 MS2 TDMS; Reference = (68_6984) Previous AADT = 3636 | 10 | 62 | 116 | 455 | 15% | 10,913 |
| (68_6954) | 6954 | 3-Crossing Ramp | 11S IRONWOOD DR | S Ironwood Dr | 3.380 | 30 ft S of Apache Junction/Pina* | 3.549 | 40 ft S of Apache Junction/Pina* | 22,653 | Derivation Code = 3 MS2 TDMS; Reference = (68_6954) Previous AADT = 21513 | 9 | 62 | 699 | 2,712 | 15% | 64,562 |
| (68_3314) | 3314 | 3-Crossing Ramp | 11S MONTGOMERY RD | S Montgomery Rd | 2.261 | 0.14 mi S of I-8 Exit 167 G-Ramp | 2.661 | 0.15 mi N of I-8 Exit 167 J-Ramp | 784 | Derivation Code = 3 MS2 TDMS; Reference = (68_3314) Previous AADT = 216 | 13 | 79 | 21 | 9 | 4% | 2,039 |
| (68_3304) | 3304 | 3-Crossing Ramp | 11S STANFIELD RD | S Stanfield Rd | 4.086 | W Beggs Rd | 4.445 | 390 ft N of I-8 Exit 161 C-Ramp | 596 | Derivation Code = 1 MS2 TDMS; Reference = (68_3304) Previous AADT = 679 | 11 | 76 | 65 | 30 | 16% | 1,550 |
| (68_4104) | 4104 | 3-Crossing Ramp | 11S SUNSHINE BLVD | S Sunshine Blvd | 9.044 | I-10 Exit 208 G-Ramp | 9.231 | I-10 Exit 208 C-Ramp | 4,422 | Derivation Code = 1 MS2 TDMS; Reference = (68_4104) Previous AADT = 8615 | 9 | 51 | - | - | - | 11,117 |
| (68_3334) | 3334 | 3-Crossing Ramp | 11S THORNTON RD | S Thornton Rd | 10.956 | I-8 Exit 172 Eb On Ramp | 11.332 | 350 ft N of I-8 Exit 172 C-Ramp | 2,787 | Derivation Code = 1 MS2 TDMS; Reference = (68_3334) Previous AADT = 2533 | 8 | 57 | 247 | 113 | 13% | 6,453 |
| (68_6974) | 6974 | 3-Crossing Ramp | 11S TOMAHAWK RD | S Tomahawk Rd | 1.009 | E 34th Ave | 1.263 | E 29th Ave | 8,481 | Derivation Code = 3 MS2 TDMS; Reference = (68_6974) Previous AADT = 8054 | 9 | 74 | 262 | 1,014 | 15% | 21,321 |
| (68_3344) | 3344 | 3-Crossing Ramp | 11S TREKELL RD | S Trekell Rd | 22.096 | 80 ft S of W Boxelder Dr | 22.475 | 0.11 mi N of I-8 Exit 174 C-Ramp | 3,646 | Derivation Code = 1 MS2 TDMS; Reference = (68_3344) Previous AADT = 2849 | 9 | 57 | 278 | 129 | 11% | 8,442 |
| (68_4054) | 4054 | 3-Crossing Ramp | 11W MCCARTNEY RD | W McCartney Rd | 6.086 | I-10 Exit 190 A-Ramp | 7.010 | N Cox Rd | 8,557 | Derivation Code = 3 MS2 TDMS; Reference = (68_4054) Previous AADT = 8126 | 8 | 55 | 546 | 702 | 15% | 24,388 |
| (68_5514) | 5514 | 3-Crossing Ramp | 12 AGUA LINDA RD | Agua Linda Rd | 0.764 | I-19 Front nonCard | 0.931 | I-19 Front | 356 | Derivation Code = 3 MS2 TDMS; Reference = (68_5514) Previous AADT = 352 | 14 | - | 33 | 14 | 13% | 513 |
| (68_5504) | 5504 | 3-Crossing Ramp | 12 CHAVEZ SIDING ACCESS | Chavez Siding Access | 0.000 | I-19 Front nonCard | 0.264 | I-19 Front | 1,510 | Derivation Code = 3 MS2 TDMS; Reference = (68_5504) Previous AADT = 1495 | 11 | - | 145 | 66 | 14% | 2,174 |
| (68_5494) | 5494 | 3-Crossing Ramp | 12 EXIT 34 RD | Unresolved Rd | 0.088 | I-19 Exit 34 C-Ramp | 0.178 | I-19 Exit 34 G-Ramp | 1,825 | Derivation Code = 3 MS2 TDMS; Reference = (68_5494) Previous AADT = 1807 | 10 | 60 | 175 | 81 | 14% | 3,452 |
| (68_5474) | 5474 | 3-Crossing Ramp | 12 PALO PARADO RD | Palo Parado Rd | 0.000 | I-19 Front nonCard | 0.024 | I-19 Exit 25 A-Ramp | 1,671 | Derivation Code = 3 MS2 TDMS; Reference = (68_5474) Previous AADT = 1635 | 10 | 87 | 52 | 200 | 15% | 3,255 |
| (68_5464) | 5464 | 3-Crossing Ramp | 12 PECK CANYON DR | Peck Canyon Dr | 2.692 | I-19 Exit 22 C-Ramp | 2.806 | I-19 Front | 2,197 | Derivation Code = 3 MS2 TDMS; Reference = (68_5464) Previous AADT = 2150 | 9 | 63 | 68 | 262 | 15% | 4,2 |

| Reference | LOC ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-------------------|-------------|--------------------|----------------------------|-------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| [68_5454] | 5454 | 3-Crossing Ramp | 12 RIO RICO DR | Rio Rico Dr | 0.000 | I-19 Exit 17 J-Ramp | 0.130 | I-19 Exit 17 A-Ramp | 9,357 | Derivation Code = 3 MS2 TDMS; Reference = [68_5454] Previous AADT = 9156 | 9 | 62 | 290 | 1,122 | 15% | 28,071 |
| [68_5484] | 5484 | 3-Crossing Ramp | 12 TUMACACORI OVERPASS | Tumacacori Overpass | 0.000 | I-19 Front nonCard | 0.097 | I-19 Exit 29 G-Ramp | 216 | Derivation Code = 3 MS2 TDMS; Reference = [68_5484] Previous AADT = 214 | 14 | 74 | 14 | 6 | 9% | 366 |
| [68_5414] | 5414 | 3-Crossing Ramp | 12N WESTERN AVE | N Western Ave | 0.000 | I-19 Exit 1 J-Ramp | 0.093 | I-19 Exit 1 A-Ramp | 8,484 | Derivation Code = 3 MS2 TDMS; Reference = [68_5414] Previous AADT = 8301 | 9 | 67 | 266 | 1,037 | 15% | 25,452 |
| [68_5174] | 5174 | 3-Crossing Ramp | 13 BADGER SPRINGS RD | Badger Springs Rd | 0.000 | I-17 Exit 256 J-Ramp | 0.526 | 330 ft E of Unidrd Cordes Lakes | 4,848 | Derivation Code = 1 MS2 TDMS; Reference = [68_5174] Previous AADT = 26 | - | - | 1 | 1 | 4% | 77 |
| [68_5144] | 5144 | 3-Crossing Ramp | 13 BUMBLE BEE RD | Bumble Bee Rd | 0.000 | I-17 Exit 248 A-Ramp | 0.363 | I-17 Front nonCard | 229 | Derivation Code = 1 MS2 TDMS; Reference = [68_5144] Previous AADT = 121 | 16 | - | 9 | 3 | 5% | 353 |
| [68_5854] | 5854 | 3-Crossing Ramp | 13 FORT ROCK RD | Fort Rock Rd | 3.692 | I-40 Exit 96 A-Ramp | 3.780 | I-40 Exit 96 C-Ramp | 20 | Derivation Code = 1 MS2 TDMS; Reference = [68_5854] Previous AADT = 16 | 40 | 67 | - | - | 0% | 32 |
| [68_5224] | 5224 | 3-Crossing Ramp | 13 GENERAL CROOK TRL | General Crook Trl | 0.159 | I-17 Exit 285 I-Ramp | 0.348 | I-17 | 1,135 | Derivation Code = 1 MS2 TDMS; Reference = [68_5224] Previous AADT = 774 | 11 | 98 | 74 | 29 | 9% | 2,088 |
| [68_8695] | 8695 | 3-Crossing Ramp | 13 LARRY CALDWELL DR | Larry Caldwell Dr (A) | 0.760 | SR-89A Front | 0.834 | SR-89A Front nonCard | 7,034 | Derivation Code = 1 MS2 TDMS; Reference = [68_8695] Previous AADT = 3642 | 11 | 71 | 126 | 104 | 3% | 11,827 |
| [68_5164] | 5164 | 3-Crossing Ramp | 13 SUNSET PATH | Sunset Path | 0.330 | I-17 Front nonCard | 0.444 | I-17 Front | 1,196 | Derivation Code = 1 MS2 TDMS; Reference = [68_5164] Previous AADT = 1568 | 15 | - | 103 | 51 | 13% | 1,930 |
| [68_5284] | 5284 | 3-Crossing Ramp | 13 UNIDRD SEDONA | Unidrd Sedona | 179.335 | I-17 Exit 306 J-Ramp | 179.417 | I-17 Exit 306 G-Ramp | 105 | Derivation Code = 1 MS2 TDMS; Reference = [68_5284] Previous AADT = 108 | 13 | 92 | 5 | 3 | 8% | 174 |
| [68_5874] | 5874 | 3-Crossing Ramp | 13 UNIDRD SELIGMAN[162] | Unidrd Seligman[162] | 1.267 | I-40 | 1.327 | I-40 Exit 109 G-Ramp | 235 | Derivation Code = 1 MS2 TDMS; Reference = [68_5874] Previous AADT = 98 | 16 | - | 6 | 4 | 4% | 379 |
| [68_8718] | 8718 | 3-Crossing Ramp | 13E ARCOSANTI RD | E Arcosanti Rd | 0.085 | SR-69 Exit 262 C-Ramp | 0.176 | SR-69 Front | 2,240 | Derivation Code = 1 MS2 TDMS; Reference = [68_8718] Previous AADT = 10743 | 8 | 54 | 1,028 | 382 | 63% | 4,122 |
| [68_5209] | 5209 | 3-Crossing Ramp | 13E ARCOSANTI RD | E Arcosanti Rd | 0.241 | SR-69 Front | 0.464 | I-17 Exit 263 J-Ramp | 8,364 | Derivation Code = 1 MS2 TDMS; Reference = [68_5209] Previous AADT = 2336 | - | - | - | - | - | 13,497 |
| [68_5209] | 5209 | 3-Crossing Ramp | 13E ARCOSANTI RD | E Arcosanti Rd | 0.464 | I-17 Exit 263 J-Ramp | 0.696 | I-17 Front | 8,364 | Derivation Code = 1 MS2 TDMS; Reference = [68_5209] Previous AADT = 2336 | 9 | 51 | 223 | 81 | 4% | 15,390 |
| [68_5184] | 5184 | 3-Crossing Ramp | 13E BLOODY BASIN RD W | E Bloody Basin Rd W | 3.339 | I-17 Exit 259 C-Ramp | 3.395 | I-17 Exit 259 A-Ramp | 155 | Derivation Code = 1 MS2 TDMS; Reference = [68_5184] Previous AADT = 81 | 16 | - | 4 | 1 | 3% | 250 |
| [68_5254] | 5254 | 3-Crossing Ramp | 13E CORNVILLE RD | I-17 Exit 293 Crossing | 12.494 | I-17 Exit 293 A-Ramp | 12.662 | I-17 Exit 293 A-Ramp | 6,699 | Derivation Code = 1 MS2 TDMS; Reference = [68_5254] Previous AADT = 5508 | 9 | 52 | 402 | 200 | 9% | 12,326 |
| [68_5204] | 5204 | 3-Crossing Ramp | 13E DUGAS RD | E Dugas Rd | 0.000 | I-17 Exit 268 A-Ramp | 0.098 | 350 ft SE of Ash Creek | 132 | Derivation Code = 1 MS2 TDMS; Reference = [68_5204] Previous AADT = 55 | 16 | - | 4 | 2 | 5% | 213 |
| [68_8715] | 8715 | 3-Crossing Ramp | 13E LAKESHORE DR | E Lakeshore Dr | 4.328 | SR-895 Exit 327 A-R* | 4.439 | SR-895 Exit 327 C-Ramp (A) | 900 | Derivation Code = 1 MS2 TDMS; Reference = [68_8715] Previous AADT = 845 | 13 | 70 | 102 | 9 | 12% | 1,959 |
| [68_8705] | 8705 | 3-Crossing Ramp | 13N GLASSFORD HILL RD | N Glassford Hill Rd | 3.883 | SR-89A Exit 323 A-Ramp | 3.961 | SR-89A Exit 321 J-Ramp | 12,482 | Derivation Code = 1 MS2 TDMS; Reference = [68_8705] Previous AADT = 12064 | 13 | 63 | 422 | 350 | 6% | 17,326 |
| [68_8710] | 8710 | 3-Crossing Ramp | 13N VIEWPOINT DR SB | N Viewpoint Dr SB | 2.301 | SR-89A Exit 323 A-Ramp | 2.377 | SR-89A Exit 323 J-Ramp | 12,513 | Derivation Code = 1 MS2 TDMS; Reference = [68_8710] Previous AADT = 11252 | 10 | 85 | 938 | 153 | 9% | 21,040 |
| [215_YV-BC3173-1] | YV-BC3173-1 | 3-Crossing Ramp | 13S COLDWATER RD | S Coldwater Rd | 0.684 | 90 ft W of Unidrd Black Canyon | 0.721 | I-17 Exit 244 A-Ramp | 868 | Derivation Code = 3 MS2 TDMS; Reference = [215_YV-BC3173-1] Previous AADT = 879 | 12 | 59 | 88 | 22 | 13% | 1,401 |
| [68_5134] | 5134 | 3-Crossing Ramp | 13S OLD BLACK CANYON HWY | S Old Black Canyon Hwy | 2.516 | I-17 Exit 244 C-Ramp | 2.738 | I-17 Exit 244 G-Ramp | 1,490 | Derivation Code = 1 MS2 TDMS; Reference = [68_5134] Previous AADT = 1216 | 9 | 100 | 108 | 53 | 11% | 2,742 |
| [68_5204] | 5204 | 3-Crossing Ramp | 13S ORME RD | S Orme Rd | 0.000 | I-17 Exit 268 G-Ramp | 0.113 | 110 ft NW of I-17 Exit 268 C-Ra* | 132 | Derivation Code = 1 MS2 TDMS; Reference = [68_5204] Previous AADT = 55 | 16 | - | 3 | 1 | 3% | 213 |
| [68_5864] | 5864 | 3-Crossing Ramp | 13W FORT ROCK RD | W Fort Rock Rd | 3.311 | 80 ft NW of I-40 Exit 103 J-Ramp | 3.447 | I-40 Front | 327 | Derivation Code = 1 MS2 TDMS; Reference = [68_5864] Previous AADT = 59 | 19 | 60 | 3 | 1 | 1% | 584 |
| [68_5224] | 5224 | 3-Crossing Ramp | 13W GENERAL CROOK TRL | W General Crook Trl | 0.000 | I-17 | 0.062 | I-17 Exit 285 G-Ramp | 1,135 | Derivation Code = 1 MS2 TDMS; Reference = [68_5224] Previous AADT = 774 | 11 | 98 | 74 | 29 | 9% | 1,950 |
| [68_5244] | 5244 | 3-Crossing Ramp | 13W MIDDLE VERDE RD | W Middle Verde Rd | 0.542 | I-17 Exit 289 G-Ramp | 0.649 | I-17 Exit 289 C-Ramp | 7,065 | Derivation Code = 1 MS2 TDMS; Reference = [68_5244] Previous AADT = 5588 | 10 | 53 | - | - | - | 15,378 |
| [68_5914] | 5914 | 3-Crossing Ramp | 13W OLD HIGHWAY 66 | W Old Highway 66 | 40.264 | I-40 Front nonCard | 40.348 | I-40 Front | 474 | Derivation Code = 1 MS2 TDMS; Reference = [68_5914] Previous AADT = 409 | 12 | 63 | 38 | 13 | 11% | 785 |
| [68_3154] | 3154 | 3-Crossing Ramp | 14 AZTEC RD | Aztec Rd | 0.813 | I-8 Exit 73 J-Ramp | 0.876 | 5 Route 9033 | 143 | Derivation Code = 1 MS2 TDMS; Reference = [68_3154] Previous AADT = 122 | 21 | 67 | 5 | 19 | 17% | 214 |
| [68_3124] | 3124 | 3-Crossing Ramp | 14 I 8 EXIT 54 ACCESS RAMP | I 8 Exit 54 Access Ramp | 0.000 | I-8 Front nonCard | 0.159 | I-8 Exit 54 B-Ramp | 127 | Derivation Code = 1 MS2 TDMS; Reference = [68_3124] Previous AADT = 109 | 16 | 53 | 3 | 41 | 35% | 230 |
| [68_3164] | 3164 | 3-Crossing Ramp | 14 UNIDENTIFIED RD I | Spot Rd | 0.1015 | I-8 Front | 210.711 | I-8 Front nonCard | 79 | Derivation Code = 3 MS2 TDMS; Reference = [68_3164] Previous AADT = 77 | 20 | 56 | 6 | 24 | 38% | 111 |
| [68_3004] | 3004 | 3-Crossing Ramp | 14E GISS PKWY | E Giss Pkwy | 0.190 | I-8 Front | 0.338 | I-8 Front nonCard (0) | 13,579 | Derivation Code = 1 MS2 TDMS; Reference = [68_3004] Previous AADT = 12078 | 10 | 60 | 393 | 1,524 | 14% | 19,931 |
| [68_3074] | 3074 | 3-Crossing Ramp | 14E HWY 80 | E Hwy 80 | 0.000 | I-8 Exit 21 F-Ramp | 0.432 | I-8 Exit 21 J-Ramp | 1,186 | Derivation Code = 1 MS2 TDMS; Reference = [68_3074] Previous AADT = 962 | 10 | 57 | 300 | 76 | 32% | 2,146 |
| [68_3024] | 3024 | 3-Crossing Ramp | 14S AVE 3 E | S Avenue 3 E | 14.183 | I-8 Exit 3 G-Ramp | 14.261 | I-8 Exit 3 J-Ramp | 12,541 | Derivation Code = 3 MS2 TDMS; Reference = [68_3024] Previous AADT = 11910 | 10 | 60 | 349 | 234 | 5% | 13,393 |
| [68_3104] | 3104 | 3-Crossing Ramp | 14S AVE 36 E | S Avenue 36 E | 2.102 | I-8 Exit 37 A-Ramp | 2.348 | I-8 Exit 37 C-Ramp | 1,146 | Derivation Code = 1 MS2 TDMS; Reference = [68_3104] Previous AADT = 709 | 13 | 62 | 198 | 35 | 20% | 1,717 |
| [68_3114] | 3114 | 3-Crossing Ramp | 14S AVE 40 E | S Avenue 40 E | 1.868 | I-8 Exit 42 A-Ramp | 2.133 | I-8 Exit 42 C-Ramp | 1,954 | Derivation Code = 1 MS2 TDMS; Reference = [68_3114] Previous AADT = 1563 | 8 | 58 | 346 | 204 | 28% | 3,536 |
| [68_3144] | 3144 | 3-Crossing Ramp | 14S AVE 64 E | S Avenue 64 E | 0.258 | I-8 Exit 67 A-Ramp | 0.336 | I-8 Exit 67 J-Ramp | 1,438 | Derivation Code = 1 MS2 TDMS; Reference = [68_3144] Previous AADT = 1093 | 9 | 56 | 43 | 422 | 32% | 2,155 |
| [68_3064] | 3064 | 3-Crossing Ramp | 14S FOOTHILLS BLVD | S Foothills Blvd | 2.875 | E South Frontage Rd | 3.091 | E North Frontage Rd | 9,918 | Derivation Code = 3 MS2 TDMS; Reference = [68_3064] Previous AADT = 9419 | 10 | 52 | 306 | 1,188 | 15% | 14,557 |
| [218_19] | 19 | 3-Crossing Ramp | 14S FORTUNA RD | E South Frontage Rd | 1.858 | E South Frontage Rd | 2.184 | E North Frontage Rd | 17,340 | Derivation Code = 3 MS2 TDMS; Reference = [218_19] Previous AADT = 16467 | 10 | 52 | 599 | 77 | 4% | 25,451 |
| [68_3094] | 3094 | 3-Crossing Ramp | 14S WILLIAM ST | S William St | 1.569 | 50 ft N of Wellton Canal | 1.819 | E County 11th St S | 4,849 | Derivation Code = 1 MS2 TDMS; Reference = [68_3094] Previous AADT = 2678 | 8 | 64 | 108 | 1,037 | 24% | 7,266 |
| [68_3474] | 3474 | 3-Crossing Ramp | 15 AVENUE 75 E | Avenue 75 | 0.504 | 60 ft N of S2nd St | 0.842 | I-10 Exit 69 C-Ramp | 105 | Derivation Code = 3 MS2 TDMS; Reference = [68_3474] Previous AADT = 102 | 43 | - | 3 | 40 | 41% | 134 |
| [68_3424] | 3424 | 3-Crossing Ramp | 15 GOLD NUGGET RD | Gold Nugget Rd | 3.863 | I-10 Exit 26 G-Ramp | 3.927 | I-10 Front nonCard | 68 | Derivation Code = 3 MS2 TDMS; Reference = [68_3424] Previous AADT = 68 | 16 | - | 3 | 11 | 21% | 107 |
| [68_3464] | 3464 | 3-Crossing Ramp | 15 HOVATTER RD | Hovatter Rd | 18.984 | I-10 Exit 53 G-Ramp | 19.285 | I-10 Exit 53 J-Ramp | 60 | Derivation Code = 3 MS2 TDMS; Reference = [68_3464] Previous AADT = 58 | 25 | - | 3 | 8 | 18% | 95 |
| [68_3364] | 3364 | 3-Crossing Ramp | 15 JUNEAU AVE | Juneau Ave | 0.000 | I-10 Front | 0.093 | I-10 Exit 1 C-Ramp | 6,923 | Derivation Code = 3 MS2 TDMS; Reference = [68_3364] Previous AADT = 6734 | 8 | - | 370 | 1,144 | 22% | 10,943 |
| [68_3384] | 3384 | 3-Crossing Ramp | 15 TOM WELLS RD | Tom Wells Rd | 2.353 | I-10 Front | 2.428 | I-10 Front nonCard | 1,984 | Derivation Code = 3 MS2 TDMS; Reference = [68_3384] Previous AADT = 1930 | 9 | - | 107 | 335 | 22% | 3,136 |
| [68_3444] | 3444 | 3-Crossing Ramp | 15 VICKSBURG RD | Vicksburg Rd | 9.132 | I-10 Exit 45 G-Ramp | 9.440 | I-10 Exit 45 J-Ramp | 4,078 | Derivation Code = 3 MS2 TDMS; Reference = [68_3444] Previous AADT = 1967 | 8 | 54 | 167 | 1,577 | 43% | 7,440 |
| [68_3394] | 3394 | 3-Crossing Ramp | 15W DOME ROCK RD | W Dome Rock Rd | 0.000 | I-10 Front nonCard | 0.052 | I-10 Front | 85 | Derivation Code = 3 MS2 TDMS; Reference = [68_3394] Previous AADT = 83 | 21 | - | 3 | 12 | 18% | 134 |
| [68_3559] | 3559 | 4-Frontage | I010 1 | I-10 Front | 114.061 | 480 ft W of Yuma Rd | 114.151 | Yuma Rd | 282 | Derivation Code = 3 MS2 TDMS; Reference = [68_3559] Previous AADT = 268 | 9 | 52 | 22 | 4 | 9% | 444 |
| [68_3558] | 3558 | 4-Frontage | I010 1 | I-10 Front | 114.323 | Miller Blyk Rd | 114.667 | Yuma Rd | 3,582 | Derivation Code = 3 MS2 TDMS; Reference = [68_3558] Previous AADT = 3402 | - | - | - | - | - | 5,638 |
| [68_3681] | 3681 | 4-Frontage | I010 1 | I-10 Front | 136.847 | 67th Ave | 137.580 | I-10 Exit 137 G-Ramp | 7,795 | Derivation Code = 1 MS2 TDMS; Reference = [68_3681] Previous AADT = 16967 | - | - | - | - | - | 12,270 |
| [68_3690] | 3690 | 4-Frontage | I010 1 | I-10 Front | 137.580 | I-10 Exit 137 G-Ramp | 137.829 | 59th Ave | 8,097 | Derivation Code = 1 MS2 TDMS; Reference = [68_3690] Previous AADT = 9578 | - | - | - | - | - | 12,745 |
| [68_3691] | 3691 | 4-Frontage | I010 1 | I-10 Front | 137.829 | 59th Ave | 138.832 | 51st Ave | 7,030 | Derivation Code = 1 MS2 TDMS; Reference = [68_3691] Previous AADT = 14078 | - | - | - | - | - | 11,065 |
| [68_4209] | 4209 | 4-Frontage | I010 1 | I-10 Front | 235.774 | W Crossroads Trl | 236.218 | W Tangerine Rd | 2,018 | Derivation Code = 3 MS2 TDMS; Reference = [68_4209] Previous AADT = 1975 | 11 | 60 | 186 | 29 | 11% | 3,076 |
| [68_4208] | 4208 | 4-Frontage | I010 1 | I-10 Front | 236.218 | W Tangerine Rd | 236.720 | N Rillito Village Trl | 2,131 | Derivation Code = 3 MS2 TDMS; Reference = [68_4208] Previous AADT = 2085 | 11 | 54 | 194 | 31 | 11% | 3,248 |
| [68_4332] | 4332 | 4-Frontage | I010 1 | I-10 Front | 255.641 | - | 255.801 | - | 7,875 | Derivation Code = 3 MS2 TDMS; Reference = [68_4332] Previous AADT = 8183 | 11 | 54 | 768 | 124 | 11% | 13,241 |
| [68_4359] | 4359 | 4-Frontage | I010 1 | E I10 Off Ramp | 257.112 | I-10 Exit 261 A1-Ramp | 257.177 | I-10 Front | 409 | Derivation Code = 3 MS2 TDMS; Reference = [68_4359] Previous AADT = 400 | 13 | 52 | 16 | 17 | 8% | 688 |
| [68_4358] | 4358 | 4-Frontage | I010 1 | I-10 Front | 257.272 | E Benson Hwy S | 257.386 | I-10 Exit 261 G-Ramp | 9,280 | Derivation Code = 3 MS2 TDMS; Reference = [68_4358] Previous AADT = 9080 | 9 | 52 | 607 | 145 | 8% | 14,146 |
| [68_4360] | 4360 | 4-Frontage | I010 1 | I-10 Front | 257.386 | I-10 Exit 261 G-Ramp | 257.677 | S Park | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteID | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------------|--------|--------------------|----------------------------|--------------------------|-------------|---------------------------------|-----------|----------------------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| (68_4466) | 4466 | 4 - Frontage | I 010 2 | E Benson Hwy | 273.485 | I-10 Front nonCard | 273.616 | I-10 Front nonCard | 1,345 | Derivation Code = 3 MS2 TDMS; Reference = [68_4466] Previous AADT = 1316 | 15 | 80 | 42 | 163 | 15% | 2,050 |
| | | 4 - Frontage | I 010 2 | I-10 Front nonCard | 285.157 | 20 ft W of E Marsh Station Rd | 285.330 | 0.17 mi E of E Marsh Station Rd | 370 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 367 | - | - | - | - | - | 524 |
| | 4536 | 4 - Frontage | I 010 2 | I-10 Front nonCard | 299.053 | W Dark Star Rd | 299.122 | 360 R E of W Dark Star Rd | 19 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 19 | 11 | - | 1 | 1 | 11% | 33 |
| (68_4626) | 4626 | 4 - Frontage | I 010 2 | S Taylor Rd | 333.138 | I-10 Front nonCard | 333.559 | I-10 Front nonCard | 436 | Derivation Code = 3 MS2 TDMS; Reference = [68_4626] Previous AADT = 432 | 13 | - | 42 | 18 | 14% | 765 |
| (68_5049) | 5049 | 4 - Frontage | I 017217A | Black Canyon Hwy | 0.147 | Adobe Dr | 0.284 | Pinnacle Peak Rd | 2,174 | Derivation Code = 3 MS2 TDMS; Reference = [68_5049] Previous AADT = 2065 | 13 | - | - | - | - | 3,422 |
| (68_5048) | 5048 | 4 - Frontage | I 017217A | Black Canyon Hwy | 0.000 | Pinnacle Peak Rd | 0.117 | I-17 Exit 217 G-Ramp | 2,547 | Derivation Code = 3 MS2 TDMS; Reference = [68_5048] Previous AADT = 2468 | 9 | - | - | - | - | 4,009 |
| (68_5047)+(68_5043) | 5047 | 4 - Frontage | I 017217J | Black Canyon Hwy (A) | 0.000 | Adobe Dr | 0.178 | I-17 Exit 217 C-Ramp | 12,219 | Derivation Code = 3 MS2 TDMS; Reference = [68_5047]+[68_5043] Previous AADT = 11408 | 14 | - | - | - | - | 19,233 |
| (68_5578) | 5578 | 4 - Frontage | I 019 1 | I-19 Front | 38.864 | SR-19B nonCard (2) | 38.892 | N 119 Frontage Rd | 1,873 | Derivation Code = 3 MS2 TDMS; Reference = [68_5578] Previous AADT = 1833 | 11 | - | 168 | 27 | 10% | 3,427 |
| (68_5627) | 5627 | 4 - Frontage | I 019 2 | I-19 Front nonCard | 54.298 | 200 Ft S of S 119 Frontage Rd W | 54.335 | S 119 Frontage Rd W | 463 | Derivation Code = 3 MS2 TDMS; Reference = [68_5627] Previous AADT = 453 | 11 | - | 42 | 6 | 10% | 706 |
| (68_5195) | 5195 | 4 - Frontage | S 069 1 | E Cordes Lakes Rd | 0.061 | SR-69 Front | 0.167 | SR-69 Front | 3,483 | Derivation Code = 1 MS2 TDMS; Reference = [68_5195] Previous AADT = 1978 | 11 | - | 186 | 68 | 7% | 5,856 |
| (68_3234) | 3234 | 4 - Frontage | S 085 1 | SR-85 (1) | 0.515 | I-8 Exit 115 C-Ramp | 0.647 | I-8 Exit 115 G-Ramp | 3,028 | Derivation Code = 1 MS2 TDMS; Reference = [68_3234] Previous AADT = 2516 | 9 | 53 | 315 | 170 | 16% | 4,766 |
| (68_3543) | 3543 | 4 - Frontage | S 085 2 | SR-85 (2) | 33.934 | Wb I 10 Ex 112 On Ramp | 34.676 | I-10 nonCard | 3,256 | Derivation Code = 3 MS2 TDMS; Reference = [68_3543] Previous AADT = 3092 | 11 | 53 | - | - | - | 4,133 |
| (68_35306) | | 4 - Frontage | S 202 1 | | 34.027 | | 34.629 | | 10,000 | Derivation Code = 3 MS2 TDMS; Reference = [58_35306] Previous AADT = 9083 | - | - | - | - | - | 16,814 |
| (68_8546) | 8546 | 4 - Frontage | S 202 1 | SR-202 Front | 41.360 | Chandler Village Dr S | 41.874 | SR-202 Exit 51 G-Ramp | 3,393 | Derivation Code = 3 MS2 TDMS; Reference = [68_8546] Previous AADT = 3222 | 11 | - | 313 | 50 | 11% | 5,341 |
| (68_7666) | 7666 | 4 - Frontage | S 202 2 | SR-202 Front nonCard | 1.511 | SR-202 Exit 4 A-Ramp | 1.518 | Wb S/202 Ex 4 Front | 8,814 | Derivation Code = 3 MS2 TDMS; Reference = [68_7666] Previous AADT = 8370 | 12 | - | 782 | 127 | 10% | 13,874 |
| (68_7697) | 7697 | 4 - Frontage | S 202 2 | SR-202 Front nonCard | 3.250 | SR-202 Exit 6 C1-Ramp | 3.451 | SR-202 Exit 6 C-Ramp | 1,127 | Derivation Code = 3 MS2 TDMS; Reference = [68_7697] Previous AADT = 1070 | 13 | - | 33 | 134 | 15% | 1,774 |
| (68_8548) | 8548 | 4 - Frontage | S 202 2 | SR-202 Front nonCard | 39.874 | Chandler Village Dr S | 40.380 | SR-202 Exit 51 C-Ramp | 3,613 | Derivation Code = 3 MS2 TDMS; Reference = [68_8548] Previous AADT = 3482 | 11 | - | 333 | 52 | 11% | 5,687 |
| (68_4358) | 4358 | 4 - Frontage | S B010 2 | I-10 Front | 0.074 | E Benson Hwy S | 0.169 | I-10 Exit 261 G-Ramp | 9,280 | Derivation Code = 3 MS2 TDMS; Reference = [68_4358] Previous AADT = 9082 | 9 | - | 290 | 1,127 | 15% | 16,979 |
| (68_5557) | 5557 | 4 - Frontage | 00 W FRONTAGE RD | W Frontage Rd | 0.000 | I-10 Front nonCard | 0.157 | W Continental Rd | 4,363 | Derivation Code = 3 MS2 TDMS; Reference = [68_5557] Previous AADT = 4269 | 11 | - | 132 | 517 | 15% | 7,983 |
| | 900006 | 4 - Frontage | 01 I-40 FRONTAGE RD | I-40 Frontage Rd | 33.380 | Lupton Rest Area Ret | 33.451 | I-40 Front nonCard | 501 | Applied Growth Factor = -0.030 to Previous Year Previous AADT = 517 | - | - | - | - | - | 853 |
| (68_4568) | 4568 | 4 - Frontage | 02E 4TH ST | E 4th St | 1.424 | I-10 Front | 1.424 | 0.5 mi NE of N Aacco Trl | 755 | Derivation Code = 3 MS2 TDMS; Reference = [68_4568] Previous AADT = 748 | 10 | - | 45 | 25 | 9% | 1,251 |
| (68_4688) | 4688 | 4 - Frontage | 02E MUSIC RD | E Music Rd | 0.061 | I-10 Front | 2.088 | 0.43 mi E of S Hammers Rd | 63 | Derivation Code = 3 MS2 TDMS; Reference = [68_4688] Previous AADT = 62 | 9 | - | 5 | 7 | 19% | 111 |
| (68_4687) | 4687 | 4 - Frontage | 02E OLGA RD | E Olga Rd | 0.000 | SR-10B nonCard (5) | 3.390 | S Holt Rd | 169 | Derivation Code = 3 MS2 TDMS; Reference = [68_4687] Previous AADT = 167 | 9 | - | 14 | 2 | 9% | 297 |
| (68_4696) | 4696 | 4 - Frontage | 02E OLGA RD | E Olga Rd | 3.390 | S Holt Rd | 9.439 | I-10 Front nonCard | 101 | Derivation Code = 3 MS2 TDMS; Reference = [68_4696] Previous AADT = 100 | 11 | - | 9 | 2 | 11% | 177 |
| (68_4566) | 4566 | 4 - Frontage | 02E RAMSEY RD | E Ramsey Rd | 42.344 | SR-76 | 45.208 | 20 ft SW of I-10 Front nonCard | 165 | Derivation Code = 3 MS2 TDMS; Reference = [68_4566] Previous AADT = 163 | 19 | - | 10 | 5 | 9% | 290 |
| (68_4636) | 4636 | 4 - Frontage | 02N CIRCLE I RD | N Circle I Rd | 0.000 | I-10 Front nonCard | 0.570 | I-10 Front nonCard | 1,533 | Derivation Code = 3 MS2 TDMS; Reference = [68_4636] Previous AADT = 1518 | 13 | - | 47 | 182 | 15% | 2,691 |
| (68_4641) | 4641 | 4 - Frontage | 02N HASKELL AVE | N Haskell Ave | 4.483 | I-10 Exit 344 B-Ramp | 5.065 | I-10 Front | 420 | Derivation Code = 3 MS2 TDMS; Reference = [68_4641] Previous AADT = 416 | 12 | - | 27 | 14 | 10% | 737 |
| (68_4504) | 4504 | 4 - Frontage | 02N MESCAL RD | N Mescal Rd | 0.000 | S 19 Ranch Rd | 0.037 | I-10 Exit 297 C-Ramp | 2,914 | Derivation Code = 3 MS2 TDMS; Reference = [68_4504] Previous AADT = 2885 | 10 | 60 | 281 | 131 | 14% | 8,742 |
| (68_4668) | 4668 | 4 - Frontage | 02N PAGE RANCH RD | N Page Ranch Rd | 5.944 | 50 ft SE of N Gold Gulch Rd | 7.022 | I-10 Front | 60 | Derivation Code = 1 MS2 TDMS; Reference = [68_4668] Previous AADT = 110 | 13 | - | 7 | 3 | 17% | 105 |
| (68_4636) | 4636 | 4 - Frontage | 02N VIRGINIA AVE | N Virginia Ave | 0.189 | I-10 Front nonCard | 0.406 | I-10 Front nonCard | 1,533 | Derivation Code = 3 MS2 TDMS; Reference = [68_4636] Previous AADT = 1518 | 14 | 61 | 30 | 23 | 3% | 2,691 |
| (68_4576) | 4576 | 4 - Frontage | 02N ZR RANCH RD | N Zr Ranch Rd | 0.000 | I-10 Front nonCard | 0.941 | I-10 Front nonCard | 29 | Derivation Code = 3 MS2 TDMS; Reference = [68_4576] Previous AADT = 29 | 27 | - | 2 | 1 | 10% | 51 |
| (68_4678) | 4678 | 4 - Frontage | 02W BUCKEYE APACHE RD | W Buckeye Apache Rd | 0.000 | S Buckeye Apache Rd | 1.003 | S Roberts Farm Rd | 346 | Derivation Code = 3 MS2 TDMS; Reference = [68_4678] Previous AADT = 343 | 12 | 100 | 23 | 11 | 10% | 607 |
| | 4537 | 4 - Frontage | 02W DARK STAR RD | W Dark Star Rd | 0.134 | N Wildcat Pl | 1.006 | I-10 Front nonCard | 192 | Applied Growth Factor = 0.010 to Previous Year Previous AADT = 191 | 11 | - | 19 | 7 | 14% | 337 |
| (68_4707) | 4707 | 4 - Frontage | 02W FRONTAGE RD | W Frontage Rd | 0.000 | SR-10B nonCard (6) | 1.079 | 0.75 mi E of N Indian Springs Rd | 85 | Derivation Code = 3 MS2 TDMS; Reference = [68_4707] Previous AADT = 84 | 8 | - | 7 | 1 | 9% | 149 |
| (68_4558) | 4558 | 4 - Frontage | 02W JACKSON RD | W Adams St | 0.000 | N Ocotillo St | 0.504 | N Adams St | 518 | Derivation Code = 3 MS2 TDMS; Reference = [68_4558] Previous AADT = 513 | 12 | 73 | 33 | 6 | 8% | 908 |
| (68_4507) | 4507 | 4 - Frontage | 02W MEADOWLARK LN | W Meadowlark Ln | 0.000 | Safford 8453/Tucson 8150 DB | 0.988 | N Mescal Rd | 467 | Derivation Code = 3 MS2 TDMS; Reference = [68_4507] Previous AADT = 462 | 8 | - | 13 | 55 | 15% | 820 |
| (68_4506) | 4506 | 4 - Frontage | 02W MEADOWLARK LN | W Meadowlark Ln | 0.988 | N Mescal Rd | 1.115 | 100 ft E of N Oak Dr | 1,856 | Derivation Code = 3 MS2 TDMS; Reference = [68_4506] Previous AADT = 1838 | 8 | - | 57 | 223 | 15% | 3,258 |
| (68_4696) | 4696 | 4 - Frontage | 02W OLGA RD | W Olga Rd | 0.000 | I-10 Front nonCard | 3.207 | SR-10B nonCard (6) | 101 | Derivation Code = 3 MS2 TDMS; Reference = [68_4696] Previous AADT = 100 | 11 | - | 9 | 2 | 11% | 177 |
| (68_4708) | 4708 | 4 - Frontage | 02W POWER RD | W Power Rd | 0.000 | SR-10B nonCard (6) | 0.945 | I-10 Front | 611 | Derivation Code = 3 MS2 TDMS; Reference = [68_4708] Previous AADT = 605 | 10 | - | 19 | 72 | 15% | 1,073 |
| (68_4708) | 4708 | 4 - Frontage | 02W POWER RD | W Power Rd | 0.945 | SR-10B nonCard (6) | 1.710 | I-10 Front | 611 | Derivation Code = 3 MS2 TDMS; Reference = [68_4708] Previous AADT = 605 | 10 | - | 55 | 9 | 10% | 1,073 |
| (68_4539) | 4539 | 4 - Frontage | 02W TITAN DR | W Titan Dr | 0.329 | S Stallion Ranch Rd | 1.732 | S Village Loop | 92 | Derivation Code = 3 MS2 TDMS; Reference = [68_4539] Previous AADT = 91 | 15 | - | 7 | 3 | 11% | 162 |
| (68_4819) | 4819 | 4 - Frontage | 07 23RD AVE | 23rd Ave | 5.605 | I-17 Exit 198 C-Ramp | 5.924 | Buckeye Rd | 4,094 | Derivation Code = 3 MS2 TDMS; Reference = [68_4819] Previous AADT = 3888 | 10 | - | 128 | 501 | 15% | 6,444 |
| (68_4817) | 4817 | 4 - Frontage | 07 23RD AVE | 23rd Ave | 5.924 | Buckeye Rd | 6.048 | Tonto St | 6,212 | Derivation Code = 3 MS2 TDMS; Reference = [68_4817] Previous AADT = 5899 | 9 | - | 196 | 759 | 15% | 9,778 |
| (68_4827) | 4827 | 4 - Frontage | 07 23RD AVE | 23rd Ave | 6.048 | Tonto St | 6.237 | Grant St | 10,434 | Derivation Code = 3 MS2 TDMS; Reference = [68_4827] Previous AADT = 9909 | 8 | - | 329 | 1,275 | 15% | 16,423 |
| (68_4826) | 4826 | 4 - Frontage | 07 23RD AVE | 23rd Ave | 6.237 | Grant St | 6.306 | I-17 Exit 199 C1-Ramp | 5,813 | Derivation Code = 3 MS2 TDMS; Reference = [68_4826] Previous AADT = 5520 | 10 | - | 183 | 710 | 15% | 9,150 |
| (68_4847) | 4847 | 4 - Frontage | 07 23RD AVE | 23rd Ave | 6.227 | Jefferson St | 6.778 | Adams St | 3,115 | Derivation Code = 3 MS2 TDMS; Reference = [68_4847] Previous AADT = 2958 | 13 | - | 97 | 380 | 15% | 4,903 |
| (68_4846)+(68_4845) | 4846 | 4 - Frontage | 07 23RD AVE | 23rd Ave | 6.778 | Adams St | 6.847 | I-17 Front nonCard | 5,274 | Derivation Code = 3 MS2 TDMS; Reference = [68_4846]+[68_4845] Previous AADT = 5008 | 12 | - | 102 | 137 | 5% | 8,301 |
| (68_7856) | 7856 | 4 - Frontage | 07 67TH AVE C | 67th Ave (C) | 0.227 | 67th Ave (A) | 0.383 | 0.11 mi NW of Phoenix 7871/Phoe* | 200 | Derivation Code = 3 MS2 TDMS; Reference = [68_7856] Previous AADT = | 20 | 69 | 18 | 2 | 10% | 315 |
| (68_7189) | 7189 | 4 - Frontage | 07 AGUA FRIA FWY SR 101 EB | Agua Fria Fwy SR 101 | 0.000 | SR-101 Front | 0.500 | 27th Ave | 11,952 | Derivation Code = 3 MS2 TDMS; Reference = [68_7189] Previous AADT = 11350 | 9 | - | 1,108 | 180 | 11% | 18,813 |
| (68_7188) | 7188 | 4 - Frontage | 07 AGUA FRIA FWY SR 101 EB | Agua Fria Fwy SR 101 | 0.500 | 27th Ave | 0.606 | SR-101 Front | 7,591 | Derivation Code = 3 MS2 TDMS; Reference = [68_7188] Previous AADT = 7209 | 15 | - | 676 | 110 | 10% | 11,948 |
| (68_7187) | 7187 | 4 - Frontage | 07 AGUA FRIA FWY SR 101 WB | Agua Fria Fwy SR 101 (A) | 0.000 | SR-101 Front nonCard | 0.344 | SR-101 Exit 23 J-Ramp | 7,716 | Derivation Code = 3 MS2 TDMS; Reference = [68_7187] Previous AADT = 7328 | 15 | - | 241 | 932 | 15% | 12,145 |
| (68_7208) | 7208 | 4 - Frontage | 07 BEARDSLEY RD B | Beardsley Rd (B) | 0.125 | SR-101 Exit 24 G-Ramp | 0.481 | 15th Ave | 2,488 | Derivation Code = 3 MS2 TDMS; Reference = [68_7208] Previous AADT = | 22 | - | - | - | - | 3,916 |
| (68_7219) | 7219 | 4 - Frontage | 07 BEARDSLEY RD B | Beardsley Rd (B) | 0.481 | 15th Ave | 0.827 | SR-101 Exit 25 A-Ramp | 2,810 | Derivation Code = 3 MS2 TDMS; Reference = [68_7219] Previous AADT = | 19 | - | - | - | - | 4,423 |
| (68_7177) | 7177 | 4 - Frontage | 07 BEARDSLEY RD C | Beardsley Rd (C) | 0.000 | SR-101 Front nonCard | 0.309 | SR-101 Exit 22 J-Ramp | 3,600 | Derivation Code = 3 MS2 TDMS; Reference = [68_7177] Previous AADT = 3419 | 29 | - | 112 | 435 | 15% | 5,667 |
| (68_7176) | 7176 | 4 - Frontage | 07 BEARDSLEY RD C | Beardsley Rd (C) | 0.464 | 35th Ave | 0.969 | SR-101 Front nonCard | 9,171 | Derivation Code = 3 MS2 TDMS; Reference = [68_7176] Previous AADT = 8709 | 19 | - | 285 | 1,109 | 15% | 14,435 |
| (68_7206) | 7206 | 4 - Frontage | 07 BEARDSLEY RD C | Beardsley Rd (C) | 2.472 | SR-101 Front nonCard | 2.953 | 15th Ave | 3,250 | Derivation Code = 3 MS2 TDMS; Reference = [68_7206] Previous AADT = 3086 | 22 | - | 301 | 48 | 11% | 5,116 |
| (68_7217) | 7217 | 4 - Frontage | 07 BEARDSLEY RD C | Beardsley Rd (C) | 2.953 | 15th Ave | 3.313 | SR-101 Exit 25 J-Ramp | 2,350 | Derivation Code = 1 MS2 TDMS; Reference = [68_7217] Previous AADT = 8332 | 18 | 90 | 373 | 61 | 18% | 3,699 |
| (68_7216) | 7216 | 4 - Frontage | 07 BEARDSLEY RD C | Beardsley Rd (C) | 3.455 | 7th Ave | 3.650 | SR-101 Exit 25 C-Ramp | 4,231 | Derivation Code = 3 MS2 TDMS; Reference = [68_7216] Previous AADT = 4018 | 21 | - | 390 | 62 | 11% | 6,660 |
| | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------------------|----------------------|-------------|-----------------------|-----------|-----------------------|-----------|---|------------|------------|--------------------|-------------------|------------|------------------|
| {68_4829} | 4829 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 1.057 | I-17 Exit 199 A1-Ramp | 1.146 | Grant St | 13,632 | Derivation Code = 3 MS2 TDMS; Reference = {68_4829} Previous AADT = 12946 | 11 | - | 423 | 1,642 | 15% | 21,457 |
| {68_4828} | 4828 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 1.146 | Jefferson St | 1.535 | Jefferson St | 2,598 | Derivation Code = 3 MS2 TDMS; Reference = {68_4828} Previous AADT = 2467 | 22 | - | 80 | 312 | 15% | 4,089 |
| {68_4849} | 4849 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 1.535 | Jefferson St | 1.686 | Adams St | 5,587 | Derivation Code = 3 MS2 TDMS; Reference = {68_4849} Previous AADT = 5306 | 16 | - | 173 | 673 | 15% | 8,794 |
| {68_4848} | 4848 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 1.686 | Adams St | 1.827 | Van Buren St | 3,842 | Derivation Code = 3 MS2 TDMS; Reference = {68_4848} Previous AADT = 3649 | 17 | - | 118 | 463 | 15% | 6,047 |
| {68_4869} | 4869 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 1.827 | Van Buren St | 2.724 | I-17 Exit 200 A2-Ramp | 4,281 | Derivation Code = 3 MS2 TDMS; Reference = {68_4869} Previous AADT = 4066 | 14 | - | 168 | 247 | 10% | 6,738 |
| {68_4868} | 4868 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 3.136 | I-17 Exit 200 G2-Ramp | 3.421 | Encanto Blvd | 4,018 | Derivation Code = 3 MS2 TDMS; Reference = {68_4868} Previous AADT = 3816 | 17 | - | 125 | 484 | 15% | 6,324 |
| {68_4879} | 4879 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 3.421 | Encanto Blvd | 3.606 | I-17 Exit 201 A-Ramp | 4,027 | Derivation Code = 3 MS2 TDMS; Reference = {68_4879} Previous AADT = 3824 | 19 | - | 125 | 486 | 15% | 6,339 |
| {68_4878} | 4878 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 4.072 | I-17 Exit 201 G-Ramp | 4.418 | Osborn Rd | 4,052 | Derivation Code = 3 MS2 TDMS; Reference = {68_4878} Previous AADT = 3848 | 14 | - | 126 | 487 | 15% | 6,378 |
| {68_4889} | 4889 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 4.418 | Osborn Rd | 4.763 | I-17 Exit 202 A-Ramp | 7,355 | Derivation Code = 3 MS2 TDMS; Reference = {68_4889} Previous AADT = 6985 | 18 | - | 228 | 890 | 15% | 11,577 |
| {68_4888} | 4888 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 5.027 | I-17 Exit 202 G-Ramp | 5.417 | Campbell Ave | 4,792 | Derivation Code = 3 MS2 TDMS; Reference = {68_4888} Previous AADT = 4551 | 17 | - | 149 | 577 | 15% | 7,543 |
| {68_4899} | 4899 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 5.543 | Hazelwood St | 5.742 | I-17 Exit 203 A-Ramp | 5,767 | Derivation Code = 3 MS2 TDMS; Reference = {68_4899} Previous AADT = 5477 | 17 | - | 180 | 698 | 15% | 9,077 |
| {68_4898} | 4898 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 6.242 | 370 ft N of Colter St | 6.422 | Missouri Ave | 4,566 | Derivation Code = 3 MS2 TDMS; Reference = {68_4898} Previous AADT = 4336 | 16 | - | 142 | 549 | 15% | 7,187 |
| {68_4909} | 4909 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 6.422 | Missouri Ave | 6.766 | I-17 Exit 204 A-Ramp | 5,754 | Derivation Code = 3 MS2 TDMS; Reference = {68_4909} Previous AADT = 5464 | 22 | - | 179 | 696 | 15% | 9,057 |
| {68_4908} | 4908 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 7.068 | I-17 Exit 204 G-Ramp | 7.425 | Maryland Phx Ave | 3,091 | Derivation Code = 3 MS2 TDMS; Reference = {68_4908} Previous AADT = 2935 | 21 | - | 95 | 374 | 15% | 4,865 |
| {68_4919} | 4919 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 7.425 | Maryland Phx Ave | 7.783 | I-17 Exit 205 A-Ramp | 3,895 | Derivation Code = 3 MS2 TDMS; Reference = {68_4919} Previous AADT = 3699 | 23 | - | 120 | 470 | 15% | 6,131 |
| {68_4918} | 4918 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 8.094 | I-17 Exit 205 G-Ramp | 8.506 | Vista Ave | 3,709 | Derivation Code = 3 MS2 TDMS; Reference = {68_4918} Previous AADT = 3522 | 17 | - | 115 | 448 | 15% | 5,838 |
| {68_4929} | 4929 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 8.506 | Vista Ave | 8.756 | I-17 Exit 206 A-Ramp | 4,136 | Derivation Code = 3 MS2 TDMS; Reference = {68_4929} Previous AADT = 3928 | 20 | - | 128 | 499 | 15% | 6,510 |
| {68_4928} | 4928 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 9.185 | I-17 Exit 206 G-Ramp | 9.453 | Butler Dr | 4,569 | Derivation Code = 3 MS2 TDMS; Reference = {68_4928} Previous AADT = 4339 | 17 | - | 142 | 548 | 15% | 7,192 |
| {68_4939} | 4939 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 9.453 | Butler Dr | 9.978 | Dunlap Ave | 4,804 | Derivation Code = 3 MS2 TDMS; Reference = {68_4939} Previous AADT = 4562 | 17 | - | 149 | 578 | 15% | 7,562 |
| {68_4938} | 4938 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 9.978 | Dunlap Ave | 10.474 | Mountain View Rd | 3,113 | Derivation Code = 3 MS2 TDMS; Reference = {68_4938} Previous AADT = 2956 | 13 | - | 287 | 47 | 11% | 4,900 |
| {68_4949} | 4949 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 10.474 | Mountain View Rd | 10.970 | Peoria Ave | 3,988 | Derivation Code = 3 MS2 TDMS; Reference = {68_4949} Previous AADT = 3787 | 17 | - | 123 | 479 | 15% | 6,227 |
| {68_4948} | 4948 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 10.970 | Peoria Ave | 11.330 | 25th Ave | 3,536 | Derivation Code = 3 MS2 TDMS; Reference = {68_4948} Previous AADT = 3358 | 13 | - | 327 | 52 | 11% | 5,566 |
| {68_4959} | 4959 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 11.330 | 25th Ave | 11.966 | Cactus Rd | 4,164 | Derivation Code = 3 MS2 TDMS; Reference = {68_4959} Previous AADT = 3954 | 20 | - | 131 | 507 | 15% | 6,554 |
| {68_4958} | 4958 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 11.966 | Cactus Rd | 12.464 | Sweetwater Ave | 2,286 | Derivation Code = 3 MS2 TDMS; Reference = {68_4958} Previous AADT = 2171 | 16 | - | 71 | 275 | 15% | 3,598 |
| {68_4969} | 4969 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 12.464 | Sweetwater Ave | 12.769 | I-17 Exit 210 A-Ramp | 2,716 | Derivation Code = 3 MS2 TDMS; Reference = {68_4969} Previous AADT = 2579 | 15 | - | 85 | 329 | 15% | 4,275 |
| {68_4965} | 4965 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 12.983 | Thunderbird Rd | 13.190 | I-17 Exit 210 G-Ramp | 14,011 | Derivation Code = 3 MS2 TDMS; Reference = {68_4965} Previous AADT = 13306 | 10 | - | 444 | 1,721 | 15% | 22,054 |
| {68_4968} | 4968 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 13.190 | I-17 Exit 210 G-Ramp | 13.499 | Acoma Dr | 1,965 | Derivation Code = 3 MS2 TDMS; Reference = {68_4968} Previous AADT = 1866 | 17 | - | 61 | 236 | 15% | 3,093 |
| {68_4979} | 4979 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 13.499 | Acoma Dr | 13.994 | Greenway Rd | 2,491 | Derivation Code = 3 MS2 TDMS; Reference = {68_4979} Previous AADT = 2366 | 11 | - | 76 | 300 | 15% | 3,921 |
| {68_4978} | 4978 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 13.994 | Greenway Rd | 14.495 | Paradise Ln | 2,523 | Derivation Code = 3 MS2 TDMS; Reference = {68_4978} Previous AADT = 2396 | 10 | - | 77 | 305 | 15% | 3,971 |
| {68_4989} | 4989 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 14.495 | Paradise Ln | 15.028 | Bell Rd | 3,720 | Derivation Code = 3 MS2 TDMS; Reference = {68_4989} Previous AADT = 3533 | 14 | - | 115 | 449 | 15% | 5,855 |
| {68_4988} | 4988 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 15.028 | Bell Rd | 15.667 | Morningside Dr | 2,479 | Derivation Code = 3 MS2 TDMS; Reference = {68_4988} Previous AADT = 2354 | 9 | - | 75 | 299 | 15% | 3,902 |
| {68_5009} | 5009 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 15.667 | Morningside Dr | 16.060 | Union Hills Dr | 2,629 | Derivation Code = 3 MS2 TDMS; Reference = {68_5009} Previous AADT = 2497 | 13 | - | 81 | 315 | 15% | 4,138 |
| {68_5008} | 5008 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 16.060 | Union Hills Dr | 16.357 | I-17 Exit 213 A1-Ramp | 5,797 | Derivation Code = 3 MS2 TDMS; Reference = {68_5008} Previous AADT = 5505 | 8 | - | 183 | 710 | 15% | 9,125 |
| {68_5019} | 5019 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 16.357 | I-17 Exit 213 A1-Ramp | 16.563 | I-17 Exit 213 G-Ramp | 5,963 | Derivation Code = 3 MS2 TDMS; Reference = {68_5019} Previous AADT = 5663 | 9 | - | 541 | 2,096 | 44% | 9,386 |
| {68_5039} | 5039 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 17.569 | I-17 Exit 215 A1-Ramp | 18.087 | Deer Valley Rd | 6,464 | Derivation Code = 3 MS2 TDMS; Reference = {68_5039} Previous AADT = 6139 | 10 | - | 200 | 776 | 15% | 10,175 |
| {68_5038} | 5038 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 18.087 | Deer Valley Rd | 18.353 | Adobe Dr | 2,060 | Derivation Code = 3 MS2 TDMS; Reference = {68_5038} Previous AADT = 1956 | 10 | - | 189 | 30 | 11% | 3,243 |
| {68_5049} | 5049 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 18.353 | Adobe Dr | 19.088 | Pinnacle Peak Rd | 2,174 | Derivation Code = 3 MS2 TDMS; Reference = {68_5049} Previous AADT = 2065 | 13 | - | 72 | 283 | 16% | 3,422 |
| {68_5059} | 5059 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 19.342 | I-17 Exit 217 G-Ramp | 19.905 | I-17 Exit 218 A-Ramp | 2,403 | Derivation Code = 3 MS2 TDMS; Reference = {68_5059} Previous AADT = 2282 | 13 | - | 74 | 286 | 15% | 3,782 |
| {68_5058} | 5058 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 20.206 | I-17 Exit 218 G-Ramp | 20.850 | I-17 Exit 218 A1-Ramp | 1,527 | Derivation Code = 3 MS2 TDMS; Reference = {68_5058} Previous AADT = 1450 | 12 | - | 45 | 175 | 14% | 2,404 |
| {68_7649} | 7649 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 20.850 | I-17 Exit 218 A1-Ramp | 21.062 | Jomax Rd | 2,888 | Derivation Code = 3 MS2 TDMS; Reference = {68_7649} Previous AADT = 2743 | 29 | - | 88 | 343 | 15% | 4,546 |
| {68_9998} | 9998 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 25.725 | SR-303 | 26.018 | I-17 Exit 222 A-Ramp | 4,848 | Derivation Code = 3 MS2 TDMS; Reference = {68_9998} Previous AADT = 4604 | 14 | - | 144 | 71 | 11% | 7,631 |
| {68_5067} | 5067 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 26.856 | I-17 Exit 222 G1-Ramp | 27.310 | I-17 Front | 362 | Derivation Code = 3 MS2 TDMS; Reference = {68_5067} Previous AADT = 344 | 13 | - | 12 | 15 | 7% | 570 |
| {68_5094} | 5094 | 4 - Frontage | 07 BLACK CANYON HWY | Black Canyon Hwy | 33.314 | I-17 Front | 33.846 | Circle Mountain Rd | 4,210 | Derivation Code = 1 MS2 TDMS; Reference = {68_5094} Previous AADT = 4161 | 9 | 59 | 161 | 238 | 9% | 6,627 |
| {68_4846} | 4846 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 2.196 | I-17 Front nonCard | 2.269 | Van Buren St | 2,975 | Derivation Code = 3 MS2 TDMS; Reference = {68_4846} Previous AADT = 2825 | 12 | - | 106 | 143 | 8% | 4,683 |
| {68_4867} | 4867 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 2.269 | Van Buren St | 2.942 | I-17 Exit 200 J-Ramp | 3,292 | Derivation Code = 3 MS2 TDMS; Reference = {68_4867} Previous AADT = 3126 | 11 | - | 116 | 156 | 8% | 5,182 |
| {68_4866} | 4866 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 3.544 | I-17 Exit 200 C2-Ramp | 3.837 | Encanto Blvd | 4,801 | Derivation Code = 3 MS2 TDMS; Reference = {68_4866} Previous AADT = 4559 | 13 | - | 149 | 578 | 15% | 7,557 |
| {68_4877} | 4877 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 3.837 | Encanto Blvd | 4.000 | I-17 Exit 201 J-Ramp | 4,891 | Derivation Code = 3 MS2 TDMS; Reference = {68_4877} Previous AADT = 4645 | 12 | - | 152 | 592 | 15% | 7,699 |
| {68_4876} | 4876 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 4.481 | I-17 Exit 201 C-Ramp | 4.827 | Osborn Rd | 3,243 | Derivation Code = 3 MS2 TDMS; Reference = {68_4876} Previous AADT = 3080 | 16 | - | 101 | 392 | 15% | 5,105 |
| {68_4887} | 4887 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 4.827 | Osborn Rd | 5.180 | I-17 Exit 202 J-Ramp | 3,592 | Derivation Code = 3 MS2 TDMS; Reference = {68_4887} Previous AADT = 3411 | 14 | - | 112 | 434 | 15% | 5,654 |
| {68_4886} | 4886 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 5.458 | I-17 Exit 202 C-Ramp | 5.826 | Campbell Ave | 4,353 | Derivation Code = 3 MS2 TDMS; Reference = {68_4886} Previous AADT = 4134 | 17 | - | 134 | 525 | 15% | 6,852 |
| {68_4897} | 4897 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 5.953 | Hazelwood St | 6.169 | I-17 Exit 203 J-Ramp | 3,675 | Derivation Code = 3 MS2 TDMS; Reference = {68_4897} Previous AADT = 3490 | 13 | - | 114 | 444 | 15% | 5,785 |
| {68_4896} | 4896 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 6.577 | Colter St | 6.834 | Missouri Ave | 4,749 | Derivation Code = 3 MS2 TDMS; Reference = {68_4896} Previous AADT = 4510 | 22 | - | 146 | 572 | 15% | 7,475 |
| {68_4907} | 4907 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 6.834 | Missouri Ave | 7.082 | Montebello Ave | 3,522 | Derivation Code = 3 MS2 TDMS; Reference = {68_4907} Previous AADT = 3345 | 15 | - | 108 | 424 | 15% | 5,544 |
| {68_4906} | 4906 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 7.470 | I-17 Exit 204 C-Ramp | 7.833 | Maryland Phx Ave | 5,261 | Derivation Code = 3 MS2 TDMS; Reference = {68_4906} Previous AADT = 4996 | 20 | - | 163 | 637 | 15% | 8,281 |
| {68_4917} | 4917 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 7.833 | Maryland Phx Ave | 8.189 | I-17 Exit 205 J-Ramp | 4,230 | Derivation Code = 3 MS2 TDMS; Reference = {68_4917} Previous AADT = 4017 | 15 | - | 131 | 509 | 15% | 6,658 |
| {68_4916} | 4916 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 8.484 | I-17 Exit 205 C-Ramp | 8.915 | Vista Ave | 2,838 | Derivation Code = 3 MS2 TDMS; Reference = {68_4916} Previous AADT = 2695 | 27 | - | 88 | 341 | 15% | 4,467 |
| {68_4927} | 4927 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 8.915 | Vista Ave | 9.175 | I-17 Exit 206 J-Ramp | 2,549 | Derivation Code = 3 MS2 TDMS; Reference = {68_4927} Previous AADT = 2421 | 22 | - | 78 | 308 | 15% | 4,012 |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|-----------|--------|--------------------|-----------------------------|---------------------------|-------------|----------------------------------|-----------|----------------------------------|-----------|---|--|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_4946} | 4946 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 11.380 | Peoria Ave | 11.784 | 0.12 mi N of I-17 Exit 208 C-Ra* | 3,281 | Derivation Code = 3 MS2 TDMS; Reference = {68_4946} Previous AADT = 3116 | | | 24 | - | 303 | 48 | 11% | 5,164 |
| {68_4957} | 4957 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 11.784 | 0.12 mi N of I-17 Exit 208 C-Ra* | 12.375 | Cactus Rd | 2,884 | Derivation Code = 3 MS2 TDMS; Reference = {68_4957} Previous AADT = 2739 | | | 24 | - | 89 | 347 | 15% | 4,540 |
| {68_4956} | 4956 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 12.375 | Cactus Rd | 12.874 | Sweetwater Ave | 4,566 | Derivation Code = 3 MS2 TDMS; Reference = {68_4956} Previous AADT = 4336 | | | 15 | - | 142 | 549 | 15% | 7,187 |
| {68_4967} | 4967 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 12.874 | Sweetwater Ave | 13.199 | I-17 Exit 210 J-Ramp | 4,073 | Derivation Code = 3 MS2 TDMS; Reference = {68_4967} Previous AADT = 3868 | | | 16 | - | 127 | 491 | 15% | 6,411 |
| {68_4966} | 4966 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 13.372 | Thunderbird Rd | 13.921 | Country Gables Dr | 3,865 | Derivation Code = 3 MS2 TDMS; Reference = {68_4966} Previous AADT = 3670 | | | 16 | - | 120 | 465 | 15% | 6,084 |
| {68_4977} | 4977 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 13.921 | Country Gables Dr | 14.367 | Greenway Rd | 3,031 | Derivation Code = 3 MS2 TDMS; Reference = {68_4977} Previous AADT = 2878 | | | 15 | - | 94 | 366 | 15% | 4,771 |
| {68_4976} | 4976 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 14.367 | Greenway Rd | 14.716 | Kathleen Rd | 2,457 | Derivation Code = 3 MS2 TDMS; Reference = {68_4976} Previous AADT = 2333 | | | 18 | - | 227 | 35 | 11% | 3,867 |
| {68_4987} | 4987 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 14.716 | Kathleen Rd | 15.384 | Bell Rd | 3,145 | Derivation Code = 3 MS2 TDMS; Reference = {68_4987} Previous AADT = 2987 | | | 21 | - | 96 | 379 | 15% | 4,950 |
| {68_4986} | 4986 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 15.384 | Bell Rd | 15.927 | Grovers Ave | 2,131 | Derivation Code = 3 MS2 TDMS; Reference = {68_4986} Previous AADT = 2024 | | | 11 | - | 66 | 256 | 15% | 3,354 |
| {68_5007} | 5007 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 15.927 | Grovers Ave | 16.431 | Union Hills Dr | 1,734 | Derivation Code = 3 MS2 TDMS; Reference = {68_5007} Previous AADT = 1647 | | | 14 | - | 53 | 209 | 15% | 2,729 |
| {68_5006} | 5013 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 16.431 | Union Hills Dr | 16.687 | Wescott Dr | 5,146 | Derivation Code = 3 MS2 TDMS; Reference = {68_5006} Previous AADT = 4887 | | | 11 | - | 162 | 628 | 15% | 8,100 |
| {68_5017} | 5017 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 16.687 | Wescott Dr | 16.933 | I-17 Exit 213 C-Ramp | 11,824 | Derivation Code = 3 MS2 TDMS; Reference = {68_5017} Previous AADT = 11229 | | | 11 | - | 367 | 1,429 | 15% | 18,611 |
| {68_5037} | 5037 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 17.939 | I-17 Exit 215 J-Ramp | 18.459 | Deer Valley Rd | 4,872 | Derivation Code = 3 MS2 TDMS; Reference = {68_5037} Previous AADT = 4627 | | | 9 | - | 151 | 586 | 15% | 7,669 |
| {68_5036} | 5036 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 18.459 | Deer Valley Rd | 18.725 | Adobe Dr | 1,471 | Derivation Code = 3 MS2 TDMS; Reference = {68_5036} Previous AADT = 1397 | | | 14 | - | 45 | 175 | 15% | 2,315 |
| {68_5047} | 5047 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 18.725 | Adobe Dr | 19.409 | I-17 Exit 217 C-Ramp | 1,413 | Derivation Code = 3 MS2 TDMS; Reference = {68_5047} Previous AADT = 1342 | | | 14 | - | 43 | 169 | 15% | 2,224 |
| {68_5056} | 5056 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 20.497 | I-17 Exit 218 C-Ramp | 21.017 | I-17 Exit 218 J1-Ramp | 1,734 | Derivation Code = 3 MS2 TDMS; Reference = {68_5056} Previous AADT = 1647 | | | 24 | - | 52 | 208 | 15% | 2,729 |
| {68_7647} | 7647 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 21.017 | I-17 Exit 218 J1-Ramp | 21.186 | Jomax Rd | 1,971 | Derivation Code = 3 MS2 TDMS; Reference = {68_7647} Previous AADT = 1872 | | | 23 | - | 61 | 235 | 15% | 3,102 |
| {68_5096} | 5096 | 4 - Frontage | 07 BLACK CANYON HWY A | Black Canyon Hwy (A) | 31.426 | Anthem Way | 31.980 | Old West Trl | 827 | Derivation Code = 1 MS2 TDMS; Reference = {68_5096} Previous AADT = 336 | | | 15 | - | 32 | 5 | 4% | 1,302 |
| {68_3573} | 3573 | 4 - Frontage | 07 COTTON LN 0 | Cotton Ln nonCard | 1.755 | I-10 Exit 124 A1-Ramp | 2.017 | McDowell Rd | 7,623 | Derivation Code = 3 MS2 TDMS; Reference = {68_3573} Previous AADT = 7215 | | | 10 | - | 664 | 108 | 10% | 11,999 |
| {68_3916} | 3916 | 4 - Frontage | 07 EB I 10 EX 153 FRONTRAMP | Eb I 10 Ex 153 Front Ramp | 0.000 | SR-143 | 0.289 | I-10 Exit 153 G-Ramp | 5,181 | Derivation Code = 3 MS2 TDMS; Reference = {68_3916} Previous AADT = 4920 | | | 10 | - | 480 | 77 | 11% | 8,155 |
| {68_7658} | 7658 | 4 - Frontage | 07 EB SR202 EX 3 OFF RD | Eb SR202 Ex 3 Off Rd | 0.000 | SR-202 Front nonCard | 0.484 | SR-202 Front nonCard | 6,163 | Derivation Code = 3 MS2 TDMS; Reference = {68_7658} Previous AADT = 5853 | | | 10 | - | - | - | - | 9,701 |
| {68_7699} | 7699 | 4 - Frontage | 07 EB SR202 FRONTAGE | Eb SR202 Frontage | 0.346 | SR-202 Exit 5 G-Ramp | 0.661 | SR-202 Exit 6 G-Ramp | 2,699 | Derivation Code = 3 MS2 TDMS; Reference = {68_7699} Previous AADT = 2563 | | | 35 | - | 248 | 40 | 11% | 4,248 |
| {68_5094} | 5094 | 4 - Frontage | 07 GAVILAN PEAK PKWY | Gavilan Peak Pkwy | 5.660 | I-17 Front | 5.982 | I-17 Front | 4,210 | Derivation Code = 1 MS2 TDMS; Reference = {68_5094} Previous AADT = 4161 | | | 9 | 59 | 168 | 248 | 10% | 7,104 |
| {68_3459} | 3459 | 4 - Frontage | 07 GRAND AVE A | Grand Ave (A) | 0.000 | US-60 Front | 1.436 | Greenway Rd | 3,796 | Derivation Code = 3 MS2 TDMS; Reference = {68_3459} Previous AADT = 3605 | | | 9 | 61 | 113 | 443 | 15% | 5,975 |
| {68_3576} | 3576 | 4 - Frontage | 07 I 10 FRONT EB | I 10 Front | 36.720 | I-10 Exit 123 A-Ramp | 37.720 | SR-303 Front | 1,110 | Derivation Code = 3 MS2 TDMS; Reference = {68_3576} Previous AADT = 1054 | | | 9 | - | 101 | 15 | 10% | 1,747 |
| {68_3587} | 3587 | 4 - Frontage | 07 I 10 FRONT EB | I 10 Front | 37.720 | SR-303 Front | 38.730 | I-10 Exit 125 G-Ramp | 1,334 | Derivation Code = 3 MS2 TDMS; Reference = {68_3587} Previous AADT = 1267 | | | 10 | - | 122 | 20 | 11% | 2,100 |
| {68_8518} | 8518 | 4 - Frontage | 07 I 10 FRONT EB | I 10 Front | 45.640 | I-10 Exit 132 A-Ramp | 45.918 | I-10 Exit 132 A1-Ramp | 4,268 | Derivation Code = 3 MS2 TDMS; Reference = {68_8518} Previous AADT = 4053 | | | 10 | - | - | - | - | 6,718 |
| {68_3848} | 3848 | 4 - Frontage | 07 I 10 FRONT EB | I 10 Front | 60.353 | Sky Harbor Cir | 60.660 | I-10 Exit 148 G-Ramp | 6,576 | Derivation Code = 3 MS2 TDMS; Reference = {68_3848} Previous AADT = 6245 | | | 12 | 54 | 602 | 97 | 11% | 10,351 |
| {68_3849} | 3849 | 4 - Frontage | 07 I 10 FRONT EB | I 10 Front | 60.766 | Jefferson St | 60.838 | I-10 Exit 148 A-Ramp | 11,840 | Derivation Code = 3 MS2 TDMS; Reference = {68_3849} Previous AADT = 11244 | | | 11 | - | 1,086 | 177 | 11% | 18,637 |
| {68_3486} | 3486 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 3.548 | 20 ft W of Central Arizona Proj* | 5.699 | Salome Hwy | 21 | Derivation Code = 3 MS2 TDMS; Reference = {68_3486} Previous AADT = 20 | | | - | - | 2 | 1 | 14% | 35 |
| {68_3506} | 3506 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 18.691 | 411th Ave | 19.901 | 403rd Ave | 439 | Derivation Code = 3 MS2 TDMS; Reference = {68_3506} Previous AADT = 426 | | | 10 | - | 63 | 35 | 22% | 701 |
| {68_3577} | 3577 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 47.348 | I-10 Exit 123 J-Ramp | 48.343 | SR-303 Front | 1,133 | Derivation Code = 3 MS2 TDMS; Reference = {68_3577} Previous AADT = 1076 | | | 10 | - | 103 | 15 | 10% | 1,783 |
| {68_3586} | 3586 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 48.343 | SR-303 Front | 49.362 | I-10 Exit 125 C-Ramp | 1,080 | Derivation Code = 3 MS2 TDMS; Reference = {68_3586} Previous AADT = 1026 | | | 9 | - | 98 | 15 | 10% | 1,700 |
| {68_8516} | 8516 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 56.272 | I-10 Exit 132 J-Ramp | 56.760 | I-10 Exit 132 J1-Ramp | 3,201 | Derivation Code = 3 MS2 TDMS; Reference = {68_8516} Previous AADT = 3040 | | | 10 | - | 293 | 48 | 11% | 5,038 |
| {68_3647} | 3647 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 57.454 | I-10 Exit 133 C-Ramp | 58.276 | I-10 Exit 134 C-Ramp | 3,252 | Derivation Code = 3 MS2 TDMS; Reference = {68_3647} Previous AADT = 3088 | | | 11 | 56 | 299 | 48 | 11% | 5,119 |
| {68_3846} | 3846 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 71.058 | Sky Harbor Cir | 71.371 | I-10 Exit 148 C-Ramp | 7,176 | Derivation Code = 3 MS2 TDMS; Reference = {68_3846} Previous AADT = 6815 | | | 11 | 55 | 658 | 106 | 11% | 11,295 |
| {68_3847} | 3847 | 4 - Frontage | 07 I 10 FRONT WB | I 10 Front (A) | 71.471 | Jefferson St | 71.542 | I-10 Front nonCard | 17,923 | Derivation Code = 3 MS2 TDMS; Reference = {68_3847} Previous AADT = 17021 | | | 12 | - | 1,640 | 267 | 11% | 28,211 |
| {68_3198} | 3198 | 4 - Frontage | 07 I 8 FRONT EB | I 8 Front | 17.027 | 1.55 mi W of Painted Rock Dam Rd | 18.572 | Painted Rock Dam Rd | 2 | Derivation Code = 3 MS2 TDMS; Reference = {68_3198} Previous AADT = 2 | | | 50 | 100 | - | - | 0% | 3 |
| {68_3199} | 3199 | 4 - Frontage | 07 I 8 FRONT EB | I 8 Front | 18.572 | Painted Rock Dam Rd | 22.799 | Paloma Rd | 145 | Derivation Code = 3 MS2 TDMS; Reference = {68_3199} Previous AADT = 141 | | | 17 | 74 | 22 | 12 | 23% | 245 |
| {68_4806} | 4806 | 4 - Frontage | 07 MARICOPA FWY I 17 | Maricopa Fwy I 17 | 0.000 | I-17 Front | 0.505 | 15th Ave | 2,008 | Derivation Code = 3 MS2 TDMS; Reference = {68_4806} Previous AADT = 1907 | | | 16 | - | 61 | 243 | 15% | 3,161 |
| {68_4797} | 4797 | 4 - Frontage | 07 MARICOPA FWY I 17 | Maricopa Fwy I 17 | 0.757 | 11th Ave | 0.919 | I-17 Exit 196 G-Ramp | 1,456 | Derivation Code = 3 MS2 TDMS; Reference = {68_4797} Previous AADT = 1383 | | | 13 | 59 | 45 | 174 | 15% | 2,292 |
| {68_4796} | 4796 | 4 - Frontage | 07 MARICOPA FWY I 17 | Maricopa Fwy I 17 | 1.073 | I-17 Exit 196 A-Ramp | 1.518 | Central Phx Ave | 3,484 | Derivation Code = 3 MS2 TDMS; Reference = {68_4796} Previous AADT = 3309 | | | 12 | 55 | 107 | 416 | 15% | 5,484 |
| {68_4787} | 4787 | 4 - Frontage | 07 MARICOPA FWY I 17 | Maricopa Fwy I 17 | 1.518 | Central Phx Ave | 2.016 | 7th St | 2,757 | Derivation Code = 3 MS2 TDMS; Reference = {68_4787} Previous AADT = 2618 | | | 11 | 57 | 86 | 334 | 15% | 4,340 |
| {68_4786} | 4786 | 4 - Frontage | 07 MARICOPA FWY I 17 | Maricopa Fwy I 17 | 2.112 | I-17 Exit 195 A-Ramp | 2.528 | 12th St | 1,494 | Derivation Code = 3 MS2 TDMS; Reference = {68_4786} Previous AADT = 1419 | | | 17 | 54 | 45 | 179 | 15% | 2,352 |
| {68_4777} | 4777 | 4 - Frontage | 07 MARICOPA FWY I 17 | Maricopa Fwy I 17 | 2.528 | 12th St | 2.885 | I-17 Exit 195 G1-Ramp | 1,092 | Derivation Code = 3 MS2 TDMS; Reference = {68_4777} Previous AADT = 1037 | | | 17 | 54 | 33 | 131 | 15% | 1,719 |
| {68_4808} | 4808 | 4 - Frontage | 07 MARICOPA FWY I 17 A | Maricopa Fwy I 17 (A) | 0.067 | I-17 Exit 197 J-Ramp | 0.507 | 15th Ave | 2,890 | Derivation Code = 3 MS2 TDMS; Reference = {68_4808} Previous AADT = 2745 | | | 14 | - | 267 | 43 | 11% | 4,549 |
| {68_4799} | 4799 | 4 - Frontage | 07 MARICOPA FWY I 17 A | Maricopa Fwy I 17 (A) | 0.757 | 11th Ave | 0.957 | I-17 Exit 196 C-Ramp | 1,952 | Derivation Code = 3 MS2 TDMS; Reference = {68_4799} Previous AADT = 1854 | | | 17 | 59 | 179 | 29 | 11% | 3,073 |
| {68_4798} | 4798 | 4 - Frontage | 07 MARICOPA FWY I 17 A | Maricopa Fwy I 17 (A) | 1.098 | I-17 Exit 196 J-Ramp | 1.518 | Central Phx Ave | 4,047 | Derivation Code = 3 MS2 TDMS; Reference = {68_4798} Previous AADT = 3843 | | | 12 | 55 | 370 | 61 | 11% | 6,730 |
| {68_4789} | 4789 | 4 - Frontage | 07 MARICOPA FWY I 17 A | Maricopa Fwy I 17 (A) | 1.518 | Central Phx Ave | 1.952 | I-17 Exit 195 C2-Ramp | 3,064 | Derivation Code = 3 MS2 TDMS; Reference = {68_4789} Previous AADT = 2910 | | | 17 | 57 | 282 | 45 | 11% | 4,823 |
| {68_4788} | 4788 | 4 - Frontage | 07 MARICOPA FWY I 17 A | Maricopa Fwy I 17 (A) | 2.096 | I-17 Exit 195 J-Ramp | 2.529 | 12th St | 1,513 | Derivation Code = 3 MS2 TDMS; Reference = {68_4788} Previous AADT = 1437 | | | 11 | 54 | 137 | 21 | 10% | 2,382 |
| {68_4779} | 4779 | 4 - Frontage | 07 MARICOPA FWY I 17 A | Maricopa Fwy I 17 (A) | 2.529 | 12th St | 2.945 | I-17 Exit 195 C1-Ramp | 1,550 | Derivation Code = 3 MS2 TDMS; Reference = {68_4779} Previous AADT = 1472 | | | 11 | 54 | 142 | 21 | 11% | 2,440 |
| {68_7246} | 7246 | 4 - Frontage | 07 MOHAWK LN | Mohawk Ln | 36.236 | Cave Creek Rd | 36.396 | SR-101 Front nonCard | 1,812 | Derivation Code = 3 MS2 TDMS; Reference = {68_7246} Previous AADT = 1771 | | | 13 | - | 74 | 11 | 10% | 1,728 |
| {68_5058} | 5058 | 4 - Frontage | 07 NB I 17 EX 218 ONS RAMP | Black Canyon Hwy | 0.025 | I-17 Exit 218 G-Ramp | 0.120 | I-17 Exit 218 A1-Ramp | 1,527 | Derivation Code = 3 MS2 TDMS; Reference = {68_5058} Previous AADT = 1450 | | | 12 | - | 45 | 175 | 14% | 2,404 |
| {68_7546} | 7546 | 4 - Frontage | 07 NB SR143 EX 4 ON RAMP | Nb Sr143 Ex 4 On Ramp | 0.000 | SR-143 Front nonCard | 0.041 | SR-143 Front | 4,039 | Derivation Code = 3 MS2 TDMS; Reference = {68_7546} Previous AADT = 3836 | | | 8 | - | 378 | 58 | 10% | 6,358 |
| {68_7546} | 7546 | 4 - Frontage | 07 NB SR143 EX 4 ON RAMP | Nb Sr143 Ex 4 On Ramp | 0.054 | SR-143 Front | 0.245 | Van Buren St | 4,039 | Derivation Code = 3 MS2 TDMS; Reference = {68_7546} Previous AADT = 3836 | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|------------|--------|--------------------|---------------------------|------------------------|-------------|-------------------------|-----------|---------------------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_7328} | 7328 | 4 - Frontage | 07 PIMA RD 0 | Pima Rd nonCard | 0.463 | Raintree Dr | 0.507 | SR-101 Exit 38 A-Ramp | 15,390 | Derivation Code = 3 MS2 TDMS; Reference = {68_7328} Previous AADT = 14615 | 10 | - | 455 | 1,769 | 14% | 24,224 |
| {68_7328} | 7328 | 4 - Frontage | 07 PIMA RD 0 | Pima Rd nonCard | 1.226 | SR-101 Exit 38 G-Ramp | 1.254 | Frank Lloyd Wright Blvd | 15,390 | Derivation Code = 3 MS2 TDMS; Reference = {68_7328} Previous AADT = 14615 | 10 | - | 649 | 2,516 | 21% | 24,224 |
| {68_7329} | 7329 | 4 - Frontage | 07 PIMA RD 0 | Pima Rd nonCard | 1.254 | Frank Lloyd Wright Blvd | 1.286 | SR-101 Exit 37 A-Ramp | 8,869 | Derivation Code = 3 MS2 TDMS; Reference = {68_7329} Previous AADT = 8423 | 10 | - | 781 | 127 | 10% | 13,960 |
| {68_7329} | 7329 | 4 - Frontage | 07 PIMA RD 0 | Pima Rd nonCard | 1.483 | SR-101 Exit 37 A-Ramp | 1.968 | Bell Rd | 8,869 | Derivation Code = 3 MS2 TDMS; Reference = {68_7329} Previous AADT = 8423 | 10 | - | 272 | 1,059 | 15% | 13,960 |
| {68_7318} | 7318 | 4 - Frontage | 07 PIMA RD 0 | Pima Rd nonCard | 1.968 | Bell Rd | 2.441 | SR-101 Exit 36 A-Ramp | 6,419 | Derivation Code = 3 MS2 TDMS; Reference = {68_7318} Previous AADT = 6096 | 11 | - | 197 | 768 | 15% | 10,104 |
| {58_35077} | 35077 | 4 - Frontage | 07 PRICE RD | Price Rd | 6.186 | Frye Rd | 6.690 | Chandler Blvd | 10,738 | Derivation Code = 3 MS2 TDMS; Reference = {58_35077} Previous AADT = 10198 | 9 | - | 385 | 1,495 | 18% | 16,902 |
| {68_8217} | 8217 | 4 - Frontage | 07 PRICE RD | Price Rd | 6.690 | Chandler Blvd | 7.188 | Galveston St | 4,278 | Derivation Code = 3 MS2 TDMS; Reference = {68_8217} Previous AADT = 4063 | 17 | - | 132 | 517 | 15% | 6,734 |
| {58_35073} | 8416 | 4 - Frontage | 07 PRICE RD | Price Rd | 7.188 | Galveston St | 7.688 | Ray Rd | 11,125 | Derivation Code = 3 MS2 TDMS; Reference = {58_35073} Previous AADT = 10565 | 9 | - | 193 | 752 | 8% | 17,511 |
| {68_8417} | 8417 | 4 - Frontage | 07 PRICE RD | Price Rd | 7.688 | Ray Rd | 8.189 | Calle Del Norte Chn | 5,279 | Derivation Code = 3 MS2 TDMS; Reference = {68_8417} Previous AADT = 5013 | 25 | - | 163 | 639 | 15% | 8,309 |
| {58_35069} | 35069 | 4 - Frontage | 07 PRICE RD | Price Rd | 8.189 | Calle Del Norte Chn | 8.695 | Warner Rd | 8,657 | Derivation Code = 3 MS2 TDMS; Reference = {58_35069} Previous AADT = 8221 | 8 | - | 190 | 742 | 11% | 13,626 |
| {68_8207} | 8207 | 4 - Frontage | 07 PRICE RD | Price Rd | 8.695 | Warner Rd | 9.250 | Conference Dr | 5,523 | Derivation Code = 3 MS2 TDMS; Reference = {68_8207} Previous AADT = 5245 | 28 | - | 171 | 666 | 15% | 8,693 |
| {58_35065} | 35065 | 4 - Frontage | 07 PRICE RD | Price Rd | 9.250 | Conference Dr | 9.691 | Elliott Rd | 7,925 | Derivation Code = 3 MS2 TDMS; Reference = {58_35065} Previous AADT = 7526 | 9 | - | 211 | 824 | 13% | 12,474 |
| {68_7506} | 7506 | 4 - Frontage | 07 PRICE RD | Price Rd | 9.691 | Elliott Rd | 10.037 | Curry St | 5,421 | Derivation Code = 3 MS2 TDMS; Reference = {68_7506} Previous AADT = 5148 | 24 | - | 169 | 654 | 15% | 8,533 |
| {68_7526} | 7526 | 4 - Frontage | 07 PRICE RD | Price Rd | 10.037 | Curry St | 10.696 | Guadalupe Rd | 6,016 | Derivation Code = 3 MS2 TDMS; Reference = {68_7526} Previous AADT = 5713 | 24 | - | 187 | 726 | 15% | 9,469 |
| {68_7507} | 7507 | 4 - Frontage | 07 PRICE RD | Price Rd | 10.696 | Guadalupe Rd | 10.871 | SR-101 Exit 56 J-Ramp | 4,487 | Derivation Code = 3 MS2 TDMS; Reference = {68_7507} Previous AADT = 4261 | 24 | - | 133 | 518 | 15% | 7,063 |
| {68_7496} | 7496 | 4 - Frontage | 07 PRICE RD | Price Rd | 10.871 | SR-101 Exit 56 J-Ramp | 11.562 | SR-101 Exit 55 C2-Ramp | 4,042 | Derivation Code = 3 MS2 TDMS; Reference = {68_7496} Previous AADT = 3839 | 23 | - | 128 | 498 | 15% | 6,362 |
| {68_7497} | 7497 | 4 - Frontage | 07 PRICE RD | Price Rd | 11.702 | Baseline Rd | 12.428 | Manhattan Dr | 11,645 | Derivation Code = 3 MS2 TDMS; Reference = {68_7497} Previous AADT = 11059 | 12 | - | 369 | 1,436 | 16% | 13,330 |
| {68_7476} | 7476 | 4 - Frontage | 07 PRICE RD | Price Rd | 12.428 | Manhattan Dr | 12.735 | Southern Ave | 11,578 | Derivation Code = 3 MS2 TDMS; Reference = {68_7476} Previous AADT = 10995 | 13 | - | 367 | 1,429 | 16% | 18,224 |
| {68_7477} | 7477 | 4 - Frontage | 07 PRICE RD | Price Rd | 12.735 | Southern Ave | 13.480 | Concorda Dr | 4,867 | Derivation Code = 3 MS2 TDMS; Reference = {68_7477} Previous AADT = 4622 | 21 | - | 151 | 586 | 15% | 7,661 |
| {68_7466} | 7466 | 4 - Frontage | 07 PRICE RD | Price Rd | 13.480 | Concorda Dr | 13.736 | Broadway Rd | 7,673 | Derivation Code = 3 MS2 TDMS; Reference = {68_7466} Previous AADT = 7287 | 22 | - | 239 | 926 | 15% | 12,078 |
| {68_7467} | 7467 | 4 - Frontage | 07 PRICE RD | Price Rd | 13.736 | Broadway Rd | 14.241 | Apache Blvd | 10,264 | Derivation Code = 3 MS2 TDMS; Reference = {68_7467} Previous AADT = 9747 | 11 | - | 320 | 1,239 | 15% | 16,156 |
| {68_7456} | 7456 | 4 - Frontage | 07 PRICE RD | Price Rd | 14.241 | Apache Blvd | 14.492 | Victory Dr | 5,747 | Derivation Code = 3 MS2 TDMS; Reference = {68_7456} Previous AADT = 5458 | 14 | - | 179 | 694 | 15% | 9,046 |
| {68_7457} | 7457 | 4 - Frontage | 07 PRICE RD | Price Rd | 14.740 | University Dr | 15.243 | SR-101 Exit 51 J-Ramp | 10,109 | Derivation Code = 3 MS2 TDMS; Reference = {68_7457} Previous AADT = 9600 | 8 | - | 322 | 1,248 | 16% | 15,912 |
| {68_8429} | 8429 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 0.927 | SR-101 Exit 60 A-Ramp | 1.088 | Frye Rd | 11,500 | Derivation Code = 3 MS2 TDMS; Reference = {68_8429} Previous AADT = 10921 | 11 | - | 359 | 1,389 | 15% | 18,101 |
| {58_35080} | 35080 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 1.088 | Frye Rd | 1.595 | Chandler Blvd | 12,942 | Derivation Code = 3 MS2 TDMS; Reference = {58_35080} Previous AADT = 12291 | 9 | - | 467 | 1,814 | 18% | 20,371 |
| {58_35076} | 35076 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 1.595 | Chandler Blvd | 2.093 | Galveston St | 22,565 | Derivation Code = 3 MS2 TDMS; Reference = {58_35076} Previous AADT = 19360 | 7 | - | 155 | 604 | 3% | 35,518 |
| {68_8418} | 8418 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 2.093 | Galveston St | 2.593 | Ray Rd | 4,919 | Derivation Code = 3 MS2 TDMS; Reference = {68_8418} Previous AADT = 4671 | 16 | - | 153 | 594 | 15% | 7,743 |
| {58_35072} | 35072 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 2.593 | Ray Rd | 2.948 | Seville Blvd | 17,659 | Derivation Code = 3 MS2 TDMS; Reference = {58_35072} Previous AADT = 16770 | 10 | - | 160 | 619 | 4% | 27,796 |
| {68_8208} | 8208 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 2.948 | Seville Blvd | 3.603 | Warner Rd | 4,467 | Derivation Code = 3 MS2 TDMS; Reference = {68_8208} Previous AADT = 4242 | 18 | - | 138 | 539 | 15% | 7,031 |
| {58_35068} | 35068 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 3.603 | Warner Rd | 4.159 | Conference Dr | 14,986 | Derivation Code = 3 MS2 TDMS; Reference = {58_35068} Previous AADT = 12857 | 8 | - | 118 | 464 | 4% | 23,588 |
| {68_7518} | 7518 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 4.159 | Conference Dr | 4.599 | Elliott Rd | 4,646 | Derivation Code = 3 MS2 TDMS; Reference = {68_7518} Previous AADT = 4412 | 15 | - | 144 | 561 | 15% | 7,313 |
| {58_35064} | 35064 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 4.599 | Elliott Rd | 5.115 | Western Csr nonCard | 13,710 | Derivation Code = 3 MS2 TDMS; Reference = {58_35064} Previous AADT = 11763 | 8 | - | 138 | 540 | 5% | 21,580 |
| {68_7528} | 7528 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 5.115 | Western Csr nonCard | 5.446 | SR-101 Exit 56 G-Ramp | 4,862 | Derivation Code = 3 MS2 TDMS; Reference = {68_7528} Previous AADT = 4617 | 19 | - | 150 | 585 | 15% | 7,653 |
| {68_7509} | 7509 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 5.736 | SR-101 Exit 56 A-Ramp | 6.142 | Yale Tmp Dr | 5,818 | Derivation Code = 3 MS2 TDMS; Reference = {68_7509} Previous AADT = 5525 | 20 | - | 181 | 703 | 15% | 9,158 |
| {68_7498} | 7498 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 6.142 | Yale Tmp Dr | 6.456 | SR-101 Exit 55 G-Ramp | 5,047 | Derivation Code = 3 MS2 TDMS; Reference = {68_7498} Previous AADT = 4793 | 21 | - | 160 | 621 | 15% | 7,944 |
| {68_7499} | 7499 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 6.610 | Baseline Rd | 7.471 | Malibu Dr | 11,325 | Derivation Code = 3 MS2 TDMS; Reference = {68_7499} Previous AADT = 10755 | 15 | - | 360 | 1,396 | 16% | 17,826 |
| {68_7478} | 7478 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 7.471 | Malibu Dr | 7.621 | Southern Ave | 11,583 | Derivation Code = 3 MS2 TDMS; Reference = {68_7478} Previous AADT = 11000 | 15 | - | 367 | 1,427 | 15% | 18,232 |
| {68_7479} | 7479 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 7.621 | Southern Ave | 8.098 | Balboa Tmp Dr | 6,029 | Derivation Code = 3 MS2 TDMS; Reference = {68_7479} Previous AADT = 5726 | 20 | - | 187 | 727 | 15% | 9,490 |
| {68_7468} | 7468 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 8.098 | Balboa Tmp Dr | 8.623 | Broadway Rd | 7,120 | Derivation Code = 3 MS2 TDMS; Reference = {68_7468} Previous AADT = 6762 | 19 | - | 221 | 860 | 15% | 11,207 |
| {68_7469} | 7469 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 8.623 | Broadway Rd | 9.126 | Apache Blvd | 11,682 | Derivation Code = 3 MS2 TDMS; Reference = {68_7469} Previous AADT = 11094 | 19 | - | 365 | 1,412 | 15% | 18,388 |
| {68_7458} | 7458 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 9.126 | Apache Blvd | 9.623 | University Dr | 7,024 | Derivation Code = 3 MS2 TDMS; Reference = {68_7458} Previous AADT = 6670 | 17 | - | 217 | 847 | 15% | 11,056 |
| {68_7459} | 7459 | 4 - Frontage | 07 PRICE RD 0 | Price Rd nonCard | 9.623 | University Dr | 10.130 | SR-101 Exit 51 A2-Ramp | 12,497 | Derivation Code = 3 MS2 TDMS; Reference = {68_7459} Previous AADT = 11868 | 12 | - | 396 | 1,539 | 15% | 19,671 |
| {68_4778} | 4778 | 4 - Frontage | 07 RAIRDAN LN | Rairdan Ln | 0.000 | I-17 Front nonCard | 0.152 | 0.15 mi E of I-17 Front nonCard | 296 | Derivation Code = 3 MS2 TDMS; Reference = {68_4778} Previous AADT = 281 | 15 | 54 | 26 | 4 | 10% | 466 |
| {68_7547} | 7547 | 4 - Frontage | 07 SB SR143 EX 4 OFF RAMP | Sb Sr143 Ex 4 Off Ramp | 0.000 | SR-143 Front | 0.253 | Van Buren St | 3,461 | Derivation Code = 3 MS2 TDMS; Reference = {68_7547} Previous AADT = 3287 | 13 | - | 320 | 51 | 11% | 5,448 |
| {68_7209} | 7209 | 4 - Frontage | 07 SR 101 FRONT | SR 101 FRONT | 6.222 | SR-101 Exit 23 G-Ramp | 6.970 | SR 101 Front | 8,768 | Derivation Code = 3 MS2 TDMS; Reference = {68_7209} Previous AADT = 7209 | 11 | - | - | - | - | - |
| {68_7218} | 7218 | 4 - Frontage | 07 SR 101 FRONT | SR 101 FRONT | 8.122 | SR-101 Exit 25 G-Ramp | 8.222 | Central Phx Ave | 3,980 | Derivation Code = 3 MS2 TDMS; Reference = {68_7218} Previous AADT = | 28 | - | 114 | 441 | 14% | - |
| {68_7138} | 7138 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 0.130 | SR-101 Exit 17 G-Ramp | 0.251 | 73rd Ave | 3,309 | Derivation Code = 3 MS2 TDMS; Reference = {68_7138} Previous AADT = 3142 | 16 | - | 308 | 49 | 11% | 5,208 |
| {68_7149} | 7149 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 0.251 | 73rd Ave | 0.859 | SR-101 Exit 18 A-Ramp | 3,877 | Derivation Code = 3 MS2 TDMS; Reference = {68_7149} Previous AADT = 3682 | 16 | - | 360 | 60 | 11% | 6,103 |
| {68_7148} | 7148 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 1.104 | SR-101 Exit 18 G-Ramp | 1.446 | 63rd Ave | 5,313 | Derivation Code = 3 MS2 TDMS; Reference = {68_7148} Previous AADT = 5046 | 18 | - | 492 | 78 | 11% | 8,363 |
| {68_7159} | 7159 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 1.446 | 63rd Ave | 1.793 | SR-101 Exit 19 A-Ramp | 5,822 | Derivation Code = 3 MS2 TDMS; Reference = {68_7159} Previous AADT = 5529 | 18 | - | 542 | 87 | 11% | 9,164 |
| {68_7158} | 7158 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 2.098 | SR-101 Exit 19 G-Ramp | 2.447 | 55th Ave | 3,645 | Derivation Code = 3 MS2 TDMS; Reference = {68_7158} Previous AADT = 3462 | 20 | - | 339 | 53 | 11% | 5,737 |
| {68_7169} | 7169 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 2.447 | 55th Ave | 2.766 | SR-101 Exit 20 A-Ramp | 3,525 | Derivation Code = 3 MS2 TDMS; Reference = {68_7169} Previous AADT = 3348 | 16 | - | 327 | 52 | 11% | 5,548 |
| {68_7168} | 7168 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 3.185 | SR-101 Exit 20 G-Ramp | 3.950 | 43rd Ave | 5,604 | Derivation Code = 3 MS2 TDMS; Reference = {68_7168} Previous AADT = 5322 | 12 | - | 519 | 84 | 11% | 8,821 |
| {68_7179} | 7179 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 3.950 | 43rd Ave | 4.793 | SR-101 Exit 22 A-Ramp | 5,850 | Derivation Code = 3 MS2 TDMS; Reference = {68_7179} Previous AADT = 5556 | 14 | - | 543 | 87 | 11% | 9,208 |
| {68_7178} | 7178 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 4.956 | SR-101 Front | 5.460 | SR-101 Front | 11,608 | Derivation Code = 3 MS2 TDMS; Reference = {68_7178} Previous AADT = 11024 | 11 | - | 1,077 | 174 | 11% | 18,271 |
| {68_7188} | 7188 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 6.066 | SR-101 Front | 6.222 | SR-101 Exit 23 G-Ramp | 7,591 | Derivation Code = 3 MS2 TDMS; Reference = {68_7188} Previous AADT = 7209 | 15 | - | 704 | 114 | 11% | 11,948 |
| {68_7209} | 7209 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 6.222 | SR-101 Exit 23 G-Ramp | 6.970 | SR 101 Front | 8,768 | Derivation Code = 3 MS2 TDMS; Reference = {68_7209} Previous AADT = 7209 | 11 | - | 781 | 127 | 10% | 13,801 |
| {68_7218} | 7218 | 4 - Frontage | 07 SR 101 FRONT EB | SR 101 FRONT | 8.071 | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AA22 | AADT Source Dataset | | | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|--------------------|--------|--------------------|-----------------------------|--------------------------------|-------------|-------------------------|-----------|-------------------------|-------|---|--|--|--|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_7122} | 7122 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 0.585 | SR-101 Exit 17 J-Ramp | 1.503 | 75th Ave | 7,477 | Derivation Code = 3 MS2 TDMS; Reference = {68_7122} Previous AADT = 7101 | | | | | 11 | - | 689 | 112 | 11% | 11,769 |
| {68_7136} | 7136 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 1.641 | SR-101 Exit 17 C-Ramp | 1.934 | 71st Ave | 2,843 | Derivation Code = 3 MS2 TDMS; Reference = {68_7136} Previous AADT = 2700 | | | | | 14 | - | 264 | 43 | 11% | 4,475 |
| {68_7147} | 7147 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 1.934 | 71st Ave | 2.406 | SR-101 Exit 18 J-Ramp | 3,155 | Derivation Code = 3 MS2 TDMS; Reference = {68_7147} Previous AADT = 2996 | | | | | 15 | - | 293 | 48 | 11% | 4,966 |
| {68_7146} | 7146 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 2.656 | 67th Ave | 2.957 | 190 ft E of 63rd Ave | 4,993 | Derivation Code = 3 MS2 TDMS; Reference = {68_7146} Previous AADT = 4742 | | | | | 15 | - | 464 | 75 | 11% | 7,859 |
| {68_7157} | 7157 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 2.957 | 190 ft E of 63rd Ave | 3.455 | SR-101 Exit 19 J-Ramp | 5,794 | Derivation Code = 3 MS2 TDMS; Reference = {68_7157} Previous AADT = 5502 | | | | | 15 | - | 539 | 87 | 11% | 9,120 |
| {68_7156} | 7156 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 3.581 | SR-101 Exit 19 C-Ramp | 3.904 | 55th Ave | 3,987 | Derivation Code = 3 MS2 TDMS; Reference = {68_7156} Previous AADT = 3786 | | | | | 21 | - | 370 | 61 | 11% | 6,276 |
| {68_7167} | 7167 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 3.904 | 55th Ave | 4.345 | SR-101 Exit 20 J-Ramp | 3,484 | Derivation Code = 3 MS2 TDMS; Reference = {68_7167} Previous AADT = 3309 | | | | | 23 | - | 323 | 51 | 11% | 5,484 |
| {68_7166} | 7166 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 4.683 | SR-101 Exit 20 C-Ramp | 6.015 | SR-101 Front nonCard | 3,420 | Derivation Code = 3 MS2 TDMS; Reference = {68_7166} Previous AADT = 3248 | | | | | 29 | - | 315 | 50 | 11% | 5,383 |
| {68_7185} | 7185 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 7.786 | SR-101 Exit 23 C1-Ramp | 7.983 | 23rd Ave | 9,395 | Derivation Code = 3 MS2 TDMS; Reference = {68_7185} Previous AADT = 8922 | | | | | 15 | - | 871 | 142 | 11% | 14,788 |
| {68_7186} | 7186 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 7.983 | 23rd Ave | 8.493 | SR-101 Front nonCard | 9,637 | Derivation Code = 3 MS2 TDMS; Reference = {68_7186} Previous AADT = 9152 | | | | | 13 | - | 893 | 144 | 11% | 15,169 |
| {68_7226} | 7226 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 10.467 | SR-101 Front nonCard | 11.459 | 16th St | 6,548 | Derivation Code = 3 MS2 TDMS; Reference = {68_7226} Previous AADT = 6218 | | | | | 18 | - | 603 | 97 | 11% | 10,307 |
| {68_7247} | 7247 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 11.459 | 16th St | 12.514 | SR-101 Exit 28 X-Ramp | 5,925 | Derivation Code = 3 MS2 TDMS; Reference = {68_7247} Previous AADT = 5627 | | | | | 21 | - | 543 | 87 | 11% | 9,326 |
| {68_7307} | 7307 | 4 - Frontage | 07 SR 101 FRONT WB | SR 101 Front (A) | 18.677 | SR-101 Front nonCard | 19.772 | SR-101 Front nonCard | 1,144 | Derivation Code = 3 MS2 TDMS; Reference = {68_7307} Previous AADT = 1086 | | | | | 27 | - | 104 | 15 | 10% | 1,845 |
| {68_8078} | 8078 | 4 - Frontage | 07 SR 202 RED MOUNTAIN RD | SR 202 Red Mountain Rd | 0.000 | SR-202 Exit 28 G-Ramp | 0.560 | Apache Trl | 2,971 | Derivation Code = 3 MS2 TDMS; Reference = {68_8078} Previous AADT = 2821 | | | | | 9 | - | 281 | 45 | 11% | 4,676 |
| {68_8059} | 8059 | 4 - Frontage | 07 SR 202 RED MOUNTAIN RD | SR 202 Red Mountain Rd | 0.560 | Apache Trl | 1.066 | SR-202 Exit 27 A-Ramp | 1,085 | Derivation Code = 3 MS2 TDMS; Reference = {68_8059} Previous AADT = 1030 | | | | | 11 | - | 33 | 132 | 15% | 1,708 |
| {68_8076} | 8076 | 4 - Frontage | 07 SR 202 RED MOUNTAIN RD 0 | SR 202 Red Mountain Rd nonCard | 0.000 | SR-202 Exit 28 C-Ramp | 0.557 | Apache Trl | 1,638 | Derivation Code = 3 MS2 TDMS; Reference = {68_8076} Previous AADT = 1556 | | | | | 9 | - | 51 | 201 | 15% | 2,578 |
| {68_8057} | 8057 | 4 - Frontage | 07 SR 202 RED MOUNTAIN RD 0 | SR 202 Red Mountain Rd nonCard | 0.557 | Apache Trl | 0.870 | SR-202 Exit 27 C-Ramp | 1,549 | Derivation Code = 3 MS2 TDMS; Reference = {68_8057} Previous AADT = 1471 | | | | | 9 | - | 48 | 189 | 15% | 2,438 |
| {68_7656} | 7656 | 4 - Frontage | 07 WB SR202 EX 3 ON RD | Wb Sr202 Ex 3 On Rd | 0.000 | SR-202 Exit 2 J-Ramp | 0.483 | SR-202 Front | 5,693 | Derivation Code = 3 MS2 TDMS; Reference = {68_7656} Previous AADT = 5406 | | | | | 9 | - | 526 | 85 | 11% | 8,961 |
| {68_7667} | 7667 | 4 - Frontage | 07 WB SR202 EX 4 FRONT | Wb Sr202 Ex 4 Front | 0.000 | SR-202 Exit 4 C-Ramp | 0.192 | Taylor St | 8,734 | Derivation Code = 3 MS2 TDMS; Reference = {68_7667} Previous AADT = 8294 | | | | | 12 | - | 808 | 131 | 11% | 16,087 |
| {68_3559} | 3559 | 4 - Frontage | 07 YUMA RD | Yuma Rd | 9.271 | I-10 Front | 9.442 | I-10 Front | 282 | Derivation Code = 3 MS2 TDMS; Reference = {68_3559} Previous AADT = 268 | | | | | 9 | 52 | 25 | 4 | 10% | 444 |
| {68_5711} | 5711 | 4 - Frontage | 08S YUCCA FRONTAGE RD | S Yucca Frontage Rd | 2.029 | W Mohave Center Blvd | 3.053 | I-40 Exit 26 G-Ramp | 1,448 | Derivation Code = 1 MS2 TDMS; Reference = {68_5711} Previous AADT = 142 | | | | | 23 | - | 6 | 21 | 2% | 2,240 |
| {68_4438} | 4438 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 0.000 | I-10 Front | 0.874 | Unnamed (0) | 907 | Derivation Code = 3 MS2 TDMS; Reference = {68_4438} Previous AADT = 887 | | | | | 11 | - | 27 | 108 | 15% | 1,660 |
| {68_4437} | 4437 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 2.469 | I-10 Exit 270 J-Ramp | 3.426 | I-10 Exit 269 C-Ramp | 734 | Derivation Code = 3 MS2 TDMS; Reference = {68_4437} Previous AADT = 718 | | | | | 12 | - | 22 | 87 | 15% | 1,119 |
| {68_4426} | 4426 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 3.426 | I-10 Exit 269 C-Ramp | 3.550 | S Wilmot Rd | 590 | Derivation Code = 3 MS2 TDMS; Reference = {68_4426} Previous AADT = 613 | | | | | 11 | - | 57 | 9 | 11% | 899 |
| {68_4427} | 4427 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 3.550 | S Wilmot Rd | 3.882 | I-10 Exit 269 J-Ramp | 966 | Derivation Code = 3 MS2 TDMS; Reference = {68_4427} Previous AADT = 945 | | | | | 14 | - | 86 | 14 | 10% | 1,473 |
| {68_4416} | 4416 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 3.882 | I-10 Exit 269 J-Ramp | 4.430 | I-10 Exit 268 C-Ramp | 1,352 | Derivation Code = 3 MS2 TDMS; Reference = {68_4416} Previous AADT = 1323 | | | | | 10 | - | 42 | 163 | 15% | 2,061 |
| {68_4406} | 4406 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 4.803 | S Craycroft Rd | 5.459 | I-10 Front nonCard | 778 | Derivation Code = 3 MS2 TDMS; Reference = {68_4406} Previous AADT = 761 | | | | | - | - | 70 | 11 | 10% | 1,186 |
| {68_4359} | 4359 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy S | 11.601 | I-10 Exit 261 A-Ramp | 11.852 | I-10 Front | 409 | Derivation Code = 3 MS2 TDMS; Reference = {68_4359} Previous AADT = 400 | | | | | 13 | - | - | - | - | - |
| {68_4466} | 4466 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 30.750 | I-10 Front nonCard | 31.005 | I-10 Front nonCard | 1,345 | Derivation Code = 3 MS2 TDMS; Reference = {68_4466} Previous AADT = 1316 | | | | | 15 | 80 | 42 | 163 | 15% | 1,906 |
| {68_4477} | 4477 | 4 - Frontage | 10E BENSON HWY | E Benson Hwy | 31.005 | I-10 Front nonCard | 32.219 | I-10 Front nonCard | 691 | Derivation Code = 3 MS2 TDMS; Reference = {68_4477} Previous AADT = 676 | | | | | 11 | 74 | 19 | 82 | 15% | 1,053 |
| {68_4357} | 4357 | 4 - Frontage | 10E BENSON HWY N | E Benson Hwy N | 0.000 | I-10 Exit 261 J-Ramp | 0.200 | S 4th Ave | 9,414 | Derivation Code = 3 MS2 TDMS; Reference = {68_4357} Previous AADT = 9116 | | | | | 13 | - | 291 | 1,130 | 15% | 14,350 |
| {68_4356}{68_4352} | 4356 | 4 - Frontage | 10E BENSON HWY N | E Benson Hwy N | 0.200 | S 4th Ave | 0.281 | I-10 Front nonCard | 3,063 | Derivation Code = 3 MS2 TDMS; Reference = {68_4356}{68_4352} Previous AADT = 2948 | | | | | 12 | - | 28 | 113 | 5% | 4,669 |
| {68_4278} | 4278 | 4 - Frontage | 10E FREEWAY | N Freeway | 0.146 | I-10 Exit 254 G-Ramp | 0.512 | W Fort Lowell Rd | 1,342 | Derivation Code = 3 MS2 TDMS; Reference = {68_4278} Previous AADT = 1313 | | | | | 11 | - | 124 | 18 | 11% | 2,046 |
| {68_4289} | 4289 | 4 - Frontage | 10E FREEWAY | N Freeway | 0.750 | I-10 Exit 255 A-Ramp | 0.950 | I-10 Front | 1,182 | Derivation Code = 3 MS2 TDMS; Reference = {68_4289} Previous AADT = 1229 | | | | | 12 | - | 115 | 18 | 11% | 1,802 |
| {68_4308} | 4308 | 4 - Frontage | 10E FREEWAY | E Freeway | 2.947 | I-10 Front | 2.973 | I-10 Front | 6,836 | Derivation Code = 3 MS2 TDMS; Reference = {68_4308} Previous AADT = 6689 | | | | | 11 | - | 207 | 803 | 15% | 10,420 |
| {68_4332} | 4332 | 4 - Frontage | 10E I10 EB RAMP | E I10 Ramp | 6.962 | I-10 Front | 7.122 | I-10 Front | 7,875 | Derivation Code = 3 MS2 TDMS; Reference = {68_4332} Previous AADT = 8183 | | | | | 11 | 54 | 768 | 124 | 11% | 13,241 |
| {68_4228} | 4228 | 4 - Frontage | 10E I10 EB FRONTAGE RD | E I10 Eb Frontage Rd | 21.698 | I-10 Front | 21.896 | I-10 Front | 3,253 | Derivation Code = 3 MS2 TDMS; Reference = {68_4228} Previous AADT = 3183 | | | | | 16 | - | 97 | 381 | 15% | 4,959 |
| {68_4309} | 4309 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 0.000 | I-10 Front | 0.059 | E I10 Exit 257 Off Ramp | 2,712 | Derivation Code = 3 MS2 TDMS; Reference = {68_4309} Previous AADT = 2814 | | | | | 10 | - | 86 | 337 | 16% | 4,134 |
| {68_4309} | 4309 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 0.059 | E I10 Exit 257 Off Ramp | 0.202 | I-10 Exit 257 A-Ramp | 2,712 | Derivation Code = 3 MS2 TDMS; Reference = {68_4309} Previous AADT = 2814 | | | | | 10 | - | 258 | 42 | 11% | 4,134 |
| {68_4298} | 4298 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 0.977 | I-10 Exit 256 G-Ramp | 1.159 | W Grant Rd | 2,839 | Derivation Code = 3 MS2 TDMS; Reference = {68_4298} Previous AADT = 2778 | | | | | 10 | - | 258 | 42 | 11% | 4,328 |
| {68_4299} | 4299 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 1.159 | W Grant Rd | 1.315 | I-10 Exit 256 A-Ramp | 2,766 | Derivation Code = 3 MS2 TDMS; Reference = {68_4299} Previous AADT = 2874 | | | | | 10 | - | 269 | 43 | 11% | 4,216 |
| {68_4288} | 4288 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 1.892 | I-10 Exit 255 G-Ramp | 2.035 | I-10 Front | 3,915 | Derivation Code = 3 MS2 TDMS; Reference = {68_4288} Previous AADT = 3831 | | | | | 18 | - | 356 | 58 | 11% | 5,968 |
| {68_4279} | 4279 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 2.971 | I-10 Front | 3.107 | I-10 Exit 254 A-Ramp | 3,016 | Derivation Code = 3 MS2 TDMS; Reference = {68_4279} Previous AADT = 2951 | | | | | 19 | - | 89 | 354 | 15% | 4,597 |
| {68_4279} | 4279 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 3.107 | I-10 Exit 254 A-Ramp | 3.178 | I-10 Front | 3,016 | Derivation Code = 3 MS2 TDMS; Reference = {68_4279} Previous AADT = 2951 | | | | | 19 | - | 89 | 354 | 15% | 4,597 |
| {68_4268} | 4268 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 4.530 | W Calle Agua Nueva | 4.660 | I-10 Exit 252 G-Ramp | 150 | Derivation Code = 3 MS2 TDMS; Reference = {68_4268} Previous AADT = 147 | | | | | 18 | - | - | - | - | 213 |
| {68_4268} | 4268 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 4.660 | W Calle Agua Nueva | 4.699 | I-10 Exit 252 G-Ramp | 150 | Derivation Code = 3 MS2 TDMS; Reference = {68_4268} Previous AADT = 147 | | | | | 18 | - | - | - | - | 213 |
| {68_4258}{68_4251} | 4258 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 6.079 | I-10 Front | 6.116 | W Sunset Rd | 2,006 | Derivation Code = 3 MS2 TDMS; Reference = {68_4258}{68_4251} Previous AADT = 1945 | | | | | 12 | - | 110 | 17 | 6% | 3,058 |
| {68_4259} | 4259 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 6.116 | W Sunset Rd | 6.562 | I20f NW of Marana TB | 2,152 | Derivation Code = 3 MS2 TDMS; Reference = {68_4259} Previous AADT = 2106 | | | | | 13 | - | 197 | 31 | 11% | 3,280 |
| {68_4248} | 4248 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 6.562 | Marana TB | 7.247 | W Orange Grove Rd | 3,293 | Derivation Code = 3 MS2 TDMS; Reference = {68_4248} Previous AADT = 3222 | | | | | 28 | - | 300 | 48 | 11% | 5,020 |
| {68_4249}{68_4240} | 4249 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 7.247 | W Orange Grove Rd | 7.339 | I-10 Front | 8,176 | Derivation Code = 3 MS2 TDMS; Reference = {68_4249}{68_4240} Previous AADT = 7841 | | | | | 17 | - | 124 | 18 | 2% | 12,463 |
| {68_4238} | 4238 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 8.558 | I-10 Front | 8.588 | W Ina Rd | 1,973 | Derivation Code = 3 MS2 TDMS; Reference = {68_4238} Previous AADT = 1931 | | | | | 24 | - | 177 | 28 | 10% | 3,008 |
| {68_4239}{68_4230} | 4239 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 8.588 | W Ina Rd | 8.638 | E I10 Frontage Rd | 8,360 | Derivation Code = 3 MS2 TDMS; Reference = {68_4239}{68_4230} Previous AADT = 8075 | | | | | 17 | - | 347 | 56 | 5% | 12,743 |
| {68_4228} | 4228 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 10.485 | I-10 Front | 10.554 | N Cortaro Rd | 3,253 | Derivation Code = 3 MS2 TDMS; Reference = {68_4228} Previous AADT = 3183 | | | | | 16 | - | 293 | 47 | 10% | 4,959 |
| {68_4229} | 4229 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 10.554 | N Cortaro Rd | 10.679 | I-10 Front | 3,035 | Derivation Code = 3 MS2 TDMS; Reference = {68_4229} Previous AADT = 2970 | | | | | 10 | - | 273 | 44 | 10% | 4,626 |
| {68_4408} | 4408 | 4 - Frontage | 10E I10 FRONTAGE RD S | E I10 Frontage Rd S | 48.831 | I-10 Exit 267 G-Ramp | 49.346 | I-10 Exit 268 A-Ramp | 713 | Derivation Code = 3 MS2 TDMS; Reference = {68_4408} Previous AADT = 698 | | | | | 9 | - | 64 | 9 | 10% | 1,007 |
| {68_4419} | 4419</ | | | | | | | | | | | | | | | | | | | |

| Reference | Loc ID | TrafficSectionType | Routeld | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AAADT Single Trucks | AAADT Combo Trucks | T Factor % | 2042 Future AADT |
|--------------------|--------|--------------------|------------------------------|-----------------------------|-------------|--------------------------------|-----------|--------------------------------|-----------|---|------------|------------|---------------------|--------------------|------------|------------------|
| {68_4476} | 4476 | 4 - Frontage | 10E MARSH STATION RD | E Marsh Station Rd | 0.000 | I-10 Front nonCard | 0.421 | S Sundown Ranch Rd | 741 | Derivation Code = 3 MS2 TDMS; Reference = {68_4476} Previous AADT = 725 | 10 | 56 | 23 | 88 | 15% | 1,050 |
| {68_4487} | 4487 | 4 - Frontage | 10E MARSH STATION RD | E Marsh Station Rd | 9.227 | I-10 Front nonCard | 10.919 | 20 ft NW of I-10 Front nonCard | 81 | Derivation Code = 3 MS2 TDMS; Reference = {68_4487} Previous AADT = 80 | 18 | 85 | 5 | 3 | 10% | 115 |
| {68_4388} | 4388 | 4 - Frontage | 10E PALO VERDE RD NB OFFRAMP | E Palo Verde Rd Nb Off Ramp | 0.046 | I-10 Front | 0.404 | I-10 Exit 265 A-Ramp | 445 | Derivation Code = 3 MS2 TDMS; Reference = {68_4388} Previous AADT = 435 | 11 | - | 39 | 6 | 10% | 678 |
| {68_4279} | 4279 | 4 - Frontage | 10N BUSINESS CENTER DR | E Business Center Dr | 0.000 | I-10 Front | 0.355 | I-10 Front | 3,016 | Derivation Code = 3 MS2 TDMS; Reference = {68_4279} Previous AADT = 2951 | 19 | - | 90 | 358 | 15% | 4,597 |
| {68_4279} | 4279 | 4 - Frontage | 10N BUSINESS CENTER DR | N Business Center Dr | 0.355 | I-10 Front | 0.484 | W Sweetwater Dr | 3,016 | Derivation Code = 3 MS2 TDMS; Reference = {68_4279} Previous AADT = 2951 | 19 | - | 89 | 354 | 15% | 4,597 |
| {68_4270} | 4270 | 4 - Frontage | 10N BUSINESS CENTER DR | N Business Center Dr | 0.484 | W Sweetwater Dr | 0.945 | 0.41 mi SE of I-10 Front | 2,363 | Derivation Code = 3 MS2 TDMS; Reference = {68_4270} Previous AADT = 2456 | 12 | - | 236 | 36 | 12% | 3,602 |
| {68_4268} | 4268 | 4 - Frontage | 10N BUSINESS CENTER DR | N Business Center Dr | 0.945 | 0.41 mi SE of I-10 Front | 1.352 | I-10 Front | 150 | Derivation Code = 3 MS2 TDMS; Reference = {68_4268} Previous AADT = 147 | 18 | - | 5 | 16 | 14% | 213 |
| {68_4229} | 4229 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 0.000 | I-10 Front | 0.696 | N Norway Spruce Rd | 3,035 | Derivation Code = 3 MS2 TDMS; Reference = {68_4229} Previous AADT = 2970 | 10 | - | 276 | 44 | 11% | 4,626 |
| {68_8068} | 8068 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 1.526 | I-10 Exit 244 G-Ramp | 1.688 | W Twin Peaks Rd | 2,153 | Derivation Code = 3 MS2 TDMS; Reference = {68_8068} Previous AADT = 2107 | 11 | - | 196 | 31 | 11% | 3,282 |
| {68_8069} | 8069 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 1.688 | W Twin Peaks Rd | 2.104 | N Tiffany Loop | 3,415 | Derivation Code = 3 MS2 TDMS; Reference = {68_8069} Previous AADT = 3549 | 11 | - | 333 | 54 | 11% | 5,206 |
| {68_4218} | 4218 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 2.104 | N Tiffany Loop | 3.665 | W Avra Valley Rd | 717 | Derivation Code = 3 MS2 TDMS; Reference = {68_4218} Previous AADT = 702 | 14 | - | 65 | 11 | 11% | 1,093 |
| {68_4219} | 4219 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 3.665 | W Avra Valley Rd | 4.938 | N Cement Plant Rd | 1,791 | Derivation Code = 3 MS2 TDMS; Reference = {68_4219} Previous AADT = 1752 | 10 | 79 | 165 | 26 | 11% | 2,730 |
| {68_4217} | 4217 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 7.616 | I-10 Front nonCard | 9.037 | 0.65 mi NW of Union Pacific | 702 | Derivation Code = 3 MS2 TDMS; Reference = {68_4217} Previous AADT = 687 | 13 | - | 64 | 9 | 10% | 1,070 |
| {68_4206} | 4206 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 9.037 | 0.65 mi NW of Union Pacific | 9.900 | I-10 Front nonCard | 5,431 | Derivation Code = 3 MS2 TDMS; Reference = {68_4206} Previous AADT = 5314 | 11 | - | 493 | 79 | 11% | 8,279 |
| {68_4198} | 4198 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 13.554 | N McDuft Rd | 14.086 | N Sandario Rd | 1,240 | Derivation Code = 3 MS2 TDMS; Reference = {68_4198} Previous AADT = 1213 | 21 | 69 | 113 | 18 | 11% | 1,890 |
| {68_4199} | 4199 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 14.086 | N Sandario Rd | 14.749 | W Sagebrush Rd | 1,399 | Derivation Code = 3 MS2 TDMS; Reference = {68_4199} Previous AADT = 1385 | 11 | 77 | 138 | 22 | 11% | 2,133 |
| {68_4228} | 4228 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 28.805 | I-10 Front | 29.104 | I-10 Front | 3,253 | Derivation Code = 3 MS2 TDMS; Reference = {68_4228} Previous AADT = 3183 | 16 | - | 98 | 385 | 15% | 4,959 |
| {68_4239} | 4239 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 29.589 | I-10 Front | 29.820 | I-10 Front | 3,865 | Derivation Code = 3 MS2 TDMS; Reference = {68_4239} Previous AADT = 3782 | 17 | - | - | - | - | 5,892 |
| {68_4238} | 4238 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 30.733 | I-10 Front | 31.384 | 0.21 mi NW of Canada Del Oro | 1,973 | Derivation Code = 3 MS2 TDMS; Reference = {68_4238} Previous AADT = 1931 | 24 | - | 179 | 28 | 10% | 3,008 |
| {68_4249} | 4249 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 31.384 | 0.21 mi NW of Canada Del Oro | 31.954 | I-10 Front | 1,361 | Derivation Code = 3 MS2 TDMS; Reference = {68_4249} Previous AADT = 1332 | 17 | - | 125 | 18 | 11% | 2,075 |
| {68_4258}{68_4251} | 4258 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 33.213 | I-10 Front | 33.280 | I-10 Exit 251 G-Ramp | 2,006 | Derivation Code = 3 MS2 TDMS; Reference = {68_4258}{68_4251} Previous AADT = 1945 | 12 | - | 110 | 17 | 6% | 3,058 |
| {68_4258} | 4258 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 33.280 | I-10 Exit 251 G-Ramp | 33.777 | W Curtis St | 1,229 | Derivation Code = 3 MS2 TDMS; Reference = {68_4258} Previous AADT = 1203 | 12 | - | 111 | 17 | 10% | 1,873 |
| {68_4269} | 4269 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 33.777 | W Curtis St | 34.170 | I-10 Exit 252 A-Ramp | 2,250 | Derivation Code = 3 MS2 TDMS; Reference = {68_4269} Previous AADT = 2202 | 15 | - | - | - | - | 3,430 |
| {68_4276} | 4276 | 4 - Frontage | 10N CASA GRANDE HWY | N Casa Grande Hwy | 36.479 | I-10 Exit 254 C-Ramp | 36.812 | I-10 Front nonCard | 1,680 | Derivation Code = 3 MS2 TDMS; Reference = {68_4276} Previous AADT = 1664 | 16 | - | 152 | 25 | 11% | 2,561 |
| {68_4327} | 4327 | 4 - Frontage | 10N FREEWAY NB | N Freeway NB | 0.000 | I-10 Front nonCard | 0.154 | I-10 Exit 258 J-Ramp | 6,190 | Derivation Code = 3 MS2 TDMS; Reference = {68_4327} Previous AADT = 6057 | 12 | - | 564 | 90 | 11% | 9,486 |
| {68_4316} | 4316 | 4 - Frontage | 10N FREEWAY NB | N Freeway NB | 0.154 | I-10 Exit 258 J-Ramp | 0.413 | 0.18 mi S of W Saint Marys Rd | 7,324 | Derivation Code = 3 MS2 TDMS; Reference = {68_4316} Previous AADT = 7166 | 12 | - | 673 | 109 | 11% | 11,164 |
| {68_4312} | 4312 | 4 - Frontage | 10N FREEWAY NB | N Freeway NB | 0.413 | 0.18 mi S of W Saint Marys Rd | 0.593 | W Saint Marys Rd | 7,571 | Derivation Code = 3 MS2 TDMS; Reference = {68_4312} Previous AADT = 7408 | 9 | - | 694 | 111 | 11% | 11,541 |
| {68_4306} | 4306 | 4 - Frontage | 10N FREEWAY NB | N Freeway NB | 0.593 | W Saint Marys Rd | 0.904 | I-10 Exit 257 C-Ramp | 4,310 | Derivation Code = 3 MS2 TDMS; Reference = {68_4306} Previous AADT = 4217 | 12 | - | 394 | 64 | 11% | 6,570 |
| {68_4329} | 4329 | 4 - Frontage | 10N FREEWAY SB | N Freeway SB | 0.000 | I-10 Front | 0.096 | I-10 Exit 258 A-Ramp | 5,134 | Derivation Code = 3 MS2 TDMS; Reference = {68_4329} Previous AADT = 5335 | 10 | - | 500 | 79 | 11% | 7,826 |
| {68_4311} | 4311 | 4 - Frontage | 10N FREEWAY SB | N Freeway SB | 0.096 | I-10 Exit 258 A-Ramp | 0.487 | 0.12 mi S of W Saint Marys Rd | 10,508 | Derivation Code = 3 MS2 TDMS; Reference = {68_4311} Previous AADT = 10282 | 10 | - | 965 | 156 | 11% | 16,018 |
| {68_4318} | 4318 | 4 - Frontage | 10N FREEWAY SB | N Freeway SB | 0.487 | 0.12 mi S of W Saint Marys Rd | 0.608 | W Saint Marys Rd | 9,762 | Derivation Code = 3 MS2 TDMS; Reference = {68_4318} Previous AADT = 9552 | 10 | - | 898 | 146 | 11% | 14,881 |
| {68_4308} | 4308 | 4 - Frontage | 10N FREEWAY SB | N Freeway SB | 0.910 | I-10 Exit 257 G-Ramp | 1.026 | I-10 Front | 6,836 | Derivation Code = 3 MS2 TDMS; Reference = {68_4308} Previous AADT = 6689 | 11 | - | 623 | 100 | 11% | 10,420 |
| {68_4239} | 4239 | 4 - Frontage | 10N I10 EB FRONTAGE RD | E I10 Eb Frontage Rd | 0.000 | I-10 Front | 0.821 | I-10 Front | 3,865 | Derivation Code = 3 MS2 TDMS; Reference = {68_4239} Previous AADT = 3782 | 17 | - | 116 | 452 | 15% | 5,892 |
| {68_4228} | 4228 | 4 - Frontage | 10N I10 EB FRONTAGE RD | E I10 Eb Frontage Rd | 1.052 | I-10 Front | 1.340 | I-10 Front | 3,253 | Derivation Code = 3 MS2 TDMS; Reference = {68_4228} Previous AADT = 3183 | 16 | - | 97 | 381 | 15% | 4,959 |
| {68_5549} | 5549 | 4 - Frontage | 10N I19 FRONTAGE RD E | N I19 Frontage Rd E | 0.000 | I-10 Front | 3.170 | W Canoa Ranch Dr | 981 | Derivation Code = 3 MS2 TDMS; Reference = {68_5549} Previous AADT = 1018 | 10 | - | 34 | 130 | 17% | 1,390 |
| {68_5548} | 5548 | 4 - Frontage | 10N I19 FRONTAGE RD E | N I19 Frontage Rd E | 3.170 | W Canoa Ranch Dr | 6.068 | W Calle Torres Blancas | 1,147 | Derivation Code = 3 MS2 TDMS; Reference = {68_5548} Previous AADT = 1122 | 12 | - | 33 | 134 | 15% | 2,099 |
| {68_5559}{68_5550} | 5559 | 4 - Frontage | 10N I19 FRONTAGE RD E | N I19 Frontage Rd E | 6.490 | W Pecan Valley Dr | 7.665 | N I19 Exit 63 Off Ramp | 3,382 | Derivation Code = 3 MS2 TDMS; Reference = {68_5559}{68_5550} Previous AADT = 3285 | 11 | - | 121 | 472 | 18% | 4,793 |
| {68_5578} | 5578 | 4 - Frontage | 10N I19 FRONTAGE RD E | N I19 Frontage Rd E | 11.627 | I-19 Front | 11.775 | I-19 Front | 1,873 | Derivation Code = 3 MS2 TDMS; Reference = {68_5578} Previous AADT = 1833 | 11 | - | 57 | 222 | 15% | 2,855 |
| {68_5578} | 5578 | 4 - Frontage | 10N I19 FRONTAGE RD E | I-19 Front | 11.775 | N I19 Frontage Rd E | 12.672 | S Avenida Valle Verde | 1,873 | Derivation Code = 3 MS2 TDMS; Reference = {68_5578} Previous AADT = 1833 | 11 | - | - | - | - | 3,427 |
| {68_5559} | 5559 | 4 - Frontage | 10N I19 NB EXIT 63 OFF RAMP | N I19 Exit 63 Off Ramp | 0.237 | I-19 Front | 0.340 | I-19 Exit 63 G-Ramp | 3,571 | Derivation Code = 3 MS2 TDMS; Reference = {68_5559} Previous AADT = 3494 | 11 | - | 109 | 424 | 15% | 6,534 |
| {68_5528} | 5528 | 4 - Frontage | 10N NOGALES HWY | N Nogales Hwy | 0.014 | County Line Rd | 1.737 | I-19 Front | 415 | Derivation Code = 3 MS2 TDMS; Reference = {68_5528} Previous AADT = 411 | 11 | - | 40 | 18 | 14% | 588 |
| {68_4332}{68_4349} | 4349 | 4 - Frontage | 10S 12TH AV SB ON RAMP | S 12th Av Sb On Ramp | 0.158 | I-10 Front nonCard | 0.458 | I-10 Front | 3,610 | Derivation Code = 3 MS2 TDMS; Reference = {68_4332}{68_4349} Previous AADT = 3756 | 11 | 54 | 411 | 66 | 13% | 6,605 |
| {68_4331} | 4331 | 4 - Frontage | 10S FREEWAY SB | S Freeway SB | 0.000 | I-10 Front | 0.378 | 0.12 mi S of W Starr Pass Blvd | 19,245 | Derivation Code = 3 MS2 TDMS; Reference = {68_4331} Previous AADT = 18831 | 11 | - | 1,770 | 287 | 11% | 29,336 |
| {68_4338} | 4338 | 4 - Frontage | 10S FREEWAY SB | S Freeway SB | 0.378 | 0.12 mi S of W Starr Pass Blvd | 0.497 | W Starr Pass Blvd | 12,527 | Derivation Code = 3 MS2 TDMS; Reference = {68_4338} Previous AADT = 12257 | 10 | - | 1,150 | 188 | 11% | 19,095 |
| {68_4339} | 4339 | 4 - Frontage | 10S FREEWAY SB | S Freeway SB | 0.645 | I-10 Exit 259 A-Ramp | 0.858 | W 18th St | 7,644 | Derivation Code = 3 MS2 TDMS; Reference = {68_4339} Previous AADT = 7479 | 12 | - | 698 | 113 | 11% | 11,652 |
| {68_4328} | 4328 | 4 - Frontage | 10S FREEWAY SB | S Freeway SB | 1.328 | I-10 Exit 258 G-Ramp | 1.469 | I-10 Front | 4,495 | Derivation Code = 3 MS2 TDMS; Reference = {68_4328} Previous AADT = 4398 | 10 | - | 412 | 66 | 11% | 6,852 |
| {68_4336} | 4336 | 4 - Frontage | 10S FREEWAY RD | S Freeway Rd | 0.000 | I-10 Front nonCard | 0.257 | W 25th St | 16,024 | Derivation Code = 3 MS2 TDMS; Reference = {68_4336} Previous AADT = 15679 | 10 | - | 1,474 | 240 | 11% | 24,426 |
| {68_4337} | 4337 | 4 - Frontage | 10S FREEWAY RD | S Freeway Rd | 0.500 | I-10 Front nonCard | 0.646 | I-10 Exit 259 J-Ramp | 5,795 | Derivation Code = 3 MS2 TDMS; Reference = {68_4337} Previous AADT = 5670 | 10 | - | 529 | 85 | 11% | 8,834 |
| {68_4326} | 4326 | 4 - Frontage | 10S FREEWAY RD | S Freeway NB | 1.316 | I-10 Exit 258 C-Ramp | 1.483 | I-10 Front nonCard | 3,530 | Derivation Code = 3 MS2 TDMS; Reference = {68_4326} Previous AADT = 3669 | 14 | - | 344 | 55 | 11% | 5,381 |
| {68_5546} | 5546 | 4 - Frontage | 10S I19 EXIT 56 ON RAMP | S I19 Exit 56 On Ramp | 0.000 | W Canoa Ranch Dr | 0.022 | I-19 Front nonCard | 1,911 | Derivation Code = 3 MS2 TDMS; Reference = {68_5546} Previous AADT = 1870 | 11 | - | 171 | 27 | 10% | 3,496 |
| {68_5547} | 5547 | 4 - Frontage | 10S I19 FRONTAGE RD W | I-19 Front nonCard | 0.000 | W Elephant Head Rd | 0.073 | S I19 Frontage Rd W | 685 | Derivation Code = 3 MS2 TDMS; Reference = {68_5547} Previous AADT = 670 | 12 | - | - | - | - | 971 |
| {68_5547} | 5547 | 4 - Frontage | 10S I19 FRONTAGE RD W | S I19 Frontage Rd W | 0.073 | I-19 Front nonCard | 3.165 | I-19 Exit 56 J-Ramp | 685 | Derivation Code = 3 MS2 TDMS; Reference = {68_5547} Previous AADT = 670 | 12 | 77 | 19 | 79 | 14% | 971 |
| {68_5546} | 5546 | 4 - Frontage | 10S I19 FRONTAGE RD W | S I19 Frontage Rd W | 3.193 | I-19 Exit 56 C-Ramp | 3.729 | W Calle Tres | 1,911 | Derivation Code = 3 MS2 TDMS; Reference = {68_5546} Previous AADT = 1870 | 11 | - | 173 | 27 | 10% | 2,708 |
| {68_5577} | 5577 | 4 - Frontage | 10S I19 FRONTAGE RD W | S I19 Frontage Rd W | 11.123 | W Duval Rd | 11.588 | SR-198 nonCard (2) | 5,387 | Derivation Code = 3 MS2 TDMS; Reference = {68_5577} Previous AADT = 5271 | 12 | - | 163 | 637 | 15% | 9,856 |
| {68_5627} | 5627 | 4 - Frontage | 10S I19 FRONTAGE RD W | S I19 Frontage Rd W | 26.830 | I-19 Front nonCard | 27.517 | S Calle Santa Cruz | 463 | Derivation Code = 3 MS2 TDMS; Reference = {68_5627} Previous AADT = 4573 | 11 | - | 42 | 6 | 10% | 706 |
| {68_4349} | 4349 | 4 - Frontage | 10S I19 SB ON RAMP | S I19 On Ramp | 0.000 | I-10 Front | 0.035 | W Silverlake Rd | 4,265 | Derivation Code = 3 MS2 TDMS; Reference = {68_4349} Previous AADT = 4427 | 9 | 54 | 411 | 66 | 11% | 7,804 |
| {68_5526} | 5526 | 4 - Frontage | 10S NOGALES HWY | S Nogales Hwy | 0.017 | I-19 Front nonCard | 0.120 | I-19 Front nonCard | 2,799 | Derivation Code = 3 MS2 TDMS; Reference = {68_5526} Previous AADT = | 9 | - | 178 | 97 | 10% | 4, |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|---------------------|--------|--------------------|------------------------------|------|-------------|----------------------------------|-----------|----------------------------------|-----------|--|------------|------------|--------------------|-------------------|------------|------------------|
| (68_4286) | 4286 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 1.346 | I-10 Exit 256 J-Ramp | 2.035 | SR-77 | 1,538 | Derivation Code = 3 MS2 TDMS; Reference = (68_4286) Previous AADT = 1599 | 9 | - | 149 | 23 | 11% | 2,344 |
| (68_4287) | 4287 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 2.035 | SR-77 | 2.255 | I-10 Exit 255 J-Ramp | 1,363 | Derivation Code = 3 MS2 TDMS; Reference = (68_4287) Previous AADT = 1334 | 15 | - | 125 | 18 | 10% | 2,078 |
| (68_4276) | 4276 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 2.255 | I-10 Exit 255 J-Ramp | 2.527 | I-10 Front nonCard | 1,680 | Derivation Code = 3 MS2 TDMS; Reference = (68_4276) Previous AADT = 1644 | 16 | - | 150 | 25 | 10% | 2,561 |
| (68_4277) | 4277 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 3.144 | I-10 Exit 254 J-Ramp | 3.783 | 0.13 mi NW of Tucson TB | 1,189 | Derivation Code = 3 MS2 TDMS; Reference = (68_4277) Previous AADT = 1163 | 40 | - | 108 | 17 | 11% | 1,812 |
| (68_4266) | 4266 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 3.783 | 0.13 mi NW of Tucson TB | 4.572 | I-10 Exit 252 C-Ramp | 1,173 | Derivation Code = 3 MS2 TDMS; Reference = (68_4266) Previous AADT = 1148 | 31 | - | 106 | 17 | 10% | 1,662 |
| (68_4267) | 4267 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 5.052 | I-10 Exit 252 J-Ramp | 5.581 | 0.27 mi SE of I-10 Exit 251 C-R* | 140 | Derivation Code = 3 MS2 TDMS; Reference = (68_4267) Previous AADT = 137 | 52 | - | - | - | - | 213 |
| (68_4256) | 4256 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 5.581 | 0.27 mi SE of I-10 Exit 251 C-R* | 6.153 | W Sunset Rd | 1,164 | Derivation Code = 3 MS2 TDMS; Reference = (68_4256) Previous AADT = 1139 | 13 | - | - | - | - | 1,649 |
| (68_4257) | 4257 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 6.153 | W Sunset Rd | 6.831 | W Sydney Theresa Way | 6,064 | Derivation Code = 3 MS2 TDMS; Reference = (68_4257) Previous AADT = 5933 | 11 | - | - | - | - | 9,244 |
| (68_4246) | 4246 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 6.831 | W Sydney Theresa Way | 7.247 | W Orange Grove Rd | 2,494 | Derivation Code = 3 MS2 TDMS; Reference = (68_4246) Previous AADT = 2440 | 30 | - | 227 | 35 | 11% | 3,802 |
| (68_4247) | 4247 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 7.247 | W Orange Grove Rd | 8.047 | 0.23 mi SE of I-10 Exit 248 C-R* | 4,733 | Derivation Code = 3 MS2 TDMS; Reference = (68_4247) Previous AADT = 4631 | 11 | - | 435 | 70 | 11% | 7,215 |
| (68_4236) | 4236 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 8.047 | 0.23 mi SE of I-10 Exit 248 C-R* | 8.272 | W Ina Rd | 1,081 | Derivation Code = 3 MS2 TDMS; Reference = (68_4236) Previous AADT = 1058 | 24 | - | 100 | 15 | 11% | 1,648 |
| (68_4236)+(68_4232) | 4236 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 8.272 | 0.23 mi SE of I-10 Exit 248 C-R* | 8.578 | W Ina Rd | 10,142 | Derivation Code = 3 MS2 TDMS; Reference = (68_4236)+(68_4232) Previous AADT = 9712 | 24 | - | 99 | 15 | 1% | 15,460 |
| (68_4237)+(68_4233) | 4237 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 8.578 | W Ina Rd | 8.830 | W Massingale Rd | 10,300 | Derivation Code = 3 MS2 TDMS; Reference = (68_4237)+(68_4233) Previous AADT = 9872 | 11 | - | 135 | 20 | 2% | 15,701 |
| (68_4237) | 4237 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 8.830 | W Ina Rd | 9.211 | W Massingale Rd | 1,457 | Derivation Code = 3 MS2 TDMS; Reference = (68_4237) Previous AADT = 1426 | 11 | - | 136 | 20 | 11% | 2,221 |
| (68_4226) | 4226 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 9.211 | W Massingale Rd | 10.604 | N Cortaro Rd | 1,448 | Derivation Code = 3 MS2 TDMS; Reference = (68_4226) Previous AADT = 1417 | 11 | - | 132 | 19 | 10% | 2,207 |
| (68_4227) | 4227 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 10.604 | N Cortaro Rd | 12.148 | I-10 Exit 244 C-Ramp | 2,504 | Derivation Code = 3 MS2 TDMS; Reference = (68_4227) Previous AADT = 2450 | 13 | - | 228 | 35 | 11% | 3,817 |
| (68_8066) | 8066 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 12.148 | I-10 Exit 244 C-Ramp | 12.409 | W Twin Peaks Rd | 1,206 | Derivation Code = 3 MS2 TDMS; Reference = (68_8066) Previous AADT = 1253 | 11 | - | 117 | 18 | 11% | 1,838 |
| (68_8067) | 8067 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 12.409 | W Twin Peaks Rd | 12.738 | I-10 Exit 244 J-Ramp | 580 | Derivation Code = 3 MS2 TDMS; Reference = (68_8067) Previous AADT = 568 | 11 | - | 53 | 7 | 10% | 884 |
| (68_4216) | 4216 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 12.738 | I-10 Exit 244 J-Ramp | 14.398 | W Avra Valley Rd | 585 | Derivation Code = 3 MS2 TDMS; Reference = (68_4216) Previous AADT = 572 | 12 | - | 53 | 7 | 10% | 892 |
| (68_4217) | 4217 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 14.398 | W Avra Valley Rd | 14.448 | I-10 Front nonCard | 702 | Derivation Code = 3 MS2 TDMS; Reference = (68_4217) Previous AADT = 687 | 13 | - | 63 | 9 | 10% | 1,070 |
| (68_4206) | 4206 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 16.730 | I-10 Front nonCard | 16.896 | W Tangerine Rd | 5,431 | Derivation Code = 3 MS2 TDMS; Reference = (68_4206) Previous AADT = 5314 | 11 | - | 498 | 80 | 11% | 8,279 |
| (68_4207) | 4207 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 16.896 | W Tangerine Rd | 18.419 | N Patton Rd | 372 | Derivation Code = 3 MS2 TDMS; Reference = (68_4207) Previous AADT = 364 | 14 | - | 33 | 5 | 10% | 567 |
| (68_4196) | 4196 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 18.419 | N Patton Rd | 20.926 | W Cochise Canyon Trl | 403 | Derivation Code = 3 MS2 TDMS; Reference = (68_4196) Previous AADT = 394 | 14 | 98 | 36 | 5 | 10% | 614 |
| (68_4197) | 4197 | 4 - Frontage | 10W I10 FRONTAGE | RD N | 20.926 | W Cochise Canyon Trl | 24.790 | I-10 Front nonCard | 557 | Derivation Code = 3 MS2 TDMS; Reference = (68_4197) Previous AADT = 551 | 16 | 93 | 19 | 70 | 16% | 785 |
| (68_4402) | 4402 | 4 - Frontage | 10W I10 WB EXIT 267 OFF RAMP | | 0.104 | I-10 Front nonCard | 0.351 | I-10 Exit 267 J-Ramp | 5,808 | Derivation Code = 3 MS2 TDMS; Reference = (68_4402) Previous AADT = 5547 | 11 | - | 524 | 84 | 10% | 8,853 |
| (68_4356)+(68_4352) | 4356 | 4 - Frontage | 10W I10 WB OFF RAMP | | 1.313 | I-10 Front nonCard | 1.476 | I-10 Exit 261 C-Ramp | 3,063 | Derivation Code = 3 MS2 TDMS; Reference = (68_4356)+(68_4352) Previous AADT = 2948 | 12 | - | 28 | 113 | 5% | 4,669 |
| (68_4356) | 4356 | 4 - Frontage | 10W I10 WB OFF RAMP | | 1.476 | I-10 Exit 261 C-Ramp | 1.774 | I-10 Exit 262 C-Ramp | 945 | Derivation Code = 3 MS2 TDMS; Reference = (68_4356) Previous AADT = 925 | 12 | - | 28 | 114 | 15% | 1,440 |
| (68_4166) | 4166 | 4 - Frontage | 11E CAMINO ADELANTE | | 4.203 | I-10 Exit 228 C-Ramp | 6.040 | E-10 Exit 226 Bridge | 2,199 | Derivation Code = 3 MS2 TDMS; Reference = (68_4166) Previous AADT = 2177 | 10 | 69 | 48 | 16 | 3% | 5,043 |
| (68_4167) | 4167 | 4 - Frontage | 11E CAMINO ADELANTE | | 6.040 | E-10 Exit 226 Bridge | 7.359 | E Park Link Dr | 591 | Derivation Code = 1 MS2 TDMS; Reference = (68_4167) Previous AADT = 748 | 15 | - | 47 | 88 | 23% | 1,537 |
| (68_4167) | 4167 | 4 - Frontage | 11E CAMINO ADELANTE | | 7.359 | E-10 Exit 226 Bridge | 7.601 | E Park Link Dr | 591 | Derivation Code = 1 MS2 TDMS; Reference = (68_4167) Previous AADT = 748 | 15 | - | 47 | 59 | 18% | 1,355 |
| (68_4156) | 4156 | 4 - Frontage | 11E CAMINO ADELANTE | | 7.601 | E Park Link Dr | 12.677 | E Picacho Peak Rd | 1,527 | Derivation Code = 3 MS2 TDMS; Reference = (68_4156) Previous AADT = 1512 | 12 | - | 147 | 66 | 14% | 3,502 |
| (68_4157) | 4157 | 4 - Frontage | 11E CAMINO ADELANTE | | 12.677 | E Picacho Peak Rd | 17.425 | E Bar Rd | 1,918 | Derivation Code = 3 MS2 TDMS; Reference = (68_4157) Previous AADT = 1899 | 12 | - | 184 | 85 | 14% | 4,399 |
| (68_4169) | 4169 | 4 - Frontage | 11E I-10 FRONTAGE | | 0.000 | I-10 Exit 226 G-Ramp | 0.214 | I-10 Exit 226 A-Ramp | 3,937 | Derivation Code = 3 MS2 TDMS; Reference = (68_4169) Previous AADT = 3898 | 9 | 75 | 191 | 11 | 5% | 6,850 |
| (68_4106) | 4106 | 4 - Frontage | 11E MILLIGAN RD | | 0.000 | S Sunshine Blvd | 0.358 | I-10 Front nonCard | 2 | Derivation Code = 3 MS2 TDMS; Reference = (68_4106) Previous AADT = 2 | 95 | 67 | - | - | - | 6 |
| (68_4139) | 4139 | 4 - Frontage | 11E PEAK LN | | 0.000 | E Phillips Rd | 0.895 | I-10 Front | 531 | Derivation Code = 3 MS2 TDMS; Reference = (68_4139) Previous AADT = 526 | 9 | 86 | 64 | 30 | 18% | 924 |
| (68_4159) | 4159 | 4 - Frontage | 11E PEAK LN | | 8.346 | I-10 Front | 8.543 | E Picacho Peak Rd | 48 | Derivation Code = 3 MS2 TDMS; Reference = (68_4159) Previous AADT = 48 | 21 | 80 | 3 | 2 | 10% | 110 |
| (68_4158) | 4158 | 4 - Frontage | 11E PEAK LN | | 8.543 | E Picacho Peak Rd | 8.782 | I-10 Front | 467 | Derivation Code = 3 MS2 TDMS; Reference = (68_4158) Previous AADT = 462 | 13 | 61 | 33 | 16 | 10% | 1,071 |
| (68_4139) | 4139 | 4 - Frontage | 11E PHILLIPS RD | | 2.233 | E Phillips Rd | 2.255 | I-10 Front | 531 | Derivation Code = 3 MS2 TDMS; Reference = (68_4139) Previous AADT = 526 | 9 | - | 64 | 30 | 18% | 924 |
| (68_4099) | 4099 | 4 - Frontage | 11W HOUSER RD | | 8.267 | N Topawa Dr | 9.158 | N Toltec Hwy (A) | 114 | Derivation Code = 3 MS2 TDMS; Reference = (68_4099) Previous AADT = 108 | 27 | 78 | 4 | 5 | 8% | 342 |
| (68_4096) | SC634 | 4 - Frontage | 11W HOUSER RD | | 9.466 | N Toltec Hwy (A) | 10.529 | N Curry Rd (A) | 1,615 | Derivation Code = 3 MS2 TDMS; Reference = (68_4096) Previous AADT = 1534 | 10 | 61 | 64 | 23 | 5% | 4,472 |
| (68_5448) | 5448 | 4 - Frontage | 12E FRONTAGE RD | | 0.592 | Kipper St | 3.030 | SR-289 | 12,341 | Derivation Code = 3 MS2 TDMS; Reference = (68_5448) Previous AADT = 12075 | 13 | 85 | 382 | 1,480 | 15% | 24,039 |
| (68_5449) | 5449 | 4 - Frontage | 12E FRONTAGE RD | | 3.030 | SR-289 | 3.421 | Old Tucson Rd | 3,038 | Derivation Code = 3 MS2 TDMS; Reference = (68_5449) Previous AADT = 2973 | 11 | 53 | 95 | 364 | 15% | 5,918 |
| (68_5438) | 5438 | 4 - Frontage | 12E FRONTAGE RD | | 3.421 | Old Tucson Rd | 5.672 | I-19 Exit 8 G-Ramp | 2,263 | Derivation Code = 3 MS2 TDMS; Reference = (68_5438) Previous AADT = 2214 | 9 | 60 | 69 | 269 | 15% | 4,408 |
| (68_5459) | 5459 | 4 - Frontage | 12E FRONTAGE RD | | 10.829 | I-19 Front | 11.111 | Rio Rico Dr | 120 | Derivation Code = 3 MS2 TDMS; Reference = (68_5459) Previous AADT = 117 | 13 | 57 | 9 | 2 | 9% | 203 |
| (68_5458) | 5458 | 4 - Frontage | 12E FRONTAGE RD | | 11.111 | Rio Rico Dr | 11.676 | 0.55 mi NW of Rio Rico Dr | 44 | Derivation Code = 3 MS2 TDMS; Reference = (68_5458) Previous AADT = 43 | 20 | - | 2 | 3 | 11% | 66 |
| (68_5469) | 5469 | 4 - Frontage | 12E FRONTAGE RD | | 13.810 | I-19 Front | 14.232 | I-19 Exit 22 A-Ramp | 40 | Derivation Code = 3 MS2 TDMS; Reference = (68_5469) Previous AADT = 39 | 22 | 63 | 3 | 5 | 20% | 60 |
| (68_5479) | 5479 | 4 - Frontage | 12E FRONTAGE RD | | 15.645 | 0.35 mi SE of Palo Parado Rd | 15.995 | Palo Parado Rd | 58 | Derivation Code = 3 MS2 TDMS; Reference = (68_5479) Previous AADT = 57 | 26 | 57 | 5 | 6 | 19% | 87 |
| (68_5478) | 5478 | 4 - Frontage | 12E FRONTAGE RD | | 15.995 | Palo Parado Rd | 18.206 | Rock Corral Ranch Rd | 478 | Derivation Code = 3 MS2 TDMS; Reference = (68_5478) Previous AADT = 496 | 11 | 50 | 49 | 7 | 12% | 904 |
| (68_5489) | 5489 | 4 - Frontage | 12E FRONTAGE RD | | 18.206 | Rock Corral Ranch Rd | 18.630 | Tumacacori Overpass | 438 | Derivation Code = 3 MS2 TDMS; Reference = (68_5489) Previous AADT = 434 | 15 | 52 | 43 | 18 | 14% | 828 |
| (68_5488) | 5488 | 4 - Frontage | 12E FRONTAGE RD | | 18.630 | Tumacacori Overpass | 21.270 | Clark Crossing Rd | 579 | Derivation Code = 3 MS2 TDMS; Reference = (68_5488) Previous AADT = 573 | 14 | 57 | 55 | 26 | 14% | 1,095 |
| (68_5499) | 5499 | 4 - Frontage | 12E FRONTAGE RD | | 21.270 | Clark Crossing Rd | 22.114 | Calle Barrio De Tuba | 1,190 | Derivation Code = 3 MS2 TDMS; Reference = (68_5499) Previous AADT = 1178 | 11 | 57 | 114 | 52 | 14% | 2,251 |
| (68_5498) | 5498 | 4 - Frontage | 12E FRONTAGE RD | | 22.114 | Calle Barrio De Tuba | 23.351 | Avenida De Otero | 2,974 | Derivation Code = 3 MS2 TDMS; Reference = (68_5498) Previous AADT = 2945 | 10 | 58 | 287 | 133 | 14% | 4,283 |
| (68_5509) | 5509 | 4 - Frontage | 12E FRONTAGE RD | | 23.351 | Avenida De Otero | 25.370 | Chavez Siding Access | 1,316 | Derivation Code = 3 MS2 TDMS; Reference = (68_5509) Previous AADT = 1303 | 11 | 58 | 127 | 57 | 14% | 1,895 |
| (68_5508) | 5508 | 4 - Frontage | 12E FRONTAGE RD | | 25.370 | Chavez Siding Access | 26.020 | 20 ft S of Inspection Station M* | 271 | Derivation Code = 3 MS2 TDMS; Reference = (68_5508) Previous AADT = 268 | 11 | - | 26 | 11 | 14% | 390 |
| (68_5519) | 5519 | 4 - Frontage | 12E FRONTAGE RD | | 27.041 | I-19 Front | 27.214 | Agua Linda Rd | 48 | Derivation Code = 3 MS2 TDMS; Reference = (68_5519) Previous AADT = 48 | 51 | - | 3 | 2 | 10% | 81 |
| (68_5518) | 5518 | 4 - Frontage | 12E FRONTAGE RD | | 27.214 | Agua Linda Rd | 29.034 | 0.21 mi N of Unresolved Rd | 422 | Derivation Code = 3 MS2 TDMS; Reference = (68_5518) Previous AADT = 418 | 11 | - | 41 | 18 | 14% | 608 |
| (68_5529) | 5529 | 4 - Frontage | 12E FRONTAGE RD | | 29.034 | 0.21 mi N of Unresolved Rd | 30.695 | I-19 Front | 947 | Derivation Code = 3 MS2 TDMS; Reference = (68_5529) Previous AADT = 938 | 14 | - | 91 | 43 | 14% | 1,364 |
| (68_5436) | 5436 | 4 - Frontage | 12W FRONTAGE RD | | 0.398 | N Country Club Dr | 1.865 | Boulevard Del Rey Da | 1,167 | Derivation Code = 3 MS2 TDMS; Reference = (68_5436) Previous AADT = 1142 | 9 | - | 100 | 390 | 42% | 2,273 |
| (68_5447) | 5447 | 4 - Frontage | 12W FRONTAGE RD | | 1.865 | Boulevard Del Rey Da | 3.284 | SR-289 | 1,969 | Derivation Code = 3 MS2 TDMS; Reference = (68_5447) Previous AADT = 1 | | | | | | |

| Reference | Loc ID | TrafficSectionType | RouteId | Road | FromMeasure | FromRoad | ToMeasure | ToRoad | AADT 2022 | AADT Source Dataset | | | K Factor % | D Factor % | AADT Single Trucks | AADT Combo Trucks | T Factor % | 2042 Future AADT |
|------------------|------------|--------------------|---------------------------|-------------------------|-------------|----------------------------|-----------|--------------------------------|-----------|---|--|--|------------|------------|--------------------|-------------------|------------|------------------|
| {68_5467} | 5467 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 8.544 | Camino Hombre De Oro | 9.625 | Peck Canyon Dr | 3,397 | Derivation Code = 3 MS2 TDMS; Reference = {68_5467} Previous AADT = 3324 | | | 11 | 51 | 58 | 228 | 8% | 6,617 |
| {68_5466} | 5466 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 9.625 | Peck Canyon Dr | 10.795 | 0.5 mi SE of Palo Parado Rd | 2,946 | Derivation Code = 3 MS2 TDMS; Reference = {68_5466} Previous AADT = 2883 | | | 9 | 60 | 270 | 44 | 11% | 4,410 |
| {68_5476} | 5476 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 11.308 | Palo Parado Rd | 12.742 | 100 Ft E of I-19 Front nonCard | 6 | Derivation Code = 3 MS2 TDMS; Reference = {68_5476} Previous AADT = 7 | | | 57 | 50 | 1 | 1 | 33% | 10 |
| {68_5497} | 5497 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 15.257 | I-19 Front nonCard | 17.533 | Unresolved Rd | 259 | Derivation Code = 3 MS2 TDMS; Reference = {68_5497} Previous AADT = 256 | | | 13 | 63 | 18 | 8 | 10% | 373 |
| {68_5496} | 5496 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 17.533 | Unresolved Rd | 19.275 | Puerto Canyon Rd | 658 | Derivation Code = 3 MS2 TDMS; Reference = {68_5496} Previous AADT = 651 | | | 11 | 65 | 62 | 30 | 14% | 948 |
| {68_5507} | 5507 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 19.275 | Puerto Canyon Rd | 20.763 | Chavez Sliding Access | 235 | Derivation Code = 3 MS2 TDMS; Reference = {68_5507} Previous AADT = 233 | | | 11 | - | 23 | 10 | 14% | 338 |
| {68_5506} | 5506 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 21.597 | Chavez Sliding Access | 21.597 | 0.17 mi N of Unresolved Rd | 78 | Derivation Code = 3 MS2 TDMS; Reference = {68_5506} Previous AADT = 77 | | | 20 | - | 5 | 3 | 10% | 132 |
| {68_5517} | 5517 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 22.202 | 0.29 mi S of Agua Linda Rd | 22.495 | Agua Linda Rd | 2 | Derivation Code = 3 MS2 TDMS; Reference = {68_5517} Previous AADT = 2 | | | 100 | - | - | - | 0% | 3 |
| {68_5516} | 5516 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 22.495 | Agua Linda Rd | 23.986 | Whitehead Ln | 219 | Derivation Code = 3 MS2 TDMS; Reference = {68_5516} Previous AADT = 217 | | | 13 | - | 21 | 9 | 14% | 315 |
| {68_5527} | 5527 | 4 - Frontage | 12W FRONTAGE RD | W Frontage Rd | 23.986 | Whitehead Ln | 25.908 | I-19 Front nonCard | 521 | Derivation Code = 3 MS2 TDMS; Reference = {68_5527} Previous AADT = 516 | | | 15 | - | 49 | 22 | 14% | 750 |
| {68_7936} | 7936 | 4 - Frontage | 12W MCKEOWN AVE | W McKeown Ave | 0.000 | SR-82 | 0.146 | SR-82 Front | 174 | Derivation Code = 1 MS2 TDMS; Reference = {68_7936} Previous AADT = 169 | | | 12 | - | - | - | - | 251 |
| {68_5195} | 5195 | 4 - Frontage | 13 CORDES LAKES RD | Cordes Lakes Rd | 0.000 | SR-69 Front | 0.078 | SR-69 Front | 3,483 | Derivation Code = 1 MS2 TDMS; Reference = {68_5195} Previous AADT = 1978 | | | 11 | - | 147 | 72 | 6% | 6,409 |
| {68_5153} | 5153 | 4 - Frontage | 13 I 17 FRONT NONCARD | I 17 Front nonCard | 0.072 | I-17 Exit 251 S-Ramp | 0.456 | I-17 Front nonCard | 2,448 | Derivation Code = 1 MS2 TDMS; Reference = {68_5153} Previous AADT = 2505 | | | 12 | - | 62 | 31 | 4% | 3,950 |
| {215_YV-CL114-2} | YV-CL114-2 | 4 - Frontage | 13 STAGECOACH TRL | Stagecoach Trl | 0.000 | E Cordes Lakes Rd WB | 0.197 | E Lichen Ln | 3,340 | Derivation Code = 3 MS2 TDMS; Reference = {215_YV-CL114-2} Previous AADT = 3381 | | | 6 | 80 | 550 | 528 | 32% | 6,146 |
| {68_5190} | 5190 | 4 - Frontage | 13 STAGECOACH TRL | Stagecoach Trl | 0.197 | E Lichen Ln | 0.475 | E Arcosanti Rd | 4,433 | Derivation Code = 1 MS2 TDMS; Reference = {68_5190} Previous AADT = 3381 | | | 6 | 80 | 490 | 470 | 22% | 8,157 |
| {68_5153} | 5153 | 4 - Frontage | 13 SUNSET PATH | Sunset Path | 0.000 | I-17 Front nonCard | 0.330 | I-17 Front nonCard | 2,448 | Derivation Code = 1 MS2 TDMS; Reference = {68_5153} Previous AADT = 2505 | | | 12 | - | 61 | 30 | 4% | 3,950 |
| {68_5195} | 5195 | 4 - Frontage | 13E CORDES LAKES RD | E Cordes Lakes Rd | 0.137 | SR-69 Front | 0.173 | SR-69 Front | 3,483 | Derivation Code = 1 MS2 TDMS; Reference = {68_5195} Previous AADT = 1978 | | | 11 | - | 147 | 72 | 6% | 6,409 |
| {68_5195} | 5195 | 4 - Frontage | 13E CORDES LAKES RD | E Cordes Lakes Rd | 0.276 | SR-69 Front | 0.551 | SR-69 Front | 3,483 | Derivation Code = 1 MS2 TDMS; Reference = {68_5195} Previous AADT = 1978 | | | 11 | - | 147 | 72 | 6% | - |
| {68_8694} | 8694 | 4 - Frontage | 13E SR-89A WB FRONTAGE RD | E Sr-89A Wb Frontage Rd | 0.000 | SR-89A Exit 317 J-Ramp | 0.699 | SR-89A Exit 318 C-Ramp | 2,832 | Derivation Code = 1 MS2 TDMS; Reference = {68_8694} Previous AADT = 2411 | | | - | - | 204 | 33 | 8% | 4,865 |
| {68_5197} | 5197 | 4 - Frontage | 13S STAGECOACH TRL | S Stagecoach Trl | 0.000 | I-17 Front | 0.064 | I-17 Front | 6,481 | Derivation Code = 1 MS2 TDMS; Reference = {68_5197} Previous AADT = 3294 | | | 9 | 55 | 316 | 116 | 7% | 11,925 |
| {68_3147} | 3147 | 4 - Frontage | 14 CALLE CANANEA | Calle Cananea | 0.000 | I-8 Front nonCard | 4.558 | S Avenue 64 E | 4 | Derivation Code = 3 MS2 TDMS; Reference = {68_3147} Previous AADT = 4 | | | 10 | - | - | 1 | 25% | 6 |
| {68_3146} | 3146 | 4 - Frontage | 14 CALLE CANANEA | Calle Cananea | 4.558 | S Avenue 64 E | 6.352 | Coronado Rd | 4 | Derivation Code = 3 MS2 TDMS; Reference = {68_3146} Previous AADT = 4 | | | 60 | - | - | 1 | 25% | 6 |
| {68_3147} | 3147 | 4 - Frontage | 14 TBD | Access Rd | 40.452 | El Camino De Sol | 42.239 | I-8 Front nonCard | 4 | Derivation Code = 3 MS2 TDMS; Reference = {68_3147} Previous AADT = 4 | | | 10 | - | - | 1 | 25% | 6 |
| {68_3125} | 3125 | 4 - Frontage | 14E HWY 80 | E Hwy 80 | 34.400 | I-8 Exit 54 J-Ramp | 36.643 | S Avenue 55 E | 88 | Derivation Code = 3 MS2 TDMS; Reference = {68_3125} Previous AADT = 86 | | | 43 | 63 | - | 1 | 1% | 132 |
| {68_3056} | 3056 | 4 - Frontage | 14E NORTH FRONTAGE RD | E North Frontage Rd | 9.569 | S Fortuna Rd | 10.867 | S Camino Del Sol Ave | 10,145 | Derivation Code = 3 MS2 TDMS; Reference = {68_3056} Previous AADT = 9634 | | | 9 | 63 | 509 | 43 | 5% | 20,445 |
| {68_3067} | 3067 | 4 - Frontage | 14E NORTH FRONTAGE RD | E North Frontage Rd | 10.867 | S Camino Del Sol Ave | 11.620 | S Foothills Blvd | 3,532 | Derivation Code = 3 MS2 TDMS; Reference = {68_3067} Previous AADT = 3354 | | | 9 | 55 | 211 | 25 | 7% | 5,292 |
| {68_3066} | 3066 | 4 - Frontage | 14E NORTH FRONTAGE RD | E North Frontage Rd | 11.620 | S Foothills Blvd | 12.692 | S Avenue 14 1/2 E | 1,816 | Derivation Code = 3 MS2 TDMS; Reference = {68_3066} Previous AADT = 1725 | | | 9 | 65 | 162 | 24 | 10% | 3,660 |
| {68_3066} | 3066 | 4 - Frontage | 14E NORTH FRONTAGE RD | E North Frontage Rd | 12.692 | S Foothills Blvd | 13.201 | S Avenue 14 1/2 E | 1,816 | Derivation Code = 3 MS2 TDMS; Reference = {68_3066} Previous AADT = 1725 | | | 9 | 65 | 162 | 24 | 10% | 2,721 |
| {68_3058} | 3058 | 4 - Frontage | 14E SOUTH FRONTAGE RD | E South Frontage Rd | 6.641 | S Avenue 10 E | 7.670 | S Fortuna Rd | 10,475 | Derivation Code = 3 MS2 TDMS; Reference = {68_3058} Previous AADT = 9948 | | | 8 | 52 | 768 | 126 | 9% | 21,110 |
| {68_3059} | 3059 | 4 - Frontage | 14E SOUTH FRONTAGE RD | E South Frontage Rd | 7.670 | S Fortuna Rd | 8.716 | S Avenue 12 E | 11,611 | Derivation Code = 3 MS2 TDMS; Reference = {68_3059} Previous AADT = 11027 | | | 8 | 56 | 1,067 | 173 | 11% | 23,400 |
| {68_3068} | 3068 | 4 - Frontage | 14E SOUTH FRONTAGE RD | E South Frontage Rd | 8.716 | S Avenue 12 E | 9.735 | S Foothills Blvd | 4,356 | Derivation Code = 3 MS2 TDMS; Reference = {68_3068} Previous AADT = 4137 | | | 9 | 53 | 513 | 54 | 13% | 6,527 |
| {68_3069} | 3069 | 4 - Frontage | 14E SOUTH FRONTAGE RD | E South Frontage Rd | 9.735 | S Foothills Blvd | 11.833 | S Avenue 15 E | 3,375 | Derivation Code = 3 MS2 TDMS; Reference = {68_3069} Previous AADT = 3205 | | | 9 | 58 | 466 | 37 | 15% | 6,802 |
| {68_3368} | 3368 | 4 - Frontage | 15 CIBOLA EHRENBERG RD | Cibola Ehrenberg Rd | 17.342 | I-10 Front | 18.044 | I-10 Front | 149 | Derivation Code = 3 MS2 TDMS; Reference = {68_3368} Previous AADT = 145 | | | 15 | - | 7 | 24 | 21% | 236 |
| {68_3369} | 3369 | 4 - Frontage | 15 FLYING J RD | Flying J Rd | 0.000 | I-10 Front | 0.515 | I-10 Front (1) | 11,142 | Derivation Code = 3 MS2 TDMS; Reference = {68_3369} Previous AADT = 10839 | | | 9 | - | 595 | 1,845 | 22% | 17,612 |
| {68_3369} | 3369 | 4 - Frontage | 15 FLYING J RD | Flying J Rd | 0.515 | I-10 Front (1) | 0.555 | I-10 Front | 11,142 | Derivation Code = 3 MS2 TDMS; Reference = {68_3369} Previous AADT = 10839 | | | 9 | - | 7 | 22 | 0% | 17,612 |
| {68_3367} | 3367 | 4 - Frontage | 15 I-10 FRONTAGE RD N | I-10 Frontage Rd N | 0.010 | I-10 Front nonCard | 0.592 | Janeau Ave | 250 | Derivation Code = 3 MS2 TDMS; Reference = {68_3367} Previous AADT = 235 | | | 14 | - | 13 | 43 | 22% | 434 |
| {68_3387} | 3387 | 4 - Frontage | 15 MORGAN DR | Morgan Dr | 0.393 | I-10 Front nonCard | 0.561 | I-10 Exit 5 J2-Ramp | 6,367 | Derivation Code = 3 MS2 TDMS; Reference = {68_3387} Previous AADT = 6194 | | | 6 | - | 192 | 1,814 | 32% | 8,150 |
| {68_3389} | 3389 | 4 - Frontage | 15 TOM WELLS RD | Tom Wells Rd | 2.221 | I-10 Front | 2.353 | I-10 Front | 213 | Derivation Code = 3 MS2 TDMS; Reference = {68_3389} Previous AADT = 207 | | | 12 | - | 11 | 34 | 21% | 337 |
| {68_3396} | 3396 | 4 - Frontage | 15 UNKNOWN NAME | Unknown Name | 32.601 | I-10 Exit 11 C-Ramp | 32.807 | I-10 Front nonCard | 25 | Derivation Code = 3 MS2 TDMS; Reference = {68_3396} Previous AADT = 24 | | | 26 | - | - | - | - | 40 |
| {68_3398} | 3398 | 4 - Frontage | 15W DOME ROCK RD | W Dome Rock Rd | 0.103 | I-10 Exit 11 G-Ramp | 0.208 | I-10 Front | 80 | Derivation Code = 3 MS2 TDMS; Reference = {68_3398} Previous AADT = 78 | | | 12 | - | - | - | - | 126 |
| {68_3409} | 3409 | 4 - Frontage | 15W DOME ROCK RD | W Dome Rock Rd | 5.493 | Access Rd | 5.847 | I-10 Front | 707 | Derivation Code = 3 MS2 TDMS; Reference = {68_3409} Previous AADT = 688 | | | 9 | - | - | - | - | 1,118 |
| {68_3408} | 3408 | 4 - Frontage | 15W KUEHN ST | W Kuehn St | 0.000 | I-10 Front | 0.877 | Access (34) Rd | 1,012 | Derivation Code = 3 MS2 TDMS; Reference = {68_3408} Previous AADT = 984 | | | 11 | - | - | - | - | 1,871 |