CNTLOCID

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

ROUTE

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

Definitions of Alpha-Numeric Route Designations:

· I is an Interstate Route signed with an Interstate Highway shield

· US is a US Route signed with a US Highway shield

· SR is a State Route signed with a State Highway shield

· The Number is the signed route number of the highway appearing on the shield

The following are Signed Route Qualifiers where:

· A is an Alternate Route

· B is a Business Route

· L Is Loop Route

· S is a Spur Route

· T is a Truck Route

· X is a Temporary Route

· Y is a Wye Leg Route

· (N) indicates the numerical sequence of a discontinuous route. They are usually associated with Interstate Business Loop (B) routes.

BMP

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

START

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

TCS MP

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

EMP

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

END

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

LENGTH

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

AADT 2014

AADT 2014 is the Annual Average Daily Traffic volume estimate for the 2014 calendar year. Figures shown in this column are bi-directional volumes and have been rounded according to recommendations set forth by the American Association of State Highway and Transportation Officials (AASHTO).

POS Dir AADT

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

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

NEG DIR AADT

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

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

K FACTOR %

K Factor is the 30th highest hourly volume of the year (out of 8,760 possible hours in a calendar year) expressed as a percentage of the AADT volume. K Factors (also known as Design Hour Volumes) are commonly used in highway project assessments and/or design concept reports. They are also needed for calculating key highway congestion and performance indicators, such as Volume-to-Capacity Ratios or Level of Service measurements.

D FACTOR %

D Factor is the percentage of traffic moving in the peak travel direction during the 30th highest hourly volume of the year. It is calculated by dividing the higher directional volume occurring in the 30th highest hour by the total roadway volume for that hour. D Factors are another basic requirement for development of highway project assessments or design concept reports. They are also used in the derivation of highway congestion measurements.

SINGLE TRUCKS

Single Trucks (Class 4 to Class 7) is the number of the AADT volume generated by single-unit commercial vehicles. These are light to medium weight straight-bodied trucks consisting of one motorized unit with six or fewer axles. Examples would include local delivery, dump and garbage trucks. Buses of all kinds are included in these classes of vehicles.

Note: Illustrations of the various classes of motor vehicles as defined by the FHWA can be found in the definition of T Factor.

COMBO TRUCKS

Combo Trucks (Class 8 to Class 13) is the number of the AADT volume generated by multi-unit or combination commercial vehicles. These are heavy weight trucks with two or more units - typically tractor-trailer combinations such as those used by over-the-road motor freight carriers.

Note: Illustrations of the various classes of motor vehicles as defined by the FHWA can be found in the definition of T Factor.

T FACTOR %

T Factor is the percentage of the AADT volume generated by trucks or commercial vehicles. Like K and D Factors, T Factors are needed for assessment and advance design of highway projects and in the calculation of congestion or performance measurements. T Factors are expressed to the nearest tenth of a percent. The sum of Single and Combo truck percentages of AADT also yields the T Factor.

DERIVATION CODES

0 - ATR
1 - Derived from a 2014 ground count
2 - Estimated from previous years AADT
3 - Grown from a previous year's estimat
4 - Derived fromFMS traffic count device
5 - Derived from a loop or tube count that was previously an ATR / Super C
6 - Not used
7 - Not used
8 - Not used
9 - Derived from a 2013 Volume / No count

GROWTH FACTOR

Growth Factor was computed from the 2014 and 2035 travel demand model output results, using the formula :
 growth factor = 2035 volume/ 2014 volume.