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Latest INDOT Traffic Adjustment Factors
Effective for 2022

The Indiana Department of Transportation (INDOT), through its Traffic Monitoring Section, collects, summarizes and interprets information on the traffic traveling on the state's highway system and other public roads. The data is used to assess transportation needs, system performance and to develop highway planning and programming recommendations. Traffic data also plays a very important role in route planning and in the design of highway projects.

To collect this information, the Department operates two traffic monitoring systems:

1. A Statewide Traffic Monitoring System consisting of 135 permanent continuous count stations that collect volume, speed and vehicle classification data 24 hours per day, 365 days per year. Some of these sites also utilize weigh-in motion (WIM) technology to collect continuous truck weight data. These sites are located throughout the state to monitor overall traffic trends. Information from these counters is used to determine ANNUAL TRAFFIC GROWTH trends as well as develop AXLE, DAY OF WEEK and SEASONAL adjustment factors used with the state's coverage count program to determine estimates of annual average daily traffic (AADT).

2. The statewide coverage count program utilizes portable pneumatic road-tubes traffic counters to collect 48 hour traffic counts on all State Highway System traffic sections and in rural and small urban areas and all highway performance monitoring sections (HPMS). Video data collection is also deployed. The coverage count program operates on a two-year cycle for Interstates, a three-year cycle other State Owned routes and many non-state owned urban and highly traveled rural roads that are Federal Aid Eligible. One-third of all sections are collected annually, or approximately 8,000 of the 25,000 count sites. Where possible, portable classifiers are used so that approximately 65% of all coverage counts collected are classification counts. Use of video data collection expands the reach of classification counts in urban areas. Additional counts are taken within this program to support specific projects. In addition INDOT also contracts with some Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) to collect coverage count data within their areas as well as contracting with Consultants. We are expanding the number of MPO and RPO counting partners in the future.

Annual average daily traffic is the total volume for the year divided by 365 days. Only 135 of INDOT's 8,000 Traffic Count Stations are equipped with Continuous Traffic counters. The remaining sections are counted as part of the short term or "Coverage Count" program. The Coverage Count Program consists of more than 25,000 count locations, approximately one-third of which are counted annually. A minimum of 48 hours of count data is collected at each count location and, the 48 hour counts are then averaged to 24 before utilizing factors developed from Continuous Traffic Counters, an estimated AADT is developed. AADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

FUNCTIONAL CLASSIFICATION UPDATE

In 2010, The Federal Highway Administration (FHWA) revised its Functional Classification scheme. Prior to 2010, an interstate highway would have a different functional classification depending on whether it was in an urban or rural area. The 2010 scheme removed the urban/rural designation from the functional classification in favor to tracking that attribute separately. This reduced the number of classifications from 12 to 7. This change is reflected in numbers listed in the tables along with the classification description. For example, the Urban Interstates and Rural Interstates are both followed by the Functional Class (1)

FACTOR GROUPS

The Federal Highway Administration (FHWA) has seven classifications of roadways and four classifications of urban/rural nature. INDOT groups these 28 potential combinations of classification and urban/rural nature into Factor Groups. For the Seasonal, Weekday, and Growth INDOT uses two groups for all urban roadways and three groups for all rural roadways. For the Axle Adjustment, INDOT uses three groups for all urban roadways and three groups for all rural roadways.

ADJUSTMENT FACTORS

Adjustment factors are necessary to convert an Average Daily Traffic (ADT) volume into an Annual Average Daily Traffic (AADT) estimate. Depending on the type of counter, the seasonal period of the setting, multiple factors may be necessary. These include axle, weekday and seasonal adjustment factors. For the 2/3's of the system not counted in the current year, the previously derived AADTs can be adjusted to the current year by utilizing the annual growth factors.

AXLE ADJUSTMENT FACTORS

There are times when portable classifiers cannot be set due to number of lanes or the lack of free-flow speeds. In these cases, portable traffic counters utilizing single pneumatic road-tubes stretched across a lane or roadway are used. These types of counters register two axle impacts as one vehicle so when vehicles with three or more axles cross the road-tube they will be counted as multiple vehicles. Whenever possible axle adjustment factors should be developed from vehicle classification counters set on the same route within the vicinity of the axle counter and during the same relative time period. If this is not possible then the use of these factors applied by functional classification and volume groups are deemed acceptable.

DAY OF WEEK ADJUSTMENT FACTORS

The purpose of these factors is to normalize the variability of traffic counts that exists between counts taken on a given weekday, Friday, Saturdays and/or Sundays. In developing the weekday factors we found little difference in the Monday through Thursday trends so an average weekday can be used. INDOTs Traffic Count Database System (TCDS) applies factors for each day of week for each hour within a collection to calculate the AADT. INDOT typically collects data during the period from Monday through Thursday.

SEASONAL (MONTHLY) ADJUSTMENT FACTORS

Seasonal or monthly adjustment factors convert average daily traffic (ADT) to annual average daily traffic (AADT). Observed traffic volumes at a location often vary from month to month with higher summer traffic volumes and lower winter traffic volumes. To compare traffic volume data collected in different months, seasonal adjustment factors must be applied. The ADT is multiplied by the seasonal factor to obtain the AADT value. The continuous counter sites are grouped into five major factor groups (FG). Currently there are two urban factor groups and three rural factor groups which are based on grouped functional classifications.

ANNUAL GROWTH FACTORS

As not all road sections are counted each year, there are times when previous years AADTs will need to be factored in order to estimate current year values. Annual Growth Factors are used in these situations and are developed by comparisons of previous years AADTs at INDOT's 135 continuous counting telemetry sites and averaged for the five factor groups (FG).

Beginning in 2020, publication of the average of the most recent five (5) and ten (10) Annual Growth Factors for each Factor Group was implemented. These rates are sometimes used to make crude forecast estimates of future traffic in the absence of extensive historic data specific to a location. The average of the most recent ten (10) years' rates is used to estimate the Future Year AADT reported to the Federal Highway Administration (FHWA) as part of the annual submission of data to the Highway Performance Monitoring System (HPMS).

FACTOR APPLICATION

The new factors published herein were developed from data collected during the 2022 calendar year and will be applied to all counts processed into the INDOT Traffic Count Database beginning on January 1, 2022, retroactively. These factors will continue to be applied as the current factors until new factors are developed from all of the counts collected during the 2023 calendar year. Counts uploaded to the database have the most current factors applied until the development of new factors at which time; the newly developed factors are applied. Further, when the time comes to publish annual statistics for the Highway Performance Monitoring System (HPMS) submittal, the new factors are retroactively applied to all the short term counts for the respective calendar year. This will cause AADTs viewed for counts collected prior to the development of new factors to change when development is complete and the new factors are applied.

SEASONAL ADJUSTMENT FACTORS
BY FUNCTIONAL CLASSIFICATION 2018-2022*

U1_SWG — Urban - Interstate (1), Principal Arterial (Freeways and Expressways) (2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	1.161	1.11	0.983	0.966	0.96	0.944	0.964	0.94	0.959	0.974	0.996	1.062
2021	1.178	1.199	0.996	0.967	0.971	0.942	0.937	0.951	0.962	0.980	1.006	1.019
2020	0.922	0.897	1.052	1.504	1.202	0.954	0.914	0.935	0.916	0.920	0.998	1.003
2019	1.153	1.091	1.016	0.987	0.973	0.982	0.970	0.939	0.966	0.949	1.003	1.035
2018	1.189	1.072	1.002	0.986	0.96	0.941	0.952	0.945	0.989	0.958	0.985	1.038
5 YR AVG	1.121	1.074	1.010	1.082	1.013	0.953	0.947	0.942	0.958	0.956	0.998	1.031

U2_SWG — Urban - Other Principal Arterials (3), Minor Arterials (4), Collectors (5 & 6), Locals (7)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	1.121	1.079	1.011	0.970	0.950	0.952	0.990	0.949	0.939	0.977	1.019	1.075
2021	1.165	1.141	1.006	0.971	0.968	0.944	0.961	0.949	0.958	0.972	0.997	1.020
2020	0.956	0.928	1.091	1.335	1.051	0.932	0.940	0.936	0.918	0.937	1.021	1.032
2019	1.188	1.058	1.032	0.973	0.951	0.954	0.951	0.936	0.965	0.966	1.032	1.064
2018	1.135	1.047	1.013	1.000	0.960	0.958	0.975	0.939	0.998	0.976	1.015	1.054
5 YR AVG	1.113	1.051	1.031	1.050	0.976	0.948	0.963	0.942	0.956	0.966	1.017	1.049

R1_SWGA — Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	1.225	1.184	1.005	0.985	0.953	0.916	0.922	0.957	0.955	0.940	0.980	1.082
2021	1.294	1.320	1.048	1.004	0.960	0.886	0.852	0.918	0.951	0.943	0.972	1.038
2020	0.999	0.968	1.094	1.583	1.168	0.916	0.839	0.866	0.891	0.890	0.988	1.015
2019	1.256	1.142	1.040	1.008	0.948	0.911	0.896	0.899	0.983	0.973	1.019	1.049
2018	1.239	1.137	1.023	1.010	0.943	0.906	0.898	0.916	0.975	0.961	1.000	1.088
5 YR AVG	1.203	1.150	1.042	1.118	0.994	0.907	0.881	0.911	0.951	0.941	0.992	1.054

R2_SWGA — Rural - Principal Arterials (3), Minor Arterials (4)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	1.170	1.134	1.014	0.985	0.958	0.943	0.972	0.942	0.921	0.962	1.009	1.098
2021	1.200	1.193	1.025	0.974	0.956	0.913	0.913	0.932	0.939	0.959	0.997	1.059
2020	1.027	0.998	1.126	1.343	1.056	0.900	0.903	0.914	0.899	0.908	1.012	1.059
2019	1.168	1.055	1.043	0.996	0.946	0.944	0.963	0.940	0.953	0.973	1.029	1.066
2018	1.180	1.077	1.052	1.011	0.952	0.938	0.975	0.922	0.959	0.954	1.010	1.091
	1.149	1.091	1.052	1.062	0.974	0.928	0.945	0.930	0.934	0.951	1.011	1.075

R3_SWGA — Rural - Major Collectors (5), Minor Collectors (6), Locals (7)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	1.186	1.141	1.016	0.958	0.923	0.915	0.988	0.944	0.951	0.94	1.008	1.094
2021	1.188	1.199	1.017	0.949	0.931	0.949	0.948	0.953	0.934	0.947	0.966	1.062
2020	1.077	1.072	1.14	1.184	1.006	0.892	0.894	0.906	0.903	0.913	1.012	1.083
2019	1.197	1.085	1.055	0.959	0.928	0.942	0.952	0.941	0.961	0.954	1.034	1.097
2018	1.213	1.134	1.072	0.994	0.932	0.918	0.945	0.94	0.952	0.946	1.014	1.083
5 YR AVG	1.172	1.126	1.060	1.009	0.944	0.923	0.945	0.937	0.940	0.940	1.007	1.084

The seasonal adjustment factors are used to expand average 24-hour volumes to estimated Annual Average Daily Traffic (AADT).

DAY OF WEEK ADJUSTMENT FACTORS
BY FUNCTIONAL CLASSIFICATION - 2022

U1_SWG — Urban - Interstate (1), Principal Arterial (Freeways and Expressways) (2)

	Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Weekday	0.943	0.902	0.948	0.946	0.955	0.949	0.956	0.953	0.956	0.962	0.938	0.94	0.905
Monday	0.987	0.950	0.880	0.984	0.998	1.017	0.994	1.050	0.998	1.058	0.983	0.950	0.984
Tuesday	0.932	0.889	0.861	0.954	0.958	0.946	0.962	0.943	0.966	0.948	0.944	0.922	0.889
Wednesday	0.925	0.884	0.928	0.936	0.959	0.931	0.949	0.926	0.947	0.935	0.929	0.911	0.860
Thursday	0.926	0.886	1.121	0.910	0.905	0.900	0.918	0.892	0.914	0.908	0.897	0.977	0.885
Friday	0.888	0.857	0.935	0.883	0.876	0.867	0.878	0.861	0.877	0.864	0.856	0.918	0.984
Saturday	1.152	1.235	1.104	1.163	1.140	1.124	1.145	1.128	1.121	1.151	1.124	1.187	1.205
Sunday	1.327	1.416	1.325	1.353	1.322	1.258	1.288	1.293	1.292	1.358	1.312	1.312	1.394

U2_SWG — Urban - Other Principal Arterials (3), Minor Arterials (4), Collectors (5 & 6), Locals (7)

	Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Weekday	0.948	0.916	0.957	0.949	0.952	0.954	0.962	0.957	0.956	0.969	0.949	0.943	0.914
Monday	0.989	0.946	0.900	0.978	0.999	1.021	1.001	1.050	0.996	1.067	0.981	0.948	0.983
Tuesday	0.934	0.906	0.862	0.953	0.943	0.942	0.964	0.943	0.961	0.952	0.962	0.920	0.900
Wednesday	0.929	0.904	0.943	0.931	0.951	0.939	0.954	0.929	0.938	0.940	0.937	0.909	0.871
Thursday	0.941	0.909	1.121	0.932	0.913	0.915	0.930	0.907	0.930	0.918	0.917	0.996	0.901
Friday	0.894	0.864	0.942	0.896	0.885	0.882	0.889	0.872	0.879	0.869	0.868	0.904	0.972
Saturday	1.113	1.196	1.081	1.138	1.105	1.077	1.094	1.086	1.113	1.095	1.072	1.155	1.147
Sunday	1.334	1.370	1.276	1.317	1.310	1.256	1.316	1.322	1.330	1.355	1.323	1.420	1.409

R1_SWGA — Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2)

	Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Weekday	1.008	0.963	1.007	1.005	1.016	1.019	1.027	1.029	1.016	1.03	1.032	1.01	0.945
Monday	1.050	1.009	0.937	1.058	1.073	1.061	1.054	1.113	1.065	1.060	1.090	1.057	1.023
Tuesday	1.024	0.962	0.918	1.026	1.036	1.055	1.069	1.043	1.046	1.080	1.076	1.021	0.958
Wednesday	0.994	0.943	0.989	0.991	1.025	1.024	1.038	1.017	1.003	1.028	1.017	0.965	0.890
Thursday	0.964	0.936	1.182	0.943	0.930	0.937	0.945	0.943	0.950	0.952	0.946	0.996	0.909
Friday	0.865	0.860	0.917	0.855	0.848	0.830	0.866	0.837	0.861	0.833	0.827	0.898	0.943
Saturday	1.061	1.127	1.016	1.073	1.068	1.040	1.053	1.036	1.029	1.060	1.023	1.074	1.132
Sunday	1.093	1.177	1.099	1.104	1.088	1.075	1.044	1.076	1.057	1.114	1.036	1.029	1.221

R2_SWGA — Rural - Principal Arterials (3), Minor Arterials (4)

	Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Weekday	0.956	0.900	0.949	0.947	0.965	0.967	0.978	0.979	0.968	0.994	0.970	0.945	0.910
Monday	0.996	0.938	0.886	0.978	1.004	1.014	1.011	1.068	1.013	1.088	0.999	0.966	0.988
Tuesday	0.942	0.877	0.847	0.956	0.965	0.962	0.977	0.968	0.969	0.982	0.979	0.925	0.898
Wednesday	0.939	0.884	0.923	0.932	0.973	0.954	0.981	0.961	0.955	0.967	0.965	0.911	0.867
Thursday	0.946	0.900	1.140	0.923	0.917	0.938	0.941	0.917	0.935	0.940	0.938	0.976	0.887
Friday	0.876	0.850	0.935	0.867	0.861	0.859	0.873	0.846	0.853	0.848	0.848	0.897	0.969
Saturday	1.095	1.209	1.089	1.141	1.104	1.059	1.049	1.052	1.066	1.022	1.029	1.160	1.156
Sunday	1.335	1.505	1.291	1.355	1.313	1.243	1.278	1.284	1.318	1.320	1.297	1.405	1.406

R3_SWGA — Rural - Major Collectors (5), Minor Collectors (6), Locals (7)

	Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Weekday	0.947	0.898	0.931	0.955	0.961	0.953	0.959	0.956	0.959	0.981	0.957	0.922	0.926
Monday	1.346	1.397	1.277	1.413	1.302	1.245	1.307	1.289	1.330	1.371	1.396	1.443	1.386
Tuesday	0.989	0.944	0.871	0.973	1.029	0.994	1.008	1.050	0.998	1.072	0.987	0.935	1.001
Wednesday	0.931	0.872	0.820	0.974	0.944	0.943	0.944	0.954	0.959	0.969	0.966	0.910	0.912
Thursday	0.928	0.879	0.899	0.937	0.958	0.941	0.955	0.925	0.943	0.951	0.965	0.888	0.889
Friday	0.939	0.898	1.132	0.935	0.912	0.932	0.930	0.895	0.934	0.933	0.908	0.953	0.900
Saturday	0.901	0.866	1.006	0.905	0.896	0.897	0.910	0.874	0.875	0.858	0.852	0.903	0.974
Sunday	1.120	1.224	1.103	1.171	1.120	1.084	1.050	1.052	1.124	1.054	1.049	1.199	1.205

Weekday factors are used to normalize the variability of traffic counts that exists between counts taken on the Weekdays, Friday, Saturday and/or Sunday.

AXLE ADJUSTMENT FACTORS
BY FUNCTIONAL CLASSIFICATION 2018-2022*

U1_A — Urban - Interstate (1)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	0.885	0.87	0.866	0.871	0.877	0.864	0.886	0.872	0.865	0.875	0.873	0.875
2021	0.852	0.846	0.848	0.866	0.860	0.858	0.876	0.864	0.860	0.897	0.896	0.892
2020	0.861	0.860	0.840	0.819	0.847	0.847	0.857	0.848	0.844	0.849	0.846	0.846
2019	0.863	0.856	0.874	0.861	0.870	0.874	0.873	0.867	0.863	0.855	0.863	0.872
2018	0.826	0.814	0.845	0.844	0.847	0.851	0.852	0.851	0.851	0.838	0.851	0.852

U2_A — Urban - Freeways and Expressways (2) Principal Arterials (3)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	0.942	0.934	0.91	0.925	0.93	0.926	0.943	0.936	0.939	0.937	0.936	0.941
2021	0.929	0.931	0.926	0.924	0.926	0.924	0.945	0.938	0.934	0.938	0.938	0.937
2020	0.941	0.946	0.925	0.919	0.936	0.934	0.944	0.940	0.933	0.927	0.929	0.933
2019	0.952	0.943	0.949	0.949	0.952	0.957	0.954	0.953	0.956	0.960	0.962	0.960
2018	0.942	0.938	0.941	0.949	0.959	0.952	0.945	0.942	.940	0.935	0.931	.940

U3_A — Urban - Minor Arterials (4), Collectors (5 & 6), Locals (7)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	0.932	0.935	0.934	0.935	0.932	0.929	0.933	0.933	0.925	0.932	0.933	0.936
2021	0.928	0.931	0.926	0.928	0.940	0.937	0.938	0.937	0.935	0.936	0.935	0.933
2020	0.973	0.977	0.961	0.954	0.957	0.962	0.967	0.969	0.954	0.965	0.934	0.978
2019	0.964	0.963	0.964	0.953	0.935	0.936	0.931	0.933	0.929	0.921	0.910	0.946
2018	0.936	.950	0.961	0.954	0.964	0.962	.940	0.955	0.937	0.947	0.929	0.958

R1_SWGA — Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	0.646	0.647	0.665	0.675	0.69	0.712	0.707	0.697	0.682	0.708	0.702	0.693
2021	0.653	0.638	0.664	0.677	0.702	0.704	0.725	0.703	0.705	0.704	0.701	0.691
2020	0.676	0.682	0.663	0.618	0.686	0.708	0.712	0.701	0.700	0.704	0.697	0.665
2019	0.682	0.676	0.714	0.717	0.733	0.741	0.769	0.746	0.721	0.724	0.723	0.751
2018	0.700	0.707	0.723	0.722	0.732	0.759	0.756	0.749	0.723	0.697	0.705	0.715

R2_SWGA — Rural - Other Principal Arterials (3), Minor Arterials (4)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	0.908	0.901	0.909	0.909	0.924	0.933	0.938	0.927	0.907	0.904	0.905	0.906
2021	0.879	0.876	0.871	0.874	0.889	0.895	0.912	0.904	0.897	0.913	0.913	0.896
2020	0.903	0.912	0.886	0.871	0.903	0.910	0.919	0.911	0.900	0.896	0.895	0.902
2019	0.899	0.907	0.910	0.904	0.913	0.918	0.926	0.924	0.909	0.909	0.918	0.921
2018	0.855	0.859	0.869	0.866	0.861	0.869	0.884	0.866	0.863	0.856	0.857	0.869

R3_SWGA — Rural - Major Collectors (5), Minor Collectors (6), Locals (7)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	0.947	0.949	0.948	0.936	0.936	0.938	0.95	0.943	0.953	0.964	0.969	0.973
2021	0.937	0.954	0.948	0.933	0.924	0.944	0.942	0.926	0.923	0.921	0.910	0.939
2020	0.950	0.957	0.955	0.955	0.935	0.925	0.933	0.934	0.932	0.921	0.922	0.937
2019	0.955	0.960	0.958	0.958	0.960	0.963	0.960	0.962	0.959	0.953	0.964	0.965
2018	0.892	0.883	0.894	0.906	0.916	0.919	0.911	0.907	0.912	0.900	0.926	0.931

*Axle Adjustment Factors are applied to counts taken with portable counters utilizing a single pneumatic road tube. This type of counter registers two axle impacts as one vehicle. The axle factor is used to account for vehicle types having more than two axles, typically trucks with three or more axles.

Annual Growth Factors By Functional Classification 2012 - 2022*

Urban - Interstate (1), Principal Arterial (Freeways and Expressways) (2) — U1_SWG

Year To	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
2012	-	1.012	0.990	0.948	0.945	0.952	0.939	0.937	1.067	0.941	0.954
2013	0.988	-	0.978	0.936	0.934	0.942	0.929	0.927	1.056	0.931	0.944
2014	1.010	1.022	-	0.957	0.954	0.962	0.948	0.946	1.078	0.951	0.964
2015	1.055	1.068	1.045	-	0.997	1.005	0.991	0.989	1.126	0.993	1.007
2016	1.058	1.071	1.048	1.003	-	1.008	0.994	0.992	1.130	0.996	1.010
2017	1.050	1.062	1.040	0.995	0.992	-	0.986	0.984	1.121	0.988	1.002
2018	1.065	1.077	1.055	1.009	1.006	1.014	-	0.999	1.138	1.003	1.017
2019	1.067	1.079	1.057	1.011	1.008	1.016	1.001	-	1.139	1.004	1.018
2020	0.937	0.947	0.928	0.888	0.885	0.892	0.879	0.878	-	0.882	0.894
2021	1.063	1.074	1.052	1.007	1.004	1.012	0.997	0.996	1.134	-	1.014
2022	**1.048**	**1.059**	**1.037**	**0.993**	**0.990**	**0.998**	**0.983**	**0.982**	**1.118**	**0.986**	**-**

Urban - Other Principal Arterials (3), Minor Arterials (4), Collectors (5 &6), Locals (7) — U2_SWG

Year To	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
2012	-	1.014	1.004	0.961	0.958	0.950	0.946	0.944	1.075	1.010	1.010
2013	0.986	-	0.990	0.948	0.945	0.936	0.933	0.931	1.060	0.997	0.997
2014	0.996	1.010	-	0.978	0.976	0.967	0.963	0.962	1.095	1.030	1.030
2015	1.041	1.055	1.022	-	0.997	0.988	0.984	0.982	1.119	1.052	1.052
2016	1.044	1.058	1.025	1.003	-	0.991	0.987	0.985	1.122	1.055	1.055
2017	1.053	1.068	1.034	1.012	1.009	-	0.996	0.994	1.133	1.064	1.064
2018	1.057	1.072	1.038	1.016	1.013	1.004	-	0.994	1.133	1.064	1.064
2019	1.059	1.074	1.040	1.018	1.015	1.006	1.006	-	1.133	1.064	1.064
2020	0.930	0.943	0.913	0.894	0.891	0.883	0.883	0.883	-	0.940	0.940
2021	0.990	1.003	0.971	0.951	0.948	0.940	0.940	0.940	1.064	-	1.000
2022	**0.990**	**1.003**	**0.971**	**0.951**	**0.948**	**0.940**	**0.940**	**0.940**	**1.064**	**1.000**	**-**

Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2) — R1_SWGA

Year To	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
2012	-	1.001	0.989	0.947	0.935	0.943	0.943	0.942	1.073	0.953	0.945
2013	0.999	-	0.988	0.945	0.933	0.941	0.942	0.940	1.071	0.951	0.943
2014	1.011	1.012	-	0.961	0.948	0.955	0.956	0.954	1.087	0.965	0.957
2015	1.056	1.058	1.041	-	0.987	0.995	0.996	0.994	1.133	1.006	0.997
2016	1.070	1.072	1.055	1.013	-	1.008	1.009	1.007	1.147	1.018	1.009
2017	1.061	1.063	1.047	1.005	0.992	-	1.001	0.999	1.138	1.010	1.001
2018	1.06	1.062	1.046	1.004	0.991	0.999	-	0.984	1.121	0.996	0.987
2019	1.062	1.064	1.048	1.006	0.993	1.001	1.016	-	1.145	1.017	1.008
2020	0.932	0.934	0.920	0.883	0.872	0.879	0.892	0.873	-	0.888	0.880
2021	1.049	1.052	1.036	0.994	0.982	0.990	1.004	0.983	1.126	-	0.991
2022	**1.058**	**1.061**	**1.045**	**1.003**	**0.991**	**0.999**	**1.013**	**0.992**	**1.136**	**1.009**	**-**

Rural - Other Principal Arterials (3), Minor Arterials (4) — R2_SWGA

Year To	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
2012	-	0.969	0.956	0.914	0.898	0.894	0.890	0.889	1.012	0.910	0.927
2013	1.032	-	0.986	0.943	0.928	0.923	0.920	0.918	1.046	0.941	0.958
2014	1.046	1.014	-	0.981	0.965	0.961	0.957	0.955	1.088	0.978	0.996
2015	1.094	1.060	1.019	-	0.983	0.978	0.975	0.973	1.107	0.996	1.014
2016	1.113	1.078	1.036	1.017	-	0.995	0.991	0.989	1.126	1.013	1.032
2017	1.119	1.083	1.041	1.022	1.005	-	0.996	0.994	1.133	1.018	1.037
2018	1.123	1.087	1.045	1.026	1.009	1.004	-	0.995	1.134	1.019	1.038
2019	1.125	1.089	1.047	1.028	1.011	1.006	1.005	-	1.080	0.971	0.989
2020	0.988	0.956	0.919	0.903	0.888	0.883	0.882	0.926	-	0.899	0.916
2021	1.099	1.063	1.022	1.004	0.987	0.982	0.981	1.030	1.112	-	1.018
2022	**1.079**	**1.044**	**1.004**	**0.986**	**0.969**	**0.964**	**0.963**	**1.011**	**1.092**	**0.982**	**-**

Rural - Major Collectors (5), Minor Collectors (6), Locals (7) — R3_SWGA

Year To	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
2012	-	0.993	0.983	0.941	0.936	0.941	0.959	0.957	1.089	1.024	1.033
2013	1.007	-	0.990	0.948	0.943	0.948	0.966	0.964	1.099	1.033	1.043
2014	1.017	1.010	-	0.994	0.989	0.994	1.013	1.011	1.152	1.082	1.092
2015	1.063	1.055	1.006	-	0.995	1.000	1.019	1.017	1.159	1.089	1.099
2016	1.068	1.060	1.011	1.005	-	1.005	1.025	1.022	1.164	1.094	1.104
2017	1.063	1.055	1.006	1.000	0.995	-	1.019	1.017	1.159	1.089	1.099
2018	1.043	1.035	0.987	0.981	0.976	0.981	-	0.998	1.136	1.068	1.078
2019	1.045	1.037	0.989	0.983	0.978	0.983	1.002	-	1.094	1.029	1.038
2020	0.918	0.910	0.868	0.863	0.859	0.863	0.880	0.914	-	0.940	0.949
2021	0.977	0.968	0.924	0.918	0.914	0.918	0.936	0.972	1.064	-	1.009
2022	**0.968**	**0.959**	**0.916**	**0.910**	**0.906**	**0.910**	**0.928**	**0.963**	**1.054**	**0.991**	**-**

Factors in this table are used to adjust previous year AADTs to a more current year for similarly classed roads (e.g. to adjust a 2014 urban interstate AADT to a 2017 equivalent, you would multiply the 2014 AADT by 1.040).

Average of Annual Growth Rates

Factor Group	U1_SWG	U2_SWG	R1_SWGA	R2_SWGA	R3_SWGA
Average of Last Five (5) Annual Growth Rates	1.003	0.991	1.005	1.006	0.990
Average of Last Ten (10) Annual Growth Rates	1.006	0.999	1.008	1.012	0.998

TRANSITION FROM OLD TO NEW FUNCTIONAL CLASSIFICATION AND FACTOR GROUPS

Old Functional Class Code	2010 Functional Class Code	2010 Funcional Class Description	Rural Code	Factor Group - Seasonal, Weekday, and Growth	Factor Group - Axle
01	1	Interstates	0	R1_SWGA	R1_SWGA
Not Applicable	2	Principal Arterial (Freeways and Expressways)	0	R1_SWGA	R1_SWGA
02	3	Other Principal Arterials	0	R2_SWGA	R2_SWGA
06	4	Minor Arterials	0	R2_SWGA	R2_SWGA
07	5	Major Collectors	0	R3_SWGA	R3_SWGA
08	6	Minor Collectors	0	R3_SWGA	R3_SWGA
09	7	Locals	0	R3_SWGA	R3_SWGA
11	1	Interstates	1	U1_SWG	U1_A
12	2	Principal Arterial (Freeways and Expressways)	1	U1_SWG	U2_A
14	3	Other Principal Arterials	1	U2_SWG	U2_A
16	4	Minor Arterials	1	U2_SWG	U3_A
17	5	Major Collectors	1	U2_SWG	U3_A
Not Applicable	6	Minor Collectors	1	U2_SWG	U3_A
19	7	Locals	1	U2_SWG	U3_A
11	1	Interstates	2	U1_SWG	U1_A
12	2	Principal Arterial (Freeways and Expressways)	2	U1_SWG	U2_A
14	3	Other Principal Arterials	2	U2_SWG	U2_A
16	4	Minor Arterials	2	U2_SWG	U3_A
17	5	Major Collectors	2	U2_SWG	U3_A
Not Applicable	6	Minor Collectors	2	U2_SWG	U3_A
19	7	Locals	2	U2_SWG	U3_A
01	1	Interstates	3	R1_SWGA	R1_SWGA
Not Applicable	2	Principal Arterial (Freeways and Expressways)	3	R1_SWGA	R1_SWGA
02	3	Other Principal Arterials	3	R2_SWGA	R2_SWGA
06	4	Minor Arterials	3	R2_SWGA	R2_SWGA
07	5	Major Collectors	3	R3_SWGA	R3_SWGA
08	6	Minor Collectors	3	R3_SWGA	R3_SWGA
09	7	Locals	3	R3_SWGA	R3_SWGA

Factor Initial
S = Seasonal Adjustment
W = Weekday Adjustment
G = Annual Growth
A = Axle Adjustment

Rural Code
0 = Outside Urban Area Boundary, Outside Corporation Boundary
1 = Inside Urban Area Boundary, Inside Corporation Boundary
2 = Inside Urban Area Boundary, Outside Corporation Boundary
3 = Outside Urban Area Boundary, Inside Corporation Boundary