



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Mike Braun, Governor**  
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## Latest INDOT Traffic Adjustment Factors

Effective for 2025

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 approximately 85 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 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.

Annual average daily traffic is the total volume for the year divided by 365 days. Only 85 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.

## **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 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. INDOT's 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 year's 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 85 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 2025 calendar year and will be applied to all counts processed into the INDOT Traffic Count Database beginning on January 1, 2025, 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 2026 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 2021-2025\*

U1_SWG	Urban - Interstate (1), Principal Arterial (Freeways and Expressways) (2)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>1.150</b>	<b>1.073</b>	<b>1.006</b>	<b>0.972</b>	<b>0.960</b>	<b>0.954</b>	<b>0.966</b>	<b>0.946</b>	<b>0.959</b>	<b>0.957</b>	<b>1.042</b>	<b>1.078</b>
	2024	1.152	1.038	1.011	0.978	0.954	0.974	0.974	0.949	0.980	0.971	1.001	1.050
	2023	1.138	1.045	1.007	1.002	0.958	0.939	0.982	0.95	0.976	0.988	1.006	1.044
	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
<b>2021</b>	<b>1.178</b>	<b>1.199</b>	<b>0.996</b>	<b>0.967</b>	<b>0.971</b>	<b>0.942</b>	<b>0.937</b>	<b>0.951</b>	<b>0.962</b>	<b>0.980</b>	<b>1.006</b>	<b>1.019</b>	
<b>5 YR AVG</b>	<b>1.156</b>	<b>1.093</b>	<b>1.001</b>	<b>0.977</b>	<b>0.961</b>	<b>0.951</b>	<b>0.965</b>	<b>0.947</b>	<b>0.967</b>	<b>0.974</b>	<b>1.010</b>	<b>1.051</b>	

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
	<b>2025</b>	<b>1.141</b>	<b>1.068</b>	<b>1.023</b>	<b>0.967</b>	<b>0.958</b>	<b>0.961</b>	<b>0.970</b>	<b>0.959</b>	<b>0.956</b>	<b>0.963</b>	<b>1.033</b>	<b>1.059</b>
	2024	1.137	1.030	1.014	0.969	0.949	0.978	0.984	0.949	0.972	0.969	1.014	1.074
	2023	1.131	1.051	1.025	0.989	0.963	0.951	0.976	0.952	0.954	0.982	1.005	1.055
	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
<b>2021</b>	<b>1.165</b>	<b>1.141</b>	<b>1.006</b>	<b>0.971</b>	<b>0.968</b>	<b>0.944</b>	<b>0.961</b>	<b>0.949</b>	<b>0.958</b>	<b>0.972</b>	<b>0.997</b>	<b>1.020</b>	
<b>5 YR AVG</b>	<b>1.139</b>	<b>1.074</b>	<b>1.016</b>	<b>0.973</b>	<b>0.958</b>	<b>0.957</b>	<b>0.976</b>	<b>0.952</b>	<b>0.956</b>	<b>0.973</b>	<b>1.014</b>	<b>1.057</b>	

R1_SWGA	Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>1.236</b>	<b>1.154</b>	<b>1.019</b>	<b>1.001</b>	<b>0.937</b>	<b>0.917</b>	<b>0.899</b>	<b>0.920</b>	<b>0.966</b>	<b>0.956</b>	<b>1.011</b>	<b>1.087</b>
	2024	1.240	1.101	1.024	0.996	0.941	0.931	0.930	0.945	0.989	0.953	0.998	1.068
	2023	1.194	1.104	1.035	1.019	0.948	0.887	0.916	0.930	0.954	0.978	1.005	1.079
	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
<b>2021</b>	<b>1.294</b>	<b>1.320</b>	<b>1.048</b>	<b>1.004</b>	<b>0.960</b>	<b>0.886</b>	<b>0.852</b>	<b>0.918</b>	<b>0.951</b>	<b>0.943</b>	<b>0.972</b>	<b>1.038</b>	
<b>5 YR AVG</b>	<b>1.238</b>	<b>1.173</b>	<b>1.026</b>	<b>1.001</b>	<b>0.948</b>	<b>0.907</b>	<b>0.904</b>	<b>0.934</b>	<b>0.963</b>	<b>0.954</b>	<b>0.993</b>	<b>1.071</b>	

R2_SWGA	Rural - Principal Arterials (3), Minor Arterials (4)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>1.189</b>	<b>1.083</b>	<b>1.032</b>	<b>0.973</b>	<b>0.947</b>	<b>0.949</b>	<b>0.952</b>	<b>0.941</b>	<b>0.937</b>	<b>0.940</b>	<b>1.040</b>	<b>1.091</b>
	2024	1.148	1.036	1.018	0.974	0.948	0.942	0.955	0.935	0.960	0.947	1.030	1.089
	2023	1.185	1.084	1.051	0.995	0.933	0.911	0.953	0.946	0.934	0.977	1.020	1.093
	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
<b>2021</b>	<b>1.200</b>	<b>1.193</b>	<b>1.025</b>	<b>0.974</b>	<b>0.956</b>	<b>0.913</b>	<b>0.913</b>	<b>0.932</b>	<b>0.939</b>	<b>0.959</b>	<b>0.997</b>	<b>1.059</b>	
<b>5 YR AVG</b>	<b>1.178</b>	<b>1.106</b>	<b>1.028</b>	<b>0.980</b>	<b>0.948</b>	<b>0.932</b>	<b>0.949</b>	<b>0.939</b>	<b>0.938</b>	<b>0.957</b>	<b>1.019</b>	<b>1.086</b>	

R3_SWGA	Rural - Major Collectors (5), Minor Collectors (6), Locals (7)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>1.247</b>	<b>1.171</b>	<b>1.084</b>	<b>0.985</b>	<b>0.938</b>	<b>0.950</b>	<b>0.955</b>	<b>0.931</b>	<b>0.933</b>	<b>0.913</b>	<b>1.044</b>	<b>1.110</b>
	2024	1.201	1.069	1.044	0.973	0.927	0.943	0.956	0.945	0.980	0.938	1.038	1.111
	2023	1.185	1.091	1.046	0.970	0.895	0.899	0.986	0.953	0.950	0.966	1.005	1.127
	2022	1.186	1.141	1.016	0.958	0.923	0.915	0.988	0.944	0.951	0.940	1.008	1.094
<b>2021</b>	<b>1.188</b>	<b>1.199</b>	<b>1.017</b>	<b>0.949</b>	<b>0.931</b>	<b>0.949</b>	<b>0.948</b>	<b>0.953</b>	<b>0.934</b>	<b>0.947</b>	<b>0.966</b>	<b>1.062</b>	
<b>5 YR AVG</b>	<b>1.201</b>	<b>1.134</b>	<b>1.041</b>	<b>0.967</b>	<b>0.923</b>	<b>0.931</b>	<b>0.967</b>	<b>0.945</b>	<b>0.950</b>	<b>0.941</b>	<b>1.012</b>	<b>1.101</b>	

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

## WEEKDAY FACTORS BY FUNCTIONAL CLASSIFICATION 2025\*

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	0.949	0.955	0.934	0.937	0.949	0.972	0.951	0.935	0.948	0.959	0.958	0.925	0.959	
Monday	0.988	1.053	0.954	0.969	0.971	1.044	0.978	0.969	0.982	1.029	0.992	0.958	0.961	
Tuesday	0.945	0.930	0.922	0.936	0.957	0.974	0.956	0.945	0.960	0.955	0.973	0.907	0.919	
Wednesday	0.941	0.964	0.949	0.932	0.955	0.954	0.951	0.924	0.939	0.940	0.947	0.874	0.961	
Thursday	0.920	0.871	0.912	0.910	0.914	0.914	0.919	0.900	0.910	0.912	0.919	0.960	0.994	
Friday	0.890	0.872	0.858	0.870	0.898	0.883	0.883	0.970	0.877	0.881	0.896	0.887	0.899	
Saturday	1.133	1.125	1.176	1.122	1.153	1.091	1.122	1.196	1.111	1.112	1.126	1.145	1.115	
Sunday	1.309	1.487	1.431	1.331	1.274	1.247	1.251	1.276	1.275	1.254	1.268	1.311	1.301	

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	0.949	0.965	0.947	0.937	0.942	0.970	0.941	0.936	0.947	0.963	0.959	0.927	0.950	
Monday	0.990	1.058	0.971	0.961	0.961	1.054	0.975	0.974	0.979	1.041	0.998	0.948	0.955	
Tuesday	0.939	0.939	0.928	0.935	0.943	0.968	0.930	0.936	0.949	0.948	0.970	0.907	0.912	
Wednesday	0.938	0.982	0.961	0.934	0.943	0.939	0.936	0.925	0.935	0.938	0.942	0.882	0.938	
Thursday	0.928	0.879	0.926	0.916	0.920	0.919	0.924	0.909	0.924	0.924	0.927	0.971	0.993	
Friday	0.886	0.866	0.847	0.870	0.895	0.878	0.889	0.970	0.878	0.880	0.885	0.882	0.893	
Saturday	1.110	1.093	1.125	1.096	1.132	1.071	1.091	1.155	1.103	1.085	1.126	1.126	1.122	
Sunday	1.365	1.470	1.425	1.394	1.360	1.327	1.308	1.353	1.320	1.293	1.373	1.354	1.407	

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	1.016	1.011	0.990	1.016	1.005	1.034	1.017	1.003	1.033	1.028	1.036	1.002	1.014	
Monday	1.048	1.094	0.987	1.054	1.040	1.066	1.050	1.034	1.055	1.050	1.059	1.078	1.014	
Tuesday	1.044	1.013	0.997	1.050	1.042	1.087	1.062	1.065	1.084	1.071	1.073	1.008	0.977	
Wednesday	1.016	1.018	1.023	1.018	1.011	1.025	1.018	1.000	1.035	1.037	1.046	0.930	1.031	
Thursday	0.954	0.917	0.953	0.943	0.927	0.958	0.939	0.913	0.956	0.953	0.967	0.993	1.033	
Friday	0.852	0.852	0.808	0.825	0.852	0.845	0.856	0.935	0.840	0.847	0.854	0.843	0.870	
Saturday	1.051	1.027	1.104	1.035	1.088	1.037	1.041	1.096	1.036	1.032	1.026	1.084	1.007	
Sunday	1.090	1.251	1.225	1.093	1.053	1.093	1.031	0.990	1.092	1.036	1.047	1.061	1.108	

R2_SWGA	Rural - Principal Arterials (3), Minor Arterials (4)													
	Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Average Weekday	0.942	0.952	0.932	0.919	0.935	0.970	0.943	0.942	0.946	0.957	0.951	0.918	0.941	
Monday	0.986	1.050	0.948	0.946	0.957	1.051	0.986	0.999	0.987	1.034	0.988	0.930	0.955	
Tuesday	0.933	0.926	0.913	0.921	0.935	0.967	0.933	0.939	0.950	0.946	0.960	0.897	0.905	
Wednesday	0.931	0.970	0.953	0.909	0.935	0.937	0.932	0.928	0.925	0.935	0.938	0.874	0.931	
Thursday	0.919	0.861	0.914	0.900	0.913	0.926	0.920	0.902	0.921	0.913	0.916	0.969	0.972	
Friday	0.867	0.835	0.826	0.845	0.889	0.864	0.869	0.937	0.852	0.857	0.872	0.872	0.891	
Saturday	1.130	1.152	1.179	1.151	1.165	1.076	1.092	1.153	1.110	1.074	1.119	1.157	1.131	
Sunday	1.430	1.637	1.548	1.521	1.435	1.321	1.353	1.356	1.337	1.359	1.402	1.412	1.473	

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	0.944	0.959	0.937	0.93	0.934	0.965	0.941	0.938	0.946	0.955	0.966	0.919	0.935	
Monday	0.986	1.085	0.942	0.953	0.973	1.052	0.981	0.977	0.976	1.029	0.997	0.925	0.942	
Tuesday	0.940	0.945	0.953	0.926	0.923	0.966	0.915	0.935	0.953	0.941	0.984	0.920	0.921	
Wednesday	0.933	0.966	0.953	0.926	0.927	0.924	0.941	0.931	0.939	0.943	0.943	0.882	0.917	
Thursday	0.916	0.841	0.898	0.916	0.914	0.919	0.925	0.909	0.915	0.908	0.939	0.949	0.961	
Friday	0.881	0.836	0.847	0.854	0.898	0.891	0.904	0.932	0.876	0.865	0.870	0.898	0.905	
Saturday	1.133	1.139	1.171	1.129	1.201	1.073	1.123	1.162	1.113	1.095	1.148	1.098	1.142	
Sunday	1.399	1.564	1.493	1.424	1.372	1.320	1.252	1.347	1.318	1.371	1.419	1.379	1.529	

*\*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 2021-2025\*

U1_A	Urban - Interstate (1)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>0.796</b>	<b>0.796</b>	<b>0.807</b>	<b>0.811</b>	<b>0.809</b>	<b>0.809</b>	<b>0.815</b>	<b>0.817</b>	<b>0.807</b>	<b>0.805</b>	<b>0.811</b>	<b>0.807</b>
	<b>2024</b>	0.876	0.882	0.870	0.879	0.882	0.881	0.883	0.869	0.881	0.906	0.895	0.895
	<b>2023</b>	0.875	0.875	0.864	0.885	0.879	0.874	0.881	0.872	0.877	0.885	0.896	0.904
	<b>2022</b>	0.885	0.870	0.866	0.871	0.877	0.864	0.886	0.872	0.865	0.875	0.873	0.875
	<b>2021</b>	0.852	0.846	0.848	0.866	0.860	0.858	0.876	0.864	0.860	0.897	0.896	0.892

U2_A	Urban - Freeways and Expressways (2) Principal Arterials (3)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>0.945</b>	<b>0.946</b>	<b>0.944</b>	<b>0.943</b>	<b>0.945</b>	<b>0.946</b>	<b>0.948</b>	<b>0.949</b>	<b>0.944</b>	<b>0.944</b>	<b>0.947</b>	<b>0.950</b>
	<b>2024</b>	0.941	0.933	0.944	0.946	0.944	0.950	0.942	0.943	0.943	0.943	0.948	0.961
	<b>2023</b>	0.937	0.950	0.947	0.953	0.943	0.935	0.942	0.937	0.941	0.938	0.938	0.943
	<b>2022</b>	0.942	0.934	0.910	0.925	0.930	0.926	0.943	0.936	0.939	0.937	0.936	0.941
	<b>2021</b>	0.929	0.931	0.926	0.924	0.926	0.924	0.945	0.938	0.934	0.938	0.938	0.937

U3_A	Urban - Minor Arterials (4), Collectors (5 & 6), Locals (7)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>0.929</b>	<b>0.936</b>	<b>0.934</b>	<b>0.934</b>	<b>0.939</b>	<b>0.936</b>	<b>0.933</b>	<b>0.936</b>	<b>0.932</b>	<b>0.925</b>	<b>0.935</b>	<b>0.938</b>
	<b>2024</b>	0.934	0.934	0.939	0.934	0.937	0.939	0.933	0.935	0.933	0.928	0.939	0.943
	<b>2023</b>	0.936	0.936	0.934	0.934	0.935	0.935	0.930	0.930	0.927	0.923	0.930	0.941
	<b>2022</b>	0.932	0.935	0.934	0.935	0.932	0.929	0.933	0.933	0.925	0.932	0.933	0.936
	<b>2021</b>	0.928	0.931	0.926	0.928	0.940	0.937	0.938	0.937	0.935	0.936	0.935	0.933

R1_SWGA	Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>0.679</b>	<b>0.681</b>	<b>0.710</b>	<b>0.717</b>	<b>0.738</b>	<b>0.737</b>	<b>0.728</b>	<b>0.729</b>	<b>0.712</b>	<b>0.715</b>	<b>0.723</b>	<b>0.709</b>
	<b>2024</b>	0.672	0.688	0.695	0.700	0.715	0.720	0.729	0.714	0.707	0.703	0.711	0.716
	<b>2023</b>	0.673	0.678	0.682	0.702	0.707	0.714	0.723	0.708	0.706	0.708	0.710	0.716
	<b>2022</b>	0.646	0.647	0.665	0.675	0.690	0.712	0.707	0.697	0.682	0.708	0.702	0.693
	<b>2021</b>	0.653	0.638	0.664	0.677	0.702	0.704	0.725	0.703	0.705	0.704	0.701	0.691

R2_SWGA	Rural - Other Principal Arterials (3), Minor Arterials (4)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>0.890</b>	<b>0.892</b>	<b>0.894</b>	<b>0.899</b>	<b>0.903</b>	<b>0.901</b>	<b>0.901</b>	<b>0.903</b>	<b>0.898</b>	<b>0.892</b>	<b>0.909</b>	<b>0.901</b>
	<b>2024</b>	0.927	0.935	0.934	0.927	0.927	0.922	0.919	0.922	0.919	0.915	0.941	0.932
	<b>2023</b>	0.889	0.898	0.893	0.898	0.899	0.898	0.904	0.895	0.904	0.896	0.902	0.909
	<b>2022</b>	0.908	0.901	0.909	0.909	0.924	0.933	0.938	0.927	0.907	0.904	0.905	0.906
	<b>2021</b>	0.879	0.876	0.871	0.874	0.889	0.895	0.912	0.904	0.897	0.913	0.913	0.896

R3_SWGA	Rural - Major Collectors (5), Minor Collectors (6), Locals (7)												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	<b>2025</b>	<b>0.927</b>	<b>0.924</b>	<b>0.918</b>	<b>0.919</b>	<b>0.923</b>	<b>0.921</b>	<b>0.915</b>	<b>0.915</b>	<b>0.914</b>	<b>0.912</b>	<b>0.916</b>	<b>0.915</b>
	<b>2024</b>	0.930	0.925	0.934	0.967	0.956	0.952	0.945	0.951	0.938	0.929	0.950	0.949
	<b>2023</b>	0.953	0.959	0.953	0.955	0.954	0.956	0.957	0.956	0.952	0.952	0.955	0.964
	<b>2022</b>	0.947	0.949	0.948	0.936	0.936	0.938	0.950	0.943	0.953	0.964	0.969	0.973
	<b>2021</b>	0.937	0.954	0.948	0.933	0.924	0.944	0.942	0.926	0.923	0.921	0.910	0.939

\*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 2015 - 2025\*

Urban - Interstate (1), Principal Arterial (Freeways and Expressways) (2)											
Year To	Year From										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2015	-	0.997	1.005	0.991	0.989	1.126	0.993	1.007	0.989	0.983	0.964
2016	1.003	-	1.008	0.994	0.992	1.130	0.996	1.010	0.992	0.986	0.967
2017	0.995	0.992	-	0.986	0.984	1.121	0.988	1.002	0.984	0.978	0.960
2018	1.009	1.006	1.014	-	0.999	1.138	1.003	1.017	0.999	0.993	0.974
2019	1.011	1.008	1.016	1.001	-	1.139	1.004	1.018	1.000	0.994	0.975
2020	0.888	0.885	0.892	0.879	0.878	-	0.882	0.894	0.879	0.873	0.856
2021	1.007	1.004	1.012	0.997	0.996	1.134	-	1.014	0.996	0.990	0.971
2022	0.993	0.990	0.998	0.983	0.982	1.118	0.986	-	0.982	0.977	0.958
2023	1.011	1.008	1.016	1.001	1.000	1.138	1.004	1.018	-	0.994	0.975
2024	1.017	1.014	1.022	1.007	1.006	1.145	1.010	1.024	1.006	-	0.980
2025	1.037	1.034	1.042	1.027	1.026	1.168	1.030	1.044	1.026	1.020	-

Urban - Other Principal Arterials (3), Minor Arterials (4), Collectors (5 & 6), Locals (7)											
Year To	Year From										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2015	-	0.997	0.988	0.984	0.982	1.119	1.052	1.052	1.029	1.027	1.025
2016	1.003	-	0.991	0.987	0.985	1.122	1.055	1.055	1.032	1.030	1.028
2017	1.012	1.009	-	0.996	0.994	1.133	1.064	1.064	1.041	1.038	1.036
2018	1.016	1.013	1.004	-	0.994	1.133	1.064	1.064	1.041	1.038	1.036
2019	1.018	1.015	1.006	1.006	-	1.133	1.064	1.064	1.041	1.038	1.036
2020	0.894	0.891	0.883	0.883	0.883	-	0.940	0.940	0.920	0.918	0.917
2021	0.951	0.948	0.940	0.940	0.940	1.064	-	1.000	0.978	0.977	0.975
2022	0.951	0.948	0.940	0.940	0.940	1.064	1.000	-	0.978	0.977	0.975
2023	0.972	0.969	0.961	0.961	0.961	1.087	1.022	1.022	-	0.998	0.996
2024	0.974	0.971	0.963	0.963	0.963	1.089	1.024	1.024	1.002	-	0.998
2025	0.976	0.973	0.965	0.965	0.965	1.091	1.026	1.026	1.004	1.002	-

Rural - Interstate (1), Principal Arterial (Freeways and Expressways) (2)											
Year To	Year From										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2015	-	0.987	0.995	0.996	0.994	1.133	1.006	0.997	0.967	0.961	0.959
2016	1.013	-	1.008	1.009	1.007	1.147	1.018	1.009	0.978	0.972	0.970
2017	1.005	0.992	-	1.001	0.999	1.138	1.010	1.001	0.971	0.964	0.962
2018	1.004	0.991	0.999	-	0.984	1.121	0.996	0.987	0.958	0.951	0.950
2019	1.006	0.993	1.001	1.016	-	1.145	1.017	1.008	0.978	0.971	0.969
2020	0.883	0.872	0.879	0.892	0.873	-	0.888	0.880	0.854	0.848	0.847
2021	0.994	0.982	0.990	1.004	0.983	1.126	-	0.991	0.962	0.955	0.953
2022	1.003	0.991	0.999	1.013	0.992	1.136	1.009	-	0.970	0.963	0.962
2023	1.034	1.022	1.030	1.044	1.023	1.171	1.040	1.031	-	0.993	0.991
2024	1.041	1.029	1.037	1.051	1.030	1.179	1.047	1.038	1.007	-	0.998
2025	1.043	1.031	1.039	1.053	1.032	1.181	1.049	1.040	1.009	1.002	-

Rural - Other Principal Arterials (3), Minor Arterials (4)											
Year To	Year From										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2015	-	0.983	0.978	0.975	0.973	1.107	0.996	1.014	0.962	0.968	0.964
2016	1.017	-	0.995	0.991	0.989	1.126	1.013	1.032	0.979	0.985	0.981
2017	1.022	1.005	-	0.996	0.994	1.133	1.018	1.037	0.984	0.990	0.986
2018	1.026	1.009	1.004	-	0.995	1.134	1.019	1.038	0.985	0.991	0.987
2019	1.028	1.011	1.006	1.005	-	1.080	0.971	0.989	0.938	0.943	0.940
2020	0.903	0.888	0.883	0.882	0.926	-	0.899	0.916	0.869	0.874	0.870
2021	1.004	0.987	0.982	0.981	1.030	1.112	-	1.018	0.966	0.972	0.968
2022	0.986	0.969	0.964	0.963	1.011	1.092	0.982	-	0.949	0.954	0.951
2023	1.039	1.021	1.016	1.015	1.066	1.151	1.035	1.054	-	1.006	1.002
2024	1.033	1.015	1.010	1.009	1.060	1.144	1.029	1.048	0.994	-	0.996
2025	1.037	1.019	1.014	1.013	1.064	1.149	1.033	1.052	0.998	1.004	-

Rural - Major Collectors (5), Minor Collectors (6), Locals (7)											
Year To	Year From										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2015	-	0.995	1.000	1.019	1.017	1.159	1.089	1.099	1.087	1.081	1.076
2016	1.005	-	1.005	1.025	1.022	1.164	1.094	1.104	1.092	1.086	1.081
2017	1.000	0.995	-	1.019	1.017	1.159	1.089	1.099	1.087	1.081	1.076
2018	0.981	0.976	0.981	-	0.998	1.136	1.068	1.078	1.066	1.060	1.056
2019	0.983	0.978	0.983	1.002	-	1.094	1.029	1.038	1.027	1.021	1.017
2020	0.863	0.859	0.863	0.880	0.914	-	0.940	0.949	0.938	0.934	0.930
2021	0.918	0.914	0.918	0.936	0.972	1.064	-	1.009	0.998	0.993	0.989
2022	0.910	0.906	0.910	0.928	0.963	1.054	0.991	-	0.989	0.984	0.980
2023	0.920	0.916	0.920	0.938	0.974	1.066	1.002	1.011	-	0.995	0.991
2024	0.925	0.921	0.925	0.943	0.979	1.071	1.007	1.016	1.005	-	0.996
2025	0.929	0.925	0.929	0.947	0.983	1.075	1.011	1.020	1.009	1.004	-

\*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 Factors					
Factor Group	U1_SWG	U2_SWG	R1_SWGA	R2_SWGA	R3_SWGA
Average of Last Five (5) Annual Growth Factors	1.033	1.018	1.035	1.029	1.015
Average of Last Ten (10) Annual Growth Factors	1.005	1.000	1.007	1.010	0.997

Average of Annual Growth Rates - 2025					
Factor Group	U1_SWG	U2_SWG	R1_SWGA	R2_SWGA	R3_SWGA
Average of Last Five (5) Annual Growth Rates	3.30%	1.80%	3.50%	2.90%	1.50%
Average of Last Ten (10) Annual Growth Rates	0.50%	0.00%	0.70%	1.00%	-0.30%

## FUNCTIONAL CLASSIFICATION, RURAL/URBAN CODE, AND FACTOR GROUPS

Functional Class Description	Functional Class Code	Rural Code	Factor Group - Seasonal, Weekday, and Growth	Factor Group - Axle
Interstates	1	0	R1_SWGA	R1_SWGA
Principal Arterial (Freeways and Expressways)	2	0	R1_SWGA	R1_SWGA
Other Principal Arterials	3	0	R2_SWGA	R2_SWGA
Minor Arterials	4	0	R2_SWGA	R2_SWGA
Major Collectors	5	0	R3_SWGA	R3_SWGA
Minor Collectors	6	0	R3_SWGA	R3_SWGA
Locals	7	0	R3_SWGA	R3_SWGA
Interstates	1	1	U1_SWG	U1_A
Principal Arterial (Freeways and Expressways)	2	1	U1_SWG	U2_A
Other Principal Arterials	3	1	U2_SWG	U2_A
Minor Arterials	4	1	U2_SWG	U3_A
Major Collectors	5	1	U2_SWG	U3_A
Minor Collectors	6	1	U2_SWG	U3_A
Locals	7	1	U2_SWG	U3_A
Interstates	1	2	U1_SWG	U1_A
Principal Arterial (Freeways and Expressways)	2	2	U1_SWG	U2_A
Other Principal Arterials	3	2	U2_SWG	U2_A
Minor Arterials	4	2	U2_SWG	U3_A
Major Collectors	5	2	U2_SWG	U3_A
Minor Collectors	6	2	U2_SWG	U3_A
Locals	7	2	U2_SWG	U3_A
Interstates	1	3	R1_SWGA	R1_SWGA
Principal Arterial (Freeways and Expressways)	2	3	R1_SWGA	R1_SWGA
Other Principal Arterials	3	3	R2_SWGA	R2_SWGA
Minor Arterials	4	3	R2_SWGA	R2_SWGA
Major Collectors	5	3	R3_SWGA	R3_SWGA
Minor Collectors	6	3	R3_SWGA	R3_SWGA
Locals	7	3	R3_SWGA	R3_SWGA

Factor Initial
S = Seasonal Adjustment (Month of Year)
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