

CONTINUOUS TRAFFIC COUNTER REPORT
(The Redbook)
Based on 2023 Traffic Data

VERMONT AGENCY OF TRANSPORTATION
Highway Division
Traffic Data and Analysis
July 2024

| VTRANS REDBOOK CONTENTS | PAGE |
|---|-------------|
| General Guidance | 3 |
| Definitions | 4 |
| Seasonal Adjustment Factor Grouping | 5-6 |
| Continuous Traffic Counter Map | 7 |
| Continuous Traffic Counter Summary Report | 8-9 |
| Seasonal Adjustment Factors: MADT to AADT | 10-15 |
| Seasonal Adjustment Factors: MAWDT to AAWDT | 16-18 |
| Axle Correction Factors | 19 |
| Growth Factors | 20-21 |
| Estimating Design Hourly Volumes | 22 |
| DHV Chart | 23-39 |

**Continuous Traffic Counter
Seasonal Adjustment Factor Grouping Study
& Traffic Growth Analysis
Based on 2023 Traffic Data**

The various data provided in this report should not be construed as a standard. Any traffic analysis should be performed using all available information specifically describing the location under study, supplemented with the information provided in this and other pertinent sources and tempered with good engineering judgment. Experience in the traffic-planning field and familiarity with the cost effectiveness of associated analyses is judged necessary for meaningful use of the data in this report.

CONTINUOUS TRAFFIC COUNTER SUMMARY DEFINITIONS

| | |
|--|--|
| AADT (Annual Average Daily Traffic) | VTrans uses the AASHTO Method for computing the AADT. This method computes an average day of week for each month, and then computes an annual average value from those monthly averages, before finally computing a single annual average daily value. |
| AAWDT (Annual Average Weekday Traffic) | This value is calculated similarly to the AADT; but with weekday traffic only (Monday through Friday). |
| #1 HH (High Hour) | The highest volume hour that occurred at that station in the report year. |
| DHV (Design Hourly Volume) #30 HH (High Hour) | Traffic volume for the design hour (typically the 30 th highest hour of the year) |
| %k (Percent "k") | Ratio of the Design Hourly Volume to the AADT, expressed as a percent. |
| Date | Date on which the 30 th highest hourly volume occurred. |
| Day of Week | Day of week on which the 30 th highest hourly volume occurred. |
| Hour | Hour during which the 30 th highest hourly volume occurred. |
| Peak Direction | The heavier traveled direction during the 30 th highest hour. |
| Directional Distribution | The percent of traffic traveling in the more heavily traveled direction during the 30 th highest hour. |

SEASONAL ADJUSTMENT FACTOR GROUPING STUDY

The Grouping Study's primary purpose is to supply monthly day of week adjustment factors for the conversion of short term traffic counts to Annual Average Daily Traffic (AADT) values. These factors are important because of the seasonal variation in traffic volumes.

The seasonal factors are calculated for each Continuous Traffic Counter (CTC) using the AASHTO Method as follows:

1. Calculate the average volume for each month/day of week pairing, such as:
Sundays/January
Mondays/January
...
Friday/December
Saturdays/December
This generates 84 values (7 day x 12 months).
2. Divide the AADT by each of the 84 month/day values to get a seasonal factor for each month/day of week pair. The result is a 7x12 matrix.
3. Average all seasonal factors for the same group/month/day of week to get the group's final seasonal factors.

The monthly day of week factors for each CTC station are grouped by similar seasonal traffic patterns, established by FHWA guidelines¹. The results reveal six (6) generally "definable" groups for Vermont. These groups (both with and without weekend influence) are best described as:

- 1 Rural Interstate: most of this state's interstate system is classed as rural in nature.
- 2 Rural Non-Interstate: Based on an administrative recommendation by the FHWA, Interstates and non-interstate highways are divided into separate "Rural" groups.
- 3 Urban: a more stable year round traffic pattern, primarily due to the large portion of commuter travel and typical urban activities; this group includes interstate that does not fit into the Rural Interstate group.
- 4 Summer Recreational: areas which may normally be considered "Rural" in nature, but with a distinct summer recreational influence, e.g. camping areas, lake/beach resort areas, historical and sight-seeing areas.
- 5 Summer/Winter Recreational (US/VT Routes): similar to "Summer Recreational"

¹ [Traffic Monitoring Guide](#), December 2022, U.S. Dept. of Transportation, FHWA, Office of Highway Policy Information

but with additional winter recreational activities. This is in recognition that many main routes are significantly impacted by seasonal recreational traffic.

- 6 Summer/Winter Recreational (Town Highways): similar to Group 5 (US/VT Routes). These local roads are impacted to an even higher degree due to their proximity to resort areas.

Determining which group, if any, best describes a specific highway location, should be tempered with engineering judgment and knowledge of local traffic patterns, including the direct use of "nearby" CTC stations where applicable. This is especially true in the vicinity of the larger urban areas and in the urban-like areas.

This edition of the Redbook also includes monthly day of week adjustment factors for the conversion of short-term traffic counts to Annual Average Weekday Traffic (AAWDT) values. These are calculated similarly to the AADT factors, except the AAWDT is used instead of the AADT.



VTrans
Continuous Traffic Counters
2023

2023 CONTINUOUS TRAFFIC COUNTER (CTC) SUMMARY

The CTCs listed in the summary below are those that ran for at least one of each day of the week, for at least 10 months of the year.

| CTC | | | Seasonal | | | | | DHV | | | Day of | Peak | Directional | |
|-------------|---------|------------------|--------------|--------------|-------|-------|-------|--------|-----|------------|-----------|-----------|-------------|--------------|
| Location ID | Route | Town | Factor Group | Growth Group | AADT | AAWDT | #1 HH | #30 HH | %K | DHV Date | Week | Hour | Direction | Distribution |
| 30417810-E | TH-113 | WILLISTON | 3 | 2 | 8106 | 8106 | 1282 | 1095 | 14% | 01/02/2023 | Monday | 2pm-3pm | EB | 52 |
| 30417810-N | VT-2A | WILLISTON | 3 | 2 | 14357 | 14357 | 1569 | 1450 | 10% | 11/02/2023 | Thursday | 4pm-5pm | SB | 55 |
| 30417810-S | VT-2A | WILLISTON | 3 | 2 | 24302 | 24302 | 2738 | 2600 | 11% | 05/24/2023 | Wednesday | 4pm-5pm | SB | 57 |
| 30417810-W | FAU5505 | WILLISTON | 3 | 2 | 12400 | 12400 | 1642 | 1483 | 12% | 06/17/2023 | Saturday | 2pm-3pm | EB | 58 |
| 31302761-N | US-5 | BRATTLEBORO | 3 | 2 | 13168 | 13168 | 1482 | 1390 | 11% | 09/28/2023 | Thursday | 4pm-5pm | NB | 52 |
| 31302761-S | US-5 | BRATTLEBORO | 3 | 2 | 12867 | 12867 | 1407 | 1353 | 11% | 09/28/2023 | Thursday | 4pm-5pm | NB | 52 |
| 31302762-N | US5 | BRATTLEBORO | 3 | 2 | 14012 | 14012 | 1622 | 1501 | 11% | 05/26/2023 | Friday | 3pm-4pm | SB | 52 |
| 31302762-S | US5 | BRATTLEBORO | 3 | 2 | 12926 | 12926 | 1478 | 1363 | 11% | 10/06/2023 | Friday | 1pm-2pm | SB | 51 |
| 31302763-N | US5 | BRATTLEBORO | 3 | 2 | 14661 | 14661 | 1690 | 1534 | 10% | 12/19/2023 | Tuesday | 4pm-5pm | NB | 53 |
| 31302763-S | US5 | BRATTLEBORO | 3 | 2 | 14525 | 14525 | 1645 | 1522 | 10% | 04/06/2023 | Thursday | 4pm-5pm | NB | 52 |
| 31302763-W | TH-36 | BRATTLEBORO | 3 | 2 | 1494 | 1494 | 249 | 196 | 13% | 10/08/2023 | Sunday | 11am-12pm | WB | 63 |
| A018 | US7 | LEICESTER | 2 | 1 | 6351 | 6351 | 780 | 692 | 11% | 04/14/2023 | Friday | 4pm-5pm | SB | 60 |
| A019 | VT22A | ORWELL | 2 | 1 | 3844 | 3844 | 539 | 463 | 12% | 07/23/2023 | Sunday | 1pm-2pm | SB | 51 |
| B037 | US7 | POWNA | 2 | 1 | 6831 | 6831 | 814 | 737 | 11% | 12/01/2023 | Friday | 3pm-4pm | NB | 58 |
| B041 | VT9 | BENNINGTON | 2 | 2 | 3949 | 3949 | 625 | 452 | 11% | 05/25/2023 | Thursday | 3pm-4pm | WB | 55 |
| C002 | I91 | SHEFFIELD | 4 | 3 | 4909 | 4909 | 836 | 693 | 14% | 10/09/2023 | Monday | 1pm-2pm | NB | 54 |
| C007 | VT15 | HARDWICK | 2 | 1 | 4918 | 4918 | 659 | 563 | 11% | 06/08/2023 | Thursday | 4pm-5pm | SB | 59 |
| C028 | US2 | Danville | 2 | 1 | 7358 | 7358 | 1072 | 852 | 12% | 09/07/2023 | Thursday | 7pm-8pm | EB | 52 |
| C043 | VT114 | BURKE | 5 | 1 | 3822 | 3822 | 574 | 478 | 13% | 03/10/2023 | Friday | 4pm-5pm | SB | 52 |
| C309 | MC0268 | BURKE | 6 | 4 | 1362 | 1362 | 377 | 271 | 20% | 04/28/2023 | Friday | 5pm-6pm | EB | 78 |
| C421 | I93 | WATERFORD | 1 | 3 | 7347 | 7347 | 1227 | 1061 | 14% | 08/06/2023 | Sunday | 2pm-3pm | NB | 51 |
| D001 | VT127 | BURLINGTON | 3 | 2 | 13123 | 13123 | 1575 | 1435 | 11% | 05/25/2023 | Thursday | 7am-8am | SB | 73 |
| D059 | MC0223 | BOLTON | 6 | 4 | 1150 | 1150 | 637 | 374 | 33% | 03/12/2023 | Sunday | 2pm-3pm | SB | 86 |
| D061 | US2 | WILLISTON | 3 | 2 | 10228 | 10228 | 1320 | 1103 | 11% | 12/19/2023 | Tuesday | 4pm-5pm | EB | 62 |
| D099 | I189 | SOUTH BURLINGTON | 3 | 3 | 38578 | 38578 | 4212 | 3965 | 10% | 12/20/2023 | Wednesday | 3pm-4pm | EB | 52 |
| D129 | VT2A | WILLISTON | 3 | 2 | 15644 | 15644 | 1656 | 1567 | 10% | 12/14/2023 | Thursday | 4pm-5pm | SB | 57 |
| D530 | VT289 | ESSEX | 3 | 2 | 16853 | 16853 | 2013 | 1863 | 11% | 08/17/2023 | Thursday | 4pm-5pm | EB | 56 |
| D531 | VT289 | ESSEX | 3 | 2 | 5513 | 5513 | 802 | 715 | 13% | 05/25/2023 | Thursday | 4pm-5pm | WB | 51 |
| D853 | I89 | WILLISTON | 1 | 3 | 28919 | 28919 | 3550 | 3190 | 11% | 05/26/2023 | Friday | 3pm-4pm | SB | 55 |
| D893 | I89 | MILTON | 1 | 3 | 22079 | 22079 | 2753 | 2537 | 11% | 08/17/2023 | Thursday | 4pm-5pm | NB | 68 |
| E131 | US2 | GUILDHALL | 4 | 1 | 3141 | 3141 | 493 | 397 | 13% | 05/29/2023 | Monday | 12pm-1pm | WB | 63 |
| F029 | US7 | GEORGIA | 2 | 1 | 3851 | 3851 | 604 | 499 | 13% | 09/14/2023 | Thursday | 4pm-5pm | NB | 64 |
| F096 | I89 | SWANTON | 1 | 3 | 10312 | 10312 | 1463 | 1137 | 11% | 08/18/2023 | Friday | 4pm-5pm | NB | 65 |

2023 CONTINUOUS TRAFFIC COUNTER (CTC) SUMMARY

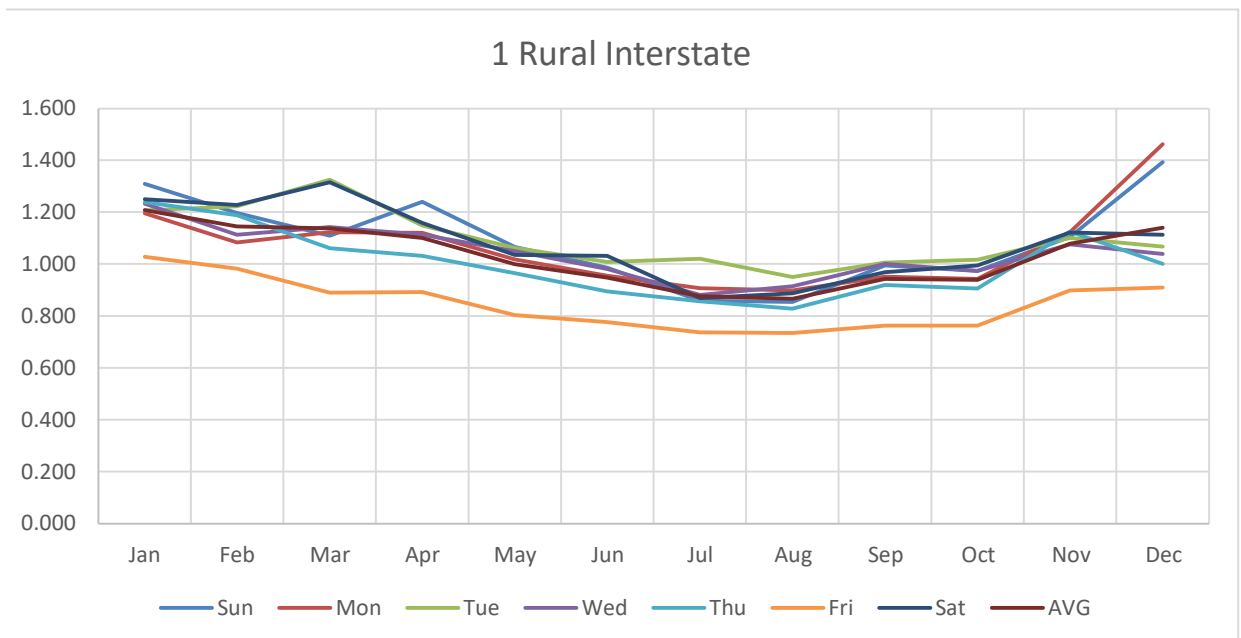
The CTCs listed in the summary below are those that ran for at least one of each day of the week, for at least 10 months of the year.

| CTC | | | Seasonal | | | | | DHV | | | Day of | Peak | Directional | |
|-------------|--------|--------------|--------------|--------------|-------|-------|-------|--------|-----|------------|-----------|-----------|-------------|--------------|
| Location ID | Route | Town | Factor Group | Growth Group | AADT | AAWDT | #1 HH | #30 HH | %K | DHV Date | Week | Hour | Direction | Distribution |
| G402 | US2 | ALBURGH | 4 | 1 | 4876 | 4876 | 1221 | 659 | 14% | 08/20/2023 | Sunday | 12pm-1pm | EB | 53 |
| L047 | VT12 | ELMORE | 4 | 1 | 876 | 876 | 179 | 127 | 15% | 07/05/2023 | Wednesday | 4pm-5pm | SB | 52 |
| L057 | VT108 | STOWE | 6 | 1 | 4635 | 4635 | 1206 | 943 | 20% | 01/14/2023 | Saturday | 3pm-4pm | SB | 77 |
| N002 | I91 | BRADFORD | 1 | 3 | 8131 | 8131 | 1170 | 950 | 12% | 09/22/2023 | Friday | 4pm-5pm | NB | 67 |
| N151 | US302 | NEWBURY | 2 | 1 | 7003 | 7003 | 854 | 750 | 11% | 12/08/2023 | Friday | 4pm-5pm | WB | 54 |
| P215 | US5 | DERBY | 2 | 1 | 10781 | 10781 | 1300 | 1177 | 11% | 07/28/2023 | Friday | 12pm-1pm | SB | 51 |
| R005 | US4 | KILLINGTON | 5 | 1 | 9340 | 9340 | 1270 | 1029 | 11% | 12/27/2023 | Wednesday | 4pm-5pm | WB | 51 |
| R017 | VT103 | MOUNT HOLLY | 2 | 1 | 4642 | 4642 | 1201 | 536 | 12% | 05/26/2023 | Friday | 4pm-5pm | NB | 59 |
| R022 | US7 | RUTLAND TOWN | 3 | 2 | 19521 | 19521 | 2330 | 2075 | 11% | 10/20/2023 | Friday | 3pm-4pm | NB | 52 |
| R054 | MC0159 | KILLINGTON | 6 | 4 | 4868 | 4868 | 1124 | 820 | 17% | 02/12/2023 | Sunday | 5pm-6pm | NB | 72 |
| R084 | US4 | WEST RUTLAND | 1 | 2 | 13392 | 13392 | 9160 | 2315 | 17% | 06/30/2023 | Friday | 11pm-12am | WB | 96 |
| R820 | US4 | FAIR HAVEN | 1 | 1 | 7077 | 7077 | 1015 | 835 | 12% | 06/18/2023 | Sunday | 2pm-3pm | WB | 51 |
| W002 | I89 | BERLIN | 1 | 3 | 22754 | 22754 | 3330 | 2748 | 12% | 08/04/2023 | Friday | 2pm-3pm | NB | 55 |
| W055 | VT17 | FAYSTON | 5 | 4 | 1229 | 1229 | 385 | 278 | 23% | 01/21/2023 | Saturday | 3pm-4pm | EB | 51 |
| W062 | MC0203 | WARREN | 6 | 4 | 2674 | 2674 | 928 | 634 | 24% | 02/19/2023 | Sunday | 3pm-4pm | EB | 66 |
| W089 | I89 | WATERBURY | 1 | 3 | 26976 | 26976 | 3484 | 3026 | 11% | 11/26/2023 | Sunday | 2pm-3pm | NB | 59 |
| X008 | US5 | ROCKINGHAM | 2 | 1 | 5442 | 5442 | 776 | 630 | 12% | 06/16/2023 | Friday | 4pm-5pm | SB | 53 |
| X011 | US5 | BRATTLEBORO | 3 | 2 | 12983 | 12983 | 1407 | 1339 | 10% | 11/30/2023 | Thursday | 3pm-4pm | SB | 51 |

2023 SEASONAL ADJUSTMENT FACTORS: AADT

The factors in the table below are the product of the Monthly Average Daily Traffic Factor and the Day of Week Factor (MADT x DOW). These combined factors are used to adjust short-term counts to an AADT.

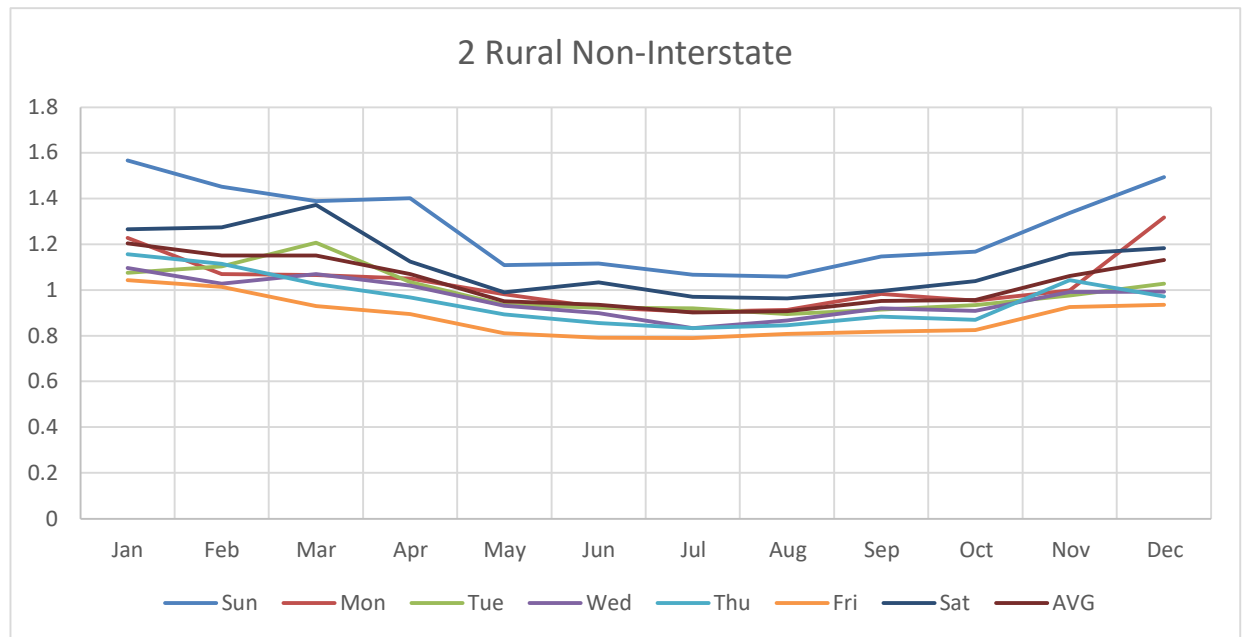
| Monthly DOW Factors | | | | | | | | |
|---------------------|--------------------|-------|----------|-------|-------|-------|-------|-------|
| Group | 1 Rural Interstate | | | | | | | |
| From Year: | 2023 | | To Year: | | | 2023 | | |
| | Sun | Mon | Tue | Wed | Thu | Fri | Sat | AVG |
| Jan | 1.309 | 1.196 | 1.207 | 1.233 | 1.239 | 1.028 | 1.250 | 1.209 |
| Feb | 1.197 | 1.083 | 1.223 | 1.113 | 1.188 | 0.982 | 1.228 | 1.145 |
| Mar | 1.109 | 1.123 | 1.325 | 1.142 | 1.061 | 0.889 | 1.316 | 1.138 |
| Apr | 1.240 | 1.120 | 1.148 | 1.113 | 1.031 | 0.892 | 1.159 | 1.100 |
| May | 1.066 | 1.018 | 1.062 | 1.050 | 0.965 | 0.803 | 1.035 | 1.000 |
| Jun | 0.986 | 0.955 | 1.008 | 0.981 | 0.895 | 0.776 | 1.032 | 0.948 |
| Jul | 0.859 | 0.907 | 1.020 | 0.881 | 0.856 | 0.736 | 0.869 | 0.875 |
| Aug | 0.854 | 0.899 | 0.951 | 0.914 | 0.828 | 0.735 | 0.887 | 0.867 |
| Sep | 0.994 | 0.951 | 1.006 | 1.001 | 0.919 | 0.762 | 0.968 | 0.943 |
| Oct | 0.974 | 0.942 | 1.017 | 0.974 | 0.906 | 0.763 | 0.995 | 0.939 |
| Nov | 1.104 | 1.123 | 1.100 | 1.076 | 1.125 | 0.898 | 1.122 | 1.078 |
| Dec | 1.393 | 1.463 | 1.067 | 1.039 | 1.000 | 0.909 | 1.113 | 1.141 |



2023 SEASONAL ADJUSTMENT FACTORS: AADT

The factors in the table below are the product of the Monthly Average Daily Traffic Factor and the Day of Week Factor (MADT x DOW). These combined factors are used to adjust short-term counts to an AADT.

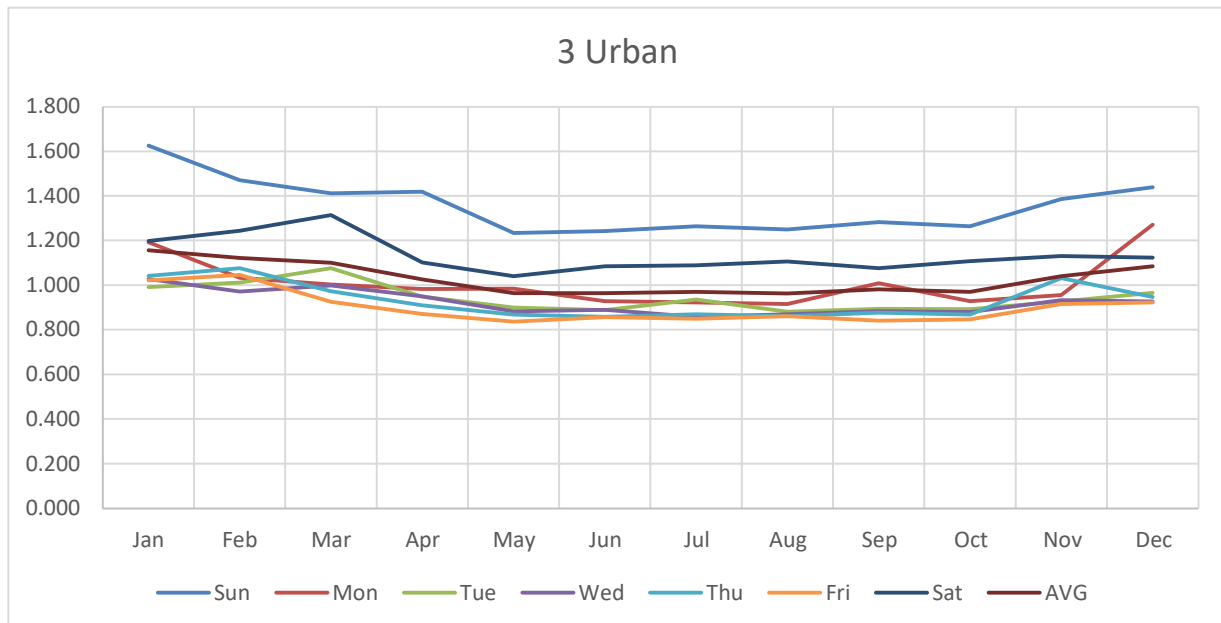
| Monthly DOW Factors | | | | | | | | |
|---------------------|------------------------|-------|-------|----------|-------|-------|-------|-------|
| Group | 2 Rural Non-Interstate | | | | | | | |
| From Year: | 2023 | | | To Year: | 2023 | | | |
| | Sun | Mon | Tue | Wed | Thu | Fri | Sat | AVG |
| Jan | 1.567 | 1.227 | 1.075 | 1.097 | 1.157 | 1.044 | 1.265 | 1.205 |
| Feb | 1.452 | 1.07 | 1.103 | 1.028 | 1.114 | 1.014 | 1.274 | 1.151 |
| Mar | 1.388 | 1.065 | 1.207 | 1.069 | 1.026 | 0.929 | 1.372 | 1.151 |
| Apr | 1.401 | 1.05 | 1.035 | 1.019 | 0.967 | 0.894 | 1.124 | 1.070 |
| May | 1.109 | 0.981 | 0.935 | 0.931 | 0.893 | 0.811 | 0.99 | 0.950 |
| Jun | 1.116 | 0.924 | 0.923 | 0.898 | 0.856 | 0.791 | 1.033 | 0.934 |
| Jul | 1.067 | 0.905 | 0.919 | 0.834 | 0.833 | 0.79 | 0.97 | 0.903 |
| Aug | 1.059 | 0.912 | 0.895 | 0.867 | 0.845 | 0.808 | 0.964 | 0.907 |
| Sep | 1.147 | 0.983 | 0.914 | 0.92 | 0.884 | 0.818 | 0.995 | 0.952 |
| Oct | 1.168 | 0.953 | 0.933 | 0.908 | 0.869 | 0.825 | 1.039 | 0.956 |
| Nov | 1.337 | 0.998 | 0.975 | 0.991 | 1.043 | 0.925 | 1.158 | 1.061 |
| Dec | 1.494 | 1.318 | 1.028 | 0.992 | 0.971 | 0.935 | 1.183 | 1.132 |



2023 SEASONAL ADJUSTMENT FACTORS: AADT

The factors in the table below are the product of the Monthly Average Daily Traffic Factor and the Day of Week Factor (MADT x DOW). These combined factors are used to adjust short-term counts to an AADT.

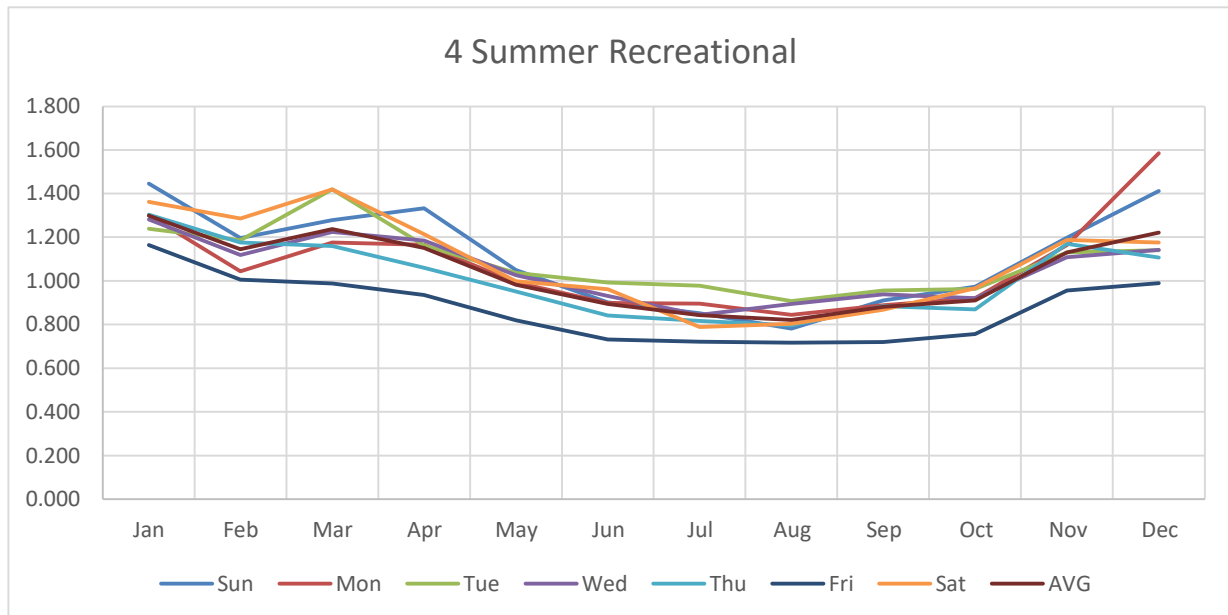
| Monthly DOW Factors | | | | | | | | |
|---------------------|---------|-------|----------|-------|-------|-------|-------|-------|
| Group | 3 Urban | | | | | | | |
| From Year: | 2023 | | To Year: | | 2023 | | | |
| | Sun | Mon | Tue | Wed | Thu | Fri | Sat | AVG |
| Jan | 1.626 | 1.192 | 0.991 | 1.028 | 1.041 | 1.022 | 1.198 | 1.157 |
| Feb | 1.470 | 1.033 | 1.011 | 0.971 | 1.076 | 1.046 | 1.244 | 1.122 |
| Mar | 1.412 | 1.003 | 1.077 | 0.999 | 0.972 | 0.925 | 1.314 | 1.100 |
| Apr | 1.419 | 0.982 | 0.948 | 0.949 | 0.909 | 0.870 | 1.102 | 1.026 |
| May | 1.234 | 0.984 | 0.900 | 0.882 | 0.868 | 0.837 | 1.041 | 0.964 |
| Jun | 1.242 | 0.928 | 0.888 | 0.889 | 0.859 | 0.857 | 1.085 | 0.964 |
| Jul | 1.263 | 0.923 | 0.935 | 0.859 | 0.869 | 0.849 | 1.088 | 0.969 |
| Aug | 1.250 | 0.916 | 0.882 | 0.869 | 0.860 | 0.861 | 1.106 | 0.963 |
| Sep | 1.282 | 1.009 | 0.894 | 0.884 | 0.877 | 0.841 | 1.076 | 0.980 |
| Oct | 1.263 | 0.928 | 0.892 | 0.879 | 0.868 | 0.847 | 1.108 | 0.969 |
| Nov | 1.386 | 0.956 | 0.927 | 0.932 | 1.031 | 0.915 | 1.131 | 1.040 |
| Dec | 1.439 | 1.272 | 0.965 | 0.926 | 0.946 | 0.923 | 1.123 | 1.085 |



2023 SEASONAL ADJUSTMENT FACTORS: AADT

The factors in the table below are the product of the Monthly Average Daily Traffic Factor and the Day of Week Factor (MADT x DOW). These combined factors are used to adjust short-term counts to an AADT.

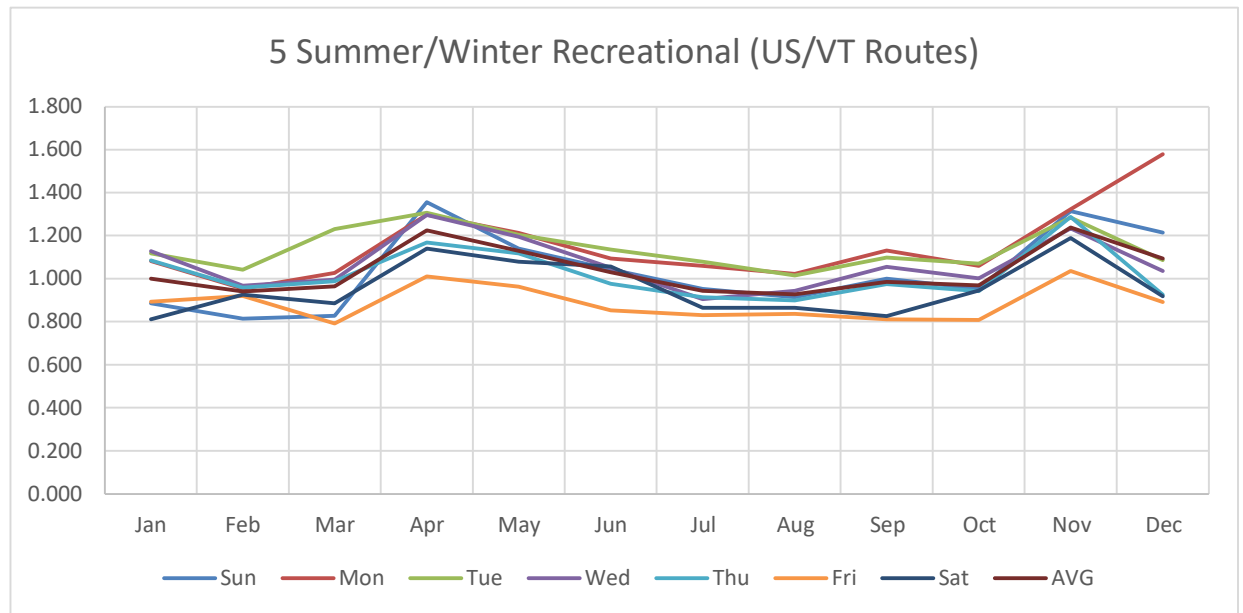
| Monthly DOW Factors | | | | | | | | |
|---------------------|-----------------------|-------|----------|-------|-------|-------|-------|-------|
| Group | 4 Summer Recreational | | | | | | | |
| From Year: | 2023 | | To Year: | | | 2023 | | |
| | Sun | Mon | Tue | Wed | Thu | Fri | Sat | AVG |
| Jan | 1.446 | 1.300 | 1.238 | 1.282 | 1.304 | 1.165 | 1.362 | 1.300 |
| Feb | 1.196 | 1.043 | 1.186 | 1.119 | 1.175 | 1.005 | 1.285 | 1.144 |
| Mar | 1.278 | 1.176 | 1.420 | 1.224 | 1.159 | 0.988 | 1.420 | 1.238 |
| Apr | 1.333 | 1.165 | 1.162 | 1.184 | 1.060 | 0.935 | 1.213 | 1.150 |
| May | 1.049 | 0.993 | 1.037 | 1.026 | 0.951 | 0.819 | 0.998 | 0.982 |
| Jun | 0.902 | 0.899 | 0.993 | 0.931 | 0.842 | 0.732 | 0.962 | 0.894 |
| Jul | 0.851 | 0.896 | 0.978 | 0.845 | 0.817 | 0.721 | 0.789 | 0.842 |
| Aug | 0.782 | 0.845 | 0.908 | 0.894 | 0.796 | 0.718 | 0.803 | 0.821 |
| Sep | 0.910 | 0.889 | 0.955 | 0.938 | 0.884 | 0.719 | 0.868 | 0.880 |
| Oct | 0.973 | 0.921 | 0.963 | 0.921 | 0.869 | 0.756 | 0.966 | 0.910 |
| Nov | 1.197 | 1.164 | 1.130 | 1.108 | 1.170 | 0.956 | 1.188 | 1.130 |
| Dec | 1.411 | 1.585 | 1.140 | 1.142 | 1.106 | 0.989 | 1.176 | 1.221 |



2023 SEASONAL ADJUSTMENT FACTORS: AADT

The factors in the table below are the product of the Monthly Average Daily Traffic Factor and the Day of Week Factor (MADT x DOW). These combined factors are used to adjust short-term counts to an AADT.

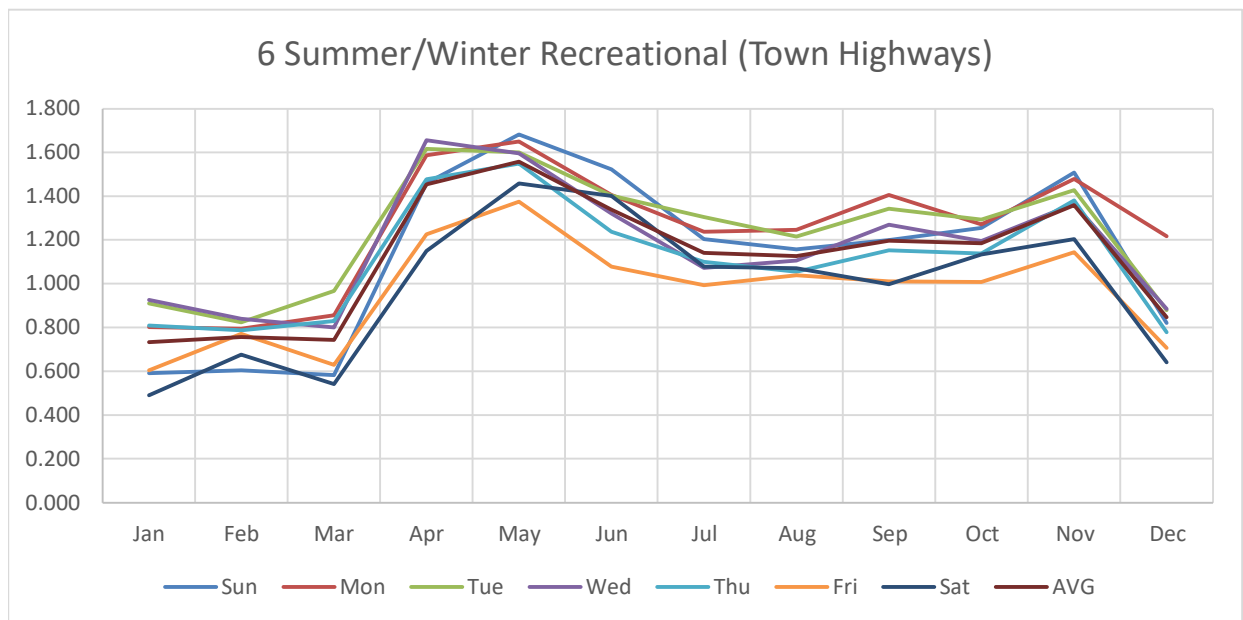
| Monthly DOW Factors | | | | | | | | |
|---------------------|---|-------|----------|-------|-------|-------|-------|-------|
| Group | 5 Summer/Winter Recreational (US/VT Routes) | | | | | | | |
| From Year: | 2023 | | To Year: | | | 2023 | | |
| | Sun | Mon | Tue | Wed | Thu | Fri | Sat | AVG |
| Jan | 0.885 | 1.081 | 1.118 | 1.128 | 1.085 | 0.893 | 0.811 | 1.000 |
| Feb | 0.815 | 0.954 | 1.042 | 0.967 | 0.958 | 0.920 | 0.926 | 0.940 |
| Mar | 0.827 | 1.027 | 1.231 | 0.995 | 0.988 | 0.792 | 0.885 | 0.964 |
| Apr | 1.356 | 1.297 | 1.307 | 1.296 | 1.168 | 1.010 | 1.139 | 1.225 |
| May | 1.140 | 1.212 | 1.203 | 1.194 | 1.118 | 0.963 | 1.078 | 1.130 |
| Jun | 1.043 | 1.094 | 1.135 | 1.050 | 0.976 | 0.853 | 1.056 | 1.030 |
| Jul | 0.952 | 1.059 | 1.078 | 0.906 | 0.914 | 0.830 | 0.864 | 0.943 |
| Aug | 0.914 | 1.022 | 1.015 | 0.943 | 0.899 | 0.836 | 0.864 | 0.928 |
| Sep | 1.000 | 1.131 | 1.098 | 1.055 | 0.975 | 0.811 | 0.826 | 0.985 |
| Oct | 0.953 | 1.060 | 1.070 | 1.002 | 0.942 | 0.808 | 0.945 | 0.969 |
| Nov | 1.313 | 1.322 | 1.284 | 1.233 | 1.288 | 1.036 | 1.189 | 1.238 |
| Dec | 1.214 | 1.579 | 1.086 | 1.036 | 0.925 | 0.892 | 0.918 | 1.093 |



2023 SEASONAL ADJUSTMENT FACTORS: AADT

The factors in the table below are the product of the Monthly Average Daily Traffic Factor and the Day of Week Factor (MADT x DOW). These combined factors are used to adjust short-term counts to an AADT.

| Monthly DOW Factors | | | | | | | | |
|---------------------|--|-------|----------|-------|-------|-------|-------|-------|
| Group | 6 Summer/Winter Recreational (Town Highways) | | | | | | | |
| From Year: | 2023 | | To Year: | | 2023 | | | |
| | Sun | Mon | Tue | Wed | Thu | Fri | Sat | AVG |
| Jan | 0.591 | 0.802 | 0.909 | 0.925 | 0.808 | 0.604 | 0.490 | 0.733 |
| Feb | 0.604 | 0.795 | 0.824 | 0.839 | 0.787 | 0.770 | 0.676 | 0.756 |
| Mar | 0.583 | 0.856 | 0.967 | 0.800 | 0.829 | 0.629 | 0.541 | 0.744 |
| Apr | 1.460 | 1.586 | 1.617 | 1.656 | 1.477 | 1.226 | 1.150 | 1.453 |
| May | 1.682 | 1.650 | 1.600 | 1.595 | 1.549 | 1.376 | 1.459 | 1.559 |
| Jun | 1.522 | 1.405 | 1.402 | 1.320 | 1.237 | 1.078 | 1.401 | 1.338 |
| Jul | 1.203 | 1.237 | 1.305 | 1.072 | 1.099 | 0.993 | 1.078 | 1.141 |
| Aug | 1.157 | 1.246 | 1.215 | 1.106 | 1.054 | 1.038 | 1.071 | 1.127 |
| Sep | 1.199 | 1.405 | 1.343 | 1.269 | 1.152 | 1.010 | 0.998 | 1.197 |
| Oct | 1.255 | 1.271 | 1.293 | 1.195 | 1.137 | 1.007 | 1.133 | 1.184 |
| Nov | 1.507 | 1.479 | 1.427 | 1.365 | 1.380 | 1.144 | 1.203 | 1.358 |
| Dec | 0.820 | 1.217 | 0.879 | 0.885 | 0.778 | 0.706 | 0.641 | 0.847 |



2023 SEASONAL ADJUSTMENT FACTORS: AAWDT

The factors in the table below are the product of the Monthly Average Weekday Traffic Factor and the Day of Week Factor (MAWDT x DOW). These combined factors are used to adjust short-term counts to an AAWDT.

| Monthly Weekday DOW Factors | | | | | | |
|-----------------------------|--------------------|----------|-------|-------|-------|-------|
| Group | 1 Rural Interstate | | | | | |
| From Year: | 2023 | To Year: | | | 2023 | |
| | Mon | Tue | Wed | Thu | Fri | AVG |
| Jan | 1.225 | 1.223 | 1.247 | 1.260 | 1.053 | 1.202 |
| Feb | 1.130 | 1.241 | 1.151 | 1.211 | 1.033 | 1.153 |
| Mar | 1.148 | 1.352 | 1.168 | 1.090 | 0.920 | 1.136 |
| Apr | 1.146 | 1.173 | 1.137 | 1.054 | 0.914 | 1.085 |
| May | 1.045 | 1.087 | 1.076 | 0.989 | 0.825 | 1.004 |
| Jun | 0.979 | 1.032 | 1.004 | 0.917 | 0.798 | 0.946 |
| Jul | 0.931 | 1.046 | 0.903 | 0.877 | 0.756 | 0.903 |
| Aug | 0.922 | 0.974 | 0.937 | 0.849 | 0.755 | 0.887 |
| Sep | 0.976 | 1.030 | 1.025 | 0.942 | 0.783 | 0.951 |
| Oct | 0.967 | 1.041 | 0.997 | 0.929 | 0.784 | 0.944 |
| Nov | 1.151 | 1.127 | 1.102 | 1.154 | 0.923 | 1.092 |
| Dec | 1.501 | 1.094 | 1.065 | 1.025 | 0.934 | 1.124 |

| Monthly DOW Factors | | | | | | |
|---------------------|------------------------|----------|-------|-------|-------|-------|
| Group | 2 Rural Non-Interstate | | | | | |
| From Year: | 2023 | To Year: | | | 2023 | |
| | Mon | Tue | Wed | Thu | Fri | AVG |
| Jan | 1.296 | 1.133 | 1.157 | 1.218 | 1.093 | 1.180 |
| Feb | 1.123 | 1.157 | 1.079 | 1.169 | 1.066 | 1.119 |
| Mar | 1.118 | 1.267 | 1.123 | 1.078 | 0.975 | 1.112 |
| Apr | 1.097 | 1.082 | 1.065 | 1.013 | 0.937 | 1.039 |
| May | 1.028 | 0.980 | 0.977 | 0.936 | 0.849 | 0.954 |
| Jun | 0.980 | 0.965 | 0.938 | 0.897 | 0.829 | 0.922 |
| Jul | 0.943 | 0.958 | 0.873 | 0.870 | 0.825 | 0.894 |
| Aug | 0.954 | 0.939 | 0.908 | 0.884 | 0.844 | 0.906 |
| Sep | 1.028 | 0.957 | 0.964 | 0.926 | 0.857 | 0.946 |
| Oct | 0.997 | 0.976 | 0.951 | 0.907 | 0.862 | 0.938 |
| Nov | 1.069 | 1.044 | 1.066 | 1.120 | 0.993 | 1.058 |
| Dec | 1.388 | 1.080 | 1.042 | 1.018 | 0.983 | 1.102 |

2023 SEASONAL ADJUSTMENT FACTORS: AAWDT

The factors in the table below are the product of the Monthly Average Weekday Traffic Factor and the Day of Week Factor (MAWDT x DOW). These combined factors are used to adjust short-term counts to an AAWDT.

| Monthly DOW Factors | | | | | | |
|---------------------|-------|---------|----------|-------|-------|-------|
| Group | | 3 Urban | | | | |
| From Year: | | 2023 | To Year: | | 2023 | |
| | Mon | Tue | Wed | Thu | Fri | AVG |
| Jan | 1.277 | 1.063 | 1.103 | 1.116 | 1.096 | 1.131 |
| Feb | 1.120 | 1.114 | 1.047 | 1.181 | 1.104 | 1.113 |
| Mar | 1.077 | 1.161 | 1.075 | 1.045 | 0.993 | 1.070 |
| Apr | 1.052 | 1.013 | 1.016 | 0.972 | 0.932 | 0.997 |
| May | 1.057 | 0.973 | 0.951 | 0.936 | 0.902 | 0.964 |
| Jun | 1.000 | 0.954 | 0.955 | 0.925 | 0.923 | 0.951 |
| Jul | 0.992 | 0.996 | 0.922 | 0.934 | 0.912 | 0.951 |
| Aug | 0.981 | 0.945 | 0.933 | 0.922 | 0.924 | 0.941 |
| Sep | 1.080 | 0.958 | 0.948 | 0.941 | 0.902 | 0.966 |
| Oct | 0.995 | 0.956 | 0.942 | 0.931 | 0.908 | 0.947 |
| Nov | 1.028 | 0.996 | 0.997 | 1.065 | 0.963 | 1.010 |
| Dec | 1.366 | 1.033 | 0.992 | 1.019 | 0.984 | 1.079 |

| Monthly DOW Factors | | | | | | |
|---------------------|-------|-----------------------|----------|-------|-------|-------|
| Group | | 4 Summer Recreational | | | | |
| From Year: | | 2023 | To Year: | | 2023 | |
| | Mon | Tue | Wed | Thu | Fri | AVG |
| Jan | 1.331 | 1.264 | 1.309 | 1.333 | 1.193 | 1.286 |
| Feb | 1.040 | 1.201 | 1.139 | 1.200 | 1.012 | 1.119 |
| Mar | 1.186 | 1.496 | 1.247 | 1.168 | 0.983 | 1.216 |
| Apr | 1.191 | 1.187 | 1.210 | 1.083 | 0.957 | 1.126 |
| May | 1.015 | 1.059 | 1.047 | 0.972 | 0.838 | 0.986 |
| Jun | 0.920 | 1.016 | 0.951 | 0.861 | 0.750 | 0.900 |
| Jul | 0.919 | 1.002 | 0.865 | 0.837 | 0.739 | 0.872 |
| Aug | 0.865 | 0.929 | 0.916 | 0.815 | 0.737 | 0.852 |
| Sep | 0.910 | 0.977 | 0.958 | 0.905 | 0.736 | 0.897 |
| Oct | 0.942 | 0.983 | 0.941 | 0.889 | 0.775 | 0.906 |
| Nov | 1.191 | 1.155 | 1.133 | 1.196 | 0.980 | 1.131 |
| Dec | 1.572 | 1.162 | 1.154 | 1.132 | 1.000 | 1.204 |

2023 SEASONAL ADJUSTMENT FACTORS: AAWDT

The factors in the table below are the product of the Monthly Average Weekday Traffic Factor and the Day of Week Factor (MAWDT x DOW). These combined factors are used to adjust short-term counts to an AAWDT.

| Monthly DOW Factors | | | | | | |
|---------------------|---|----------|-------|-------|-------|-------|
| Group | 5 Summer/Winter Recreational (US/VT Routes) | | | | | |
| From Year: | 2023 | To Year: | | | 2023 | |
| | Mon | Tue | Wed | Thu | Fri | AVG |
| Jan | 1.018 | 1.050 | 1.090 | 1.004 | 0.843 | 1.001 |
| Feb | 0.925 | 0.969 | 0.939 | 0.906 | 0.935 | 0.935 |
| Mar | 0.951 | 1.098 | 0.929 | 0.935 | 0.756 | 0.934 |
| Apr | 1.233 | 1.234 | 1.233 | 1.107 | 0.944 | 1.150 |
| May | 1.185 | 1.175 | 1.170 | 1.093 | 0.935 | 1.111 |
| Jun | 1.079 | 1.113 | 1.022 | 0.958 | 0.841 | 1.003 |
| Jul | 1.102 | 1.128 | 0.919 | 0.933 | 0.851 | 0.987 |
| Aug | 1.019 | 1.013 | 0.935 | 0.900 | 0.840 | 0.941 |
| Sep | 1.122 | 1.078 | 1.029 | 0.951 | 0.795 | 0.995 |
| Oct | 1.057 | 1.057 | 0.988 | 0.935 | 0.811 | 0.970 |
| Nov | 1.301 | 1.278 | 1.210 | 1.243 | 1.032 | 1.213 |
| Dec | 1.530 | 1.076 | 1.022 | 0.909 | 0.891 | 1.086 |

| Monthly DOW Factors | | | | | | |
|---------------------|--|----------|-------|-------|-------|-------|
| Group | 6 Summer/Winter Recreational (Town Highways) | | | | | |
| From Year: | 2023 | To Year: | | | 2023 | |
| | Mon | Tue | Wed | Thu | Fri | AVG |
| Jan | 0.769 | 0.872 | 0.887 | 0.775 | 0.578 | 0.776 |
| Feb | 0.759 | 0.789 | 0.774 | 0.753 | 0.734 | 0.762 |
| Mar | 0.822 | 0.930 | 0.769 | 0.795 | 0.603 | 0.784 |
| Apr | 1.520 | 1.549 | 1.587 | 1.415 | 1.178 | 1.449 |
| May | 1.581 | 1.531 | 1.527 | 1.483 | 1.319 | 1.488 |
| Jun | 1.347 | 1.343 | 1.264 | 1.185 | 1.034 | 1.234 |
| Jul | 1.191 | 1.256 | 1.032 | 1.034 | 0.967 | 1.096 |
| Aug | 1.195 | 1.165 | 1.059 | 1.011 | 0.995 | 1.085 |
| Sep | 1.348 | 1.287 | 1.216 | 1.104 | 0.969 | 1.185 |
| Oct | 1.219 | 1.239 | 1.145 | 1.090 | 0.965 | 1.131 |
| Nov | 1.424 | 1.373 | 1.314 | 1.317 | 1.094 | 1.305 |
| Dec | 1.168 | 0.843 | 0.848 | 0.746 | 0.677 | 0.856 |

VTRANS AXLE CORRECTION FACTORS

Axle correction factors are derived from continuous and short term vehicle classification counts. For short-term counts that are per axle, rather than per vehicle, axle correction factors are applied in addition to the seasonal adjustment factors to estimate AADTs.

Axle correction factors are grouped by Functional Class and Urban/Rural designation

2023 Summary

| FC | Description | ACF |
|----|---|-------|
| R1 | Rural Interstate | 0.939 |
| R3 | Rural Principal Arterial - Other | 0.931 |
| R4 | Rural Minor Arterial | 0.974 |
| R5 | Rural Major Collector | 0.978 |
| R6 | Rural Minor Collector | 0.976 |
| R7 | Rural Local | 0.988 |
| U1 | Urban Interstate | 0.946 |
| U2 | Urban Principal Arterial - Other Freeways and Expressways | 0.991 |
| U3 | Urban Principal Arterial - Other | 0.984 |
| U4 | Urban Minor Arterial | 0.993 |
| U5 | Urban Major Collector | 0.991 |
| U6 | Urban Minor Collector | 0.993 |
| U7 | Urban Local | 0.992 |

2018 TO 2023 GROWTH FACTORS

The 5-year growth factors shown in the tables below are based on AADTs from VTrans Continuous Traffic Counters (CTC). Each CTC is assigned to a Growth Factor Group and the factors for each group are calculated based on the average ratio of the AADT to the prior year AADT. Due to rounding, the Grown AADTs shown in MS2 may not agree exactly with AADTs calculated using the factors below.

| Growth Factor Group 1: Rural - This is the default group if a location does not fit another group - | | | | | | |
|--|-------|-------|-------|-------|-------|------|
| To \ From | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 2019 | 1.001 | | | | | |
| 2020 | 0.848 | 0.847 | | | | |
| 2021 | 0.961 | 0.960 | 1.133 | | | |
| 2022 | 0.969 | 0.968 | 1.142 | 1.008 | | |
| 2023 | 0.977 | 0.977 | 1.153 | 1.017 | 1.009 | |

| Growth Factor Group 2: Urban - For locations within a designated federal aid urban (FAU) area - | | | | | | |
|--|-------|-------|-------|-------|-------|------|
| To \ From | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 2019 | 0.992 | | | | | |
| 2020 | 0.817 | 0.823 | | | | |
| 2021 | 0.915 | 0.923 | 1.121 | | | |
| 2022 | 0.923 | 0.931 | 1.131 | 1.009 | | |
| 2023 | 0.931 | 0.938 | 1.140 | 1.017 | 1.008 | |

| Growth Factor Group 3: Interstate - For locations on I-89, I-91 or I-93 - | | | | | | |
|--|-------|-------|-------|-------|-------|------|
| To \ From | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 2019 | 1.024 | | | | | |
| 2020 | 0.768 | 0.750 | | | | |
| 2021 | 0.867 | 0.846 | 1.129 | | | |
| 2022 | 0.931 | 0.909 | 1.213 | 1.074 | | |
| 2023 | 0.932 | 0.910 | 1.214 | 1.075 | 1.001 | |

| Growth Factor Group 4: Ski - For locations on ski access roads - | | | | | | |
|---|-------|-------|-------|-------|-------|------|
| To \ From | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 2019 | 1.003 | | | | | |
| 2020 | 0.870 | 0.867 | | | | |
| 2021 | 0.997 | 0.993 | 1.146 | | | |
| 2022 | 1.055 | 1.052 | 1.213 | 1.059 | | |
| 2023 | 1.060 | 1.056 | 1.218 | 1.063 | 1.004 | |

Example: Project the 2017 AADT at A016 on VT 22A to Year 2022
 2017 AADT = 3,913
 $GF_1(2017 \rightarrow 2022) = 0.956$
 2022 AADT = $3,913 \times 0.956 = 3,741$

**Vermont Agency of Transportation
Traffic Research
20-YEAR Growth Factor Table**

The 2023 to 2043 AADT growth factor is 1.07 for all Vermont locations.

For projecting current year AADTs to a future year, use the table below:

| TO FUTURE YEAR | FROM CURRENT YEAR | |
|----------------|-------------------|-------|
| | 2023 | 2024 |
| 2023 | 1.000 | |
| 2024 | 1.003 | 1.000 |
| 2025 | 1.007 | 1.003 |
| 2026 | 1.010 | 1.007 |
| 2027 | 1.013 | 1.010 |
| 2028 | 1.016 | 1.013 |
| 2029 | 1.020 | 1.016 |
| 2030 | 1.023 | 1.020 |
| 2031 | 1.026 | 1.023 |
| 2032 | 1.029 | 1.026 |
| 2033 | 1.033 | 1.029 |
| 2034 | 1.036 | 1.033 |
| 2035 | 1.039 | 1.036 |
| 2036 | 1.042 | 1.039 |
| 2037 | 1.046 | 1.042 |
| 2038 | 1.049 | 1.046 |
| 2039 | 1.052 | 1.049 |
| 2040 | 1.055 | 1.052 |
| 2041 | 1.059 | 1.055 |
| 2042 | 1.062 | 1.059 |
| 2043 | 1.065 | 1.062 |
| 2044 | 1.068 | 1.065 |
| 2045 | 1.072 | 1.068 |
| 2046 | 1.075 | 1.072 |
| 2047 | 1.078 | 1.075 |

ESTIMATING DESIGN HOUR VOLUMES

To determine the Design Hour Volume (DHV), normally the 30th highest hourly volume of the year, consider using one of the methods described below. No one method fits every location, so it can be helpful to estimate the DHV using several methods and then compare the results with each other and with any available raw hourly data to gauge whether the value is likely in the neighborhood of the 30th highest hour of the year.

1. If the project is located in the vicinity of a VTrans Continuous Traffic Counter (CTC), apply the %K value from a VTrans Continuous Traffic Counter to the AADT. The %K values are listed on the CTC Summary page of the Redbook.
2. For projects not located near a CTC site, use the DHV Chart on the following pages to select the predicted DHV from an AADT based on the seasonal factor group. The seasonal factor groups are defined at the beginning of the Redbook. For any particular traffic counter, the seasonal factor group (SF Group) is shown in the VTrans Traffic Data Management System. Refer to the [VTrans Traffic Data](#) webpage for a link to the system and guidance on navigating the system.
3. If VTrans has conducted a short-term count in the project area, consider using the #1 high hour of the count as the DHV. This is the value that appears in the VTrans Traffic Data Management System's DHV-30 field for count locations not designated as permanent. (This value is only shown for counts done since 2015.) The highest hour may or may not be a reasonable DHV estimate depending on when the short-count was done.

For Locations designated as Permanent (Continuous Traffic Counters), the DHV-30 value is the 30th highest hourly volume recorded for the year. This should agree with the DHV listed in the Redbook. However, if the counter did not run for most of an entire year, the DHV will not be in the Redbook and the DHV-30 value may or may not be a good DHV estimate, depending on when the counter was running.

4. Depending on when the count was done, the peak hour volume from a turning movement count may be a reasonable DHV estimate.

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 1 | 1 | 1 | 1 | 1 | 1 |
| 10 | 1 | 1 | 1 | 1 | 1 | 2 |
| 15 | 2 | 2 | 2 | 2 | 2 | 3 |
| 20 | 2 | 2 | 2 | 3 | 3 | 5 |
| 25 | 3 | 3 | 3 | 3 | 4 | 6 |
| 30 | 4 | 3 | 3 | 4 | 4 | 7 |
| 35 | 4 | 4 | 4 | 5 | 5 | 8 |
| 40 | 5 | 5 | 4 | 5 | 6 | 9 |
| 45 | 6 | 5 | 5 | 6 | 6 | 10 |
| 50 | 6 | 6 | 5 | 7 | 7 | 12 |
| 55 | 7 | 6 | 6 | 7 | 8 | 13 |
| 60 | 7 | 7 | 6 | 8 | 8 | 14 |
| 65 | 8 | 7 | 7 | 9 | 9 | 15 |
| 70 | 9 | 8 | 7 | 9 | 10 | 16 |
| 75 | 9 | 9 | 8 | 10 | 11 | 17 |
| 80 | 10 | 9 | 9 | 11 | 11 | 19 |
| 85 | 10 | 10 | 9 | 11 | 12 | 20 |
| 90 | 11 | 10 | 10 | 12 | 13 | 21 |
| 95 | 12 | 11 | 10 | 13 | 13 | 22 |
| 100 | 12 | 11 | 11 | 13 | 14 | 23 |
| 110 | 14 | 13 | 12 | 15 | 15 | 26 |
| 120 | 15 | 14 | 13 | 16 | 17 | 28 |
| 130 | 16 | 15 | 14 | 17 | 18 | 30 |
| 140 | 17 | 16 | 15 | 19 | 20 | 33 |
| 150 | 18 | 17 | 16 | 20 | 21 | 35 |
| 160 | 20 | 18 | 17 | 21 | 23 | 37 |
| 170 | 21 | 19 | 18 | 23 | 24 | 40 |
| 180 | 22 | 20 | 19 | 24 | 25 | 42 |
| 190 | 23 | 22 | 20 | 25 | 27 | 44 |
| 200 | 25 | 23 | 21 | 27 | 28 | 47 |
| 210 | 26 | 24 | 22 | 28 | 30 | 49 |
| 220 | 27 | 25 | 23 | 29 | 31 | 51 |
| 230 | 28 | 26 | 25 | 31 | 32 | 54 |
| 240 | 30 | 27 | 26 | 32 | 34 | 56 |
| 250 | 31 | 28 | 27 | 34 | 35 | 58 |
| 260 | 32 | 30 | 28 | 35 | 37 | 61 |
| 270 | 33 | 31 | 29 | 36 | 38 | 63 |
| 280 | 34 | 32 | 30 | 38 | 39 | 65 |
| 290 | 36 | 33 | 31 | 39 | 41 | 68 |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 300 | 37 | 34 | 32 | 40 | 42 | 70 |
| 310 | 38 | 35 | 33 | 42 | 44 | 72 |
| 320 | 39 | 36 | 34 | 43 | 45 | 75 |
| 330 | 41 | 38 | 35 | 44 | 46 | 77 |
| 340 | 42 | 39 | 36 | 46 | 48 | 79 |
| 350 | 43 | 40 | 37 | 47 | 49 | 82 |
| 360 | 44 | 41 | 38 | 48 | 51 | 84 |
| 370 | 46 | 42 | 39 | 50 | 52 | 86 |
| 380 | 47 | 43 | 41 | 51 | 54 | 89 |
| 390 | 48 | 44 | 42 | 52 | 55 | 91 |
| 400 | 49 | 46 | 43 | 54 | 56 | 93 |
| 410 | 51 | 47 | 44 | 55 | 58 | 96 |
| 420 | 52 | 48 | 45 | 56 | 59 | 98 |
| 430 | 53 | 49 | 46 | 58 | 61 | 100 |
| 440 | 54 | 50 | 47 | 59 | 62 | 103 |
| 450 | 55 | 51 | 48 | 60 | 63 | 105 |
| 460 | 57 | 52 | 49 | 62 | 65 | 107 |
| 470 | 58 | 54 | 50 | 63 | 66 | 110 |
| 480 | 59 | 55 | 51 | 64 | 68 | 112 |
| 490 | 60 | 56 | 52 | 66 | 69 | 114 |
| 500 | 62 | 57 | 53 | 67 | 70 | 117 |
| 510 | 63 | 58 | 54 | 68 | 72 | 119 |
| 520 | 64 | 59 | 55 | 70 | 73 | 121 |
| 530 | 65 | 60 | 57 | 71 | 75 | 124 |
| 540 | 67 | 61 | 58 | 72 | 76 | 126 |
| 550 | 68 | 63 | 59 | 74 | 77 | 128 |
| 560 | 69 | 64 | 60 | 75 | 79 | 130 |
| 570 | 70 | 65 | 61 | 76 | 80 | 133 |
| 580 | 71 | 66 | 62 | 78 | 82 | 135 |
| 590 | 73 | 67 | 63 | 79 | 83 | 137 |
| 600 | 74 | 68 | 64 | 80 | 85 | 140 |
| 610 | 75 | 69 | 65 | 82 | 86 | 142 |
| 620 | 76 | 71 | 66 | 83 | 87 | 144 |
| 630 | 78 | 72 | 67 | 84 | 89 | 147 |
| 640 | 79 | 73 | 68 | 86 | 90 | 149 |
| 650 | 80 | 74 | 69 | 87 | 92 | 151 |
| 660 | 81 | 75 | 70 | 88 | 93 | 154 |
| 670 | 83 | 76 | 71 | 90 | 94 | 156 |
| 680 | 84 | 77 | 72 | 91 | 96 | 158 |
| 690 | 85 | 79 | 74 | 92 | 97 | 161 |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 700 | 86 | 80 | 75 | 94 | 99 | 163 |
| 710 | 87 | 81 | 76 | 95 | 100 | 165 |
| 720 | 89 | 82 | 77 | 96 | 101 | 168 |
| 730 | 90 | 83 | 78 | 98 | 103 | 170 |
| 740 | 91 | 84 | 79 | 99 | 104 | 172 |
| 750 | 92 | 85 | 80 | 101 | 106 | 175 |
| 760 | 94 | 87 | 81 | 102 | 107 | 177 |
| 770 | 95 | 88 | 82 | 103 | 108 | 179 |
| 780 | 96 | 89 | 83 | 105 | 110 | 182 |
| 790 | 97 | 90 | 84 | 106 | 111 | 184 |
| 800 | 99 | 91 | 85 | 107 | 113 | 186 |
| 810 | 100 | 92 | 86 | 109 | 114 | 189 |
| 820 | 101 | 93 | 87 | 110 | 115 | 191 |
| 830 | 102 | 94 | 88 | 111 | 117 | 193 |
| 840 | 103 | 96 | 90 | 113 | 118 | 196 |
| 850 | 105 | 97 | 91 | 114 | 120 | 198 |
| 860 | 106 | 98 | 92 | 115 | 121 | 200 |
| 870 | 107 | 99 | 93 | 117 | 123 | 203 |
| 880 | 108 | 100 | 94 | 118 | 124 | 205 |
| 890 | 110 | 101 | 95 | 119 | 125 | 207 |
| 900 | 111 | 102 | 96 | 121 | 127 | 210 |
| 910 | 112 | 104 | 97 | 122 | 128 | 212 |
| 920 | 113 | 105 | 98 | 123 | 130 | 214 |
| 930 | 115 | 106 | 99 | 125 | 131 | 217 |
| 940 | 116 | 107 | 100 | 126 | 132 | 219 |
| 950 | 117 | 108 | 101 | 127 | 134 | 221 |
| 960 | 118 | 109 | 102 | 129 | 135 | 224 |
| 970 | 119 | 110 | 103 | 130 | 137 | 226 |
| 980 | 121 | 112 | 104 | 131 | 138 | 228 |
| 990 | 122 | 113 | 106 | 133 | 139 | 231 |
| 1000 | 123 | 114 | 107 | 134 | 141 | 233 |
| 1100 | 135 | 125 | 117 | 147 | 155 | 256 |
| 1200 | 148 | 137 | 128 | 161 | 169 | 280 |
| 1300 | 160 | 148 | 139 | 174 | 183 | 303 |
| 1400 | 172 | 159 | 149 | 188 | 197 | 326 |
| 1500 | 185 | 171 | 160 | 201 | 211 | 350 |
| 1600 | 197 | 182 | 171 | 214 | 225 | 373 |
| 1700 | 209 | 194 | 181 | 228 | 239 | 396 |
| 1800 | 222 | 205 | 192 | 241 | 254 | 419 |
| 1900 | 234 | 216 | 203 | 255 | 268 | 443 |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 2000 | 246 | 228 | 213 | 268 | 282 | 466 |
| 2100 | 259 | 239 | 224 | 281 | 296 | 489 |
| 2200 | 271 | 250 | 235 | 295 | 310 | 513 |
| 2300 | 283 | 262 | 245 | 308 | 324 | 536 |
| 2400 | 296 | 273 | 256 | 322 | 338 | 559 |
| 2500 | 308 | 285 | 267 | 335 | 352 | 583 |
| 2600 | 320 | 296 | 277 | 348 | 366 | 606 |
| 2700 | 333 | 307 | 288 | 362 | 380 | 629 |
| 2800 | 345 | 319 | 299 | 375 | 394 | 652 |
| 2900 | 357 | 330 | 309 | 389 | 408 | 676 |
| 3000 | 370 | 342 | 320 | 402 | 423 | 699 |
| 3100 | 382 | 353 | 330 | 415 | 437 | 722 |
| 3200 | 394 | 364 | 341 | 429 | 451 | 746 |
| 3300 | 406 | 376 | 352 | 442 | 465 | 769 |
| 3400 | 419 | 387 | 362 | 456 | 479 | 792 |
| 3500 | 431 | 398 | 373 | 469 | 493 | 816 |
| 3600 | 443 | 410 | 384 | 482 | 507 | 839 |
| 3700 | 456 | 421 | 394 | 496 | 521 | 862 |
| 3800 | 468 | 433 | 405 | 509 | 535 | 885 |
| 3900 | 480 | 444 | 416 | 523 | 549 | 909 |
| 4000 | 493 | 455 | 426 | 536 | 563 | 932 |
| 4100 | 505 | 467 | 437 | 549 | 577 | 955 |
| 4200 | 517 | 478 | 448 | 563 | 592 | 979 |
| 4300 | 530 | 490 | 458 | 576 | 606 | 1002 |
| 4400 | 542 | 501 | 469 | 590 | 620 | 1025 |
| 4500 | 554 | 512 | 480 | 603 | 634 | 1049 |
| 4600 | 567 | 524 | 490 | 616 | 648 | 1072 |
| 4700 | 579 | 535 | 501 | 630 | 662 | 1095 |
| 4800 | 591 | 546 | 512 | 643 | 676 | 1119 |
| 4900 | 604 | 558 | 522 | 657 | 690 | 1142 |
| 5000 | 616 | 569 | 533 | 670 | 704 | 1165 |
| 5100 | 628 | 581 | 544 | 683 | 718 | 1188 |
| 5200 | 641 | 592 | 554 | 697 | 732 | 1212 |
| 5300 | 653 | 603 | 565 | 710 | 747 | 1235 |
| 5400 | 665 | 615 | 576 | 724 | 761 | 1258 |
| 5500 | 677 | 626 | 586 | 737 | 775 | 1282 |
| 5600 | 690 | 638 | 597 | 750 | 789 | 1305 |
| 5700 | 702 | 649 | 608 | 764 | 803 | 1328 |
| 5800 | 714 | 660 | 618 | 777 | 817 | 1352 |
| 5900 | 727 | 672 | 629 | 791 | 831 | 1375 |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 6000 | 739 | 683 | 640 | 804 | 845 | 1398 |
| 6100 | 751 | 694 | 650 | 817 | 859 | 1421 |
| 6200 | 764 | 706 | 661 | 831 | 873 | 1445 |
| 6300 | 776 | 717 | 672 | 844 | 887 | 1468 |
| 6400 | 788 | 729 | 682 | 858 | 901 | 1491 |
| 6500 | 801 | 740 | 693 | 871 | 916 | 1515 |
| 6600 | 813 | 751 | 704 | 884 | 930 | 1538 |
| 6700 | 825 | 763 | 714 | 898 | 944 | 1561 |
| 6800 | 838 | 774 | 725 | 911 | 958 | 1585 |
| 6900 | 850 | 786 | 736 | 925 | 972 | |
| 7000 | 862 | 797 | 746 | 938 | 986 | |
| 7100 | 875 | 808 | 757 | 951 | 1000 | |
| 7200 | 887 | 820 | 768 | 965 | 1014 | |
| 7300 | 899 | 831 | 778 | 978 | 1028 | |
| 7400 | 912 | 842 | 789 | 992 | 1042 | |
| 7500 | 924 | 854 | 800 | 1005 | 1056 | |
| 7600 | 936 | 865 | 810 | 1018 | 1070 | |
| 7700 | 948 | 877 | 821 | 1032 | 1085 | |
| 7800 | 961 | 888 | 832 | 1045 | 1099 | |
| 7900 | 973 | 899 | 842 | 1059 | 1113 | |
| 8000 | 985 | 911 | 853 | 1072 | 1127 | |
| 8100 | 998 | 922 | 864 | 1085 | 1141 | |
| 8200 | 1010 | 934 | 874 | 1099 | 1155 | |
| 8300 | 1022 | 945 | 885 | 1112 | 1169 | |
| 8400 | 1035 | 956 | 896 | 1126 | 1183 | |
| 8500 | 1047 | 968 | 906 | 1139 | 1197 | |
| 8600 | 1059 | 979 | 917 | 1153 | 1211 | |
| 8700 | 1072 | 990 | 928 | 1166 | 1225 | |
| 8800 | 1084 | 1002 | 938 | 1179 | 1239 | |
| 8900 | 1096 | 1013 | 949 | 1193 | 1254 | |
| 9000 | 1109 | 1025 | 959 | 1206 | 1268 | |
| 9100 | 1121 | 1036 | 970 | 1220 | 1282 | |
| 9200 | 1133 | 1047 | 981 | 1233 | 1296 | |
| 9300 | 1146 | 1059 | 991 | 1246 | 1310 | |
| 9400 | 1158 | 1070 | 1002 | 1260 | 1324 | |
| 9500 | 1170 | 1082 | 1013 | 1273 | 1338 | |
| 9600 | 1183 | 1093 | 1023 | 1287 | 1352 | |
| 9700 | 1195 | 1104 | 1034 | 1300 | 1366 | |
| 9800 | 1207 | 1116 | 1045 | 1313 | 1380 | |
| 9900 | 1219 | 1127 | 1055 | 1327 | 1394 | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 10000 | 1232 | 1138 | 1066 | 1340 | 1409 | |
| 10100 | 1244 | 1150 | 1077 | 1354 | 1423 | |
| 10200 | 1256 | 1161 | 1087 | | 1300 | |
| 10300 | 1269 | 1173 | 1098 | | 1300 | |
| 10400 | 1281 | 1184 | 1109 | | 1300 | |
| 10500 | 1293 | 1195 | 1119 | | 1300 | |
| 10600 | 1306 | 1207 | 1130 | | 1300 | |
| 10700 | 1318 | 1218 | 1141 | | 1400 | |
| 10800 | 1330 | 1230 | 1151 | | 1400 | |
| 10900 | 1343 | 1241 | 1162 | | 1400 | |
| 11000 | 1355 | 1252 | 1173 | | 1400 | |
| 11100 | 1367 | 1264 | 1183 | | 1400 | |
| 11200 | 1380 | 1275 | 1194 | | 1400 | |
| 11300 | 1392 | 1286 | 1205 | | 1500 | |
| 11400 | 1404 | 1298 | 1215 | | 1500 | |
| 11500 | 1417 | 1309 | 1226 | | 1500 | |
| 11600 | 1429 | 1321 | 1237 | | 1500 | |
| 11700 | 1441 | 1332 | 1247 | | 1500 | |
| 11800 | 1454 | 1343 | 1258 | | 1500 | |
| 11900 | 1466 | 1355 | 1269 | | 1500 | |
| 12000 | 1478 | 1366 | 1279 | | 1600 | |
| 12100 | 1490 | 1378 | 1290 | | 1600 | |
| 12200 | 1503 | 1389 | 1301 | | | |
| 12300 | 1515 | 1400 | 1311 | | | |
| 12400 | 1527 | 1412 | 1322 | | | |
| 12500 | 1540 | 1423 | 1333 | | | |
| 12600 | 1552 | 1434 | 1343 | | | |
| 12700 | 1564 | 1446 | 1354 | | | |
| 12800 | 1577 | 1457 | 1365 | | | |
| 12900 | 1589 | 1469 | 1375 | | | |
| 13000 | 1601 | 1480 | 1386 | | | |
| 13100 | 1614 | 1491 | 1397 | | | |
| 13200 | 1626 | 1503 | 1407 | | | |
| 13300 | 1638 | 1514 | 1418 | | | |
| 13400 | 1651 | 1526 | 1429 | | | |
| 13500 | 1663 | 1537 | 1439 | | | |
| 13600 | 1675 | | 1450 | | | |
| 13700 | 1688 | | 1461 | | | |
| 13800 | 1700 | | 1471 | | | |
| 13900 | 1712 | | 1482 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 14000 | 1725 | | 1493 | | | |
| 14100 | 1737 | | 1503 | | | |
| 14200 | 1749 | | 1514 | | | |
| 14300 | 1761 | | 1525 | | | |
| 14400 | 1774 | | 1535 | | | |
| 14500 | 1786 | | 1546 | | | |
| 14600 | 1798 | | 1557 | | | |
| 14700 | 1811 | | 1567 | | | |
| 14800 | 1823 | | 1578 | | | |
| 14900 | 1835 | | 1588 | | | |
| 15000 | 1848 | | 1599 | | | |
| 15100 | 1860 | | 1610 | | | |
| 15200 | 1872 | | 1620 | | | |
| 15300 | 1885 | | 1631 | | | |
| 15400 | 1897 | | 1642 | | | |
| 15500 | 1909 | | 1652 | | | |
| 15600 | 1922 | | 1663 | | | |
| 15700 | 1934 | | 1674 | | | |
| 15800 | 1946 | | 1684 | | | |
| 15900 | 1959 | | 1695 | | | |
| 16000 | 1971 | | 1706 | | | |
| 16100 | 1983 | | 1716 | | | |
| 16200 | 1996 | | 1727 | | | |
| 16300 | 2008 | | 1738 | | | |
| 16400 | 2020 | | 1748 | | | |
| 16500 | 2032 | | 1759 | | | |
| 16600 | 2045 | | 1770 | | | |
| 16700 | 2057 | | 1780 | | | |
| 16800 | 2069 | | 1791 | | | |
| 16900 | 2082 | | 1802 | | | |
| 17000 | 2094 | | 1812 | | | |
| 17100 | 2106 | | 1823 | | | |
| 17200 | 2119 | | 1834 | | | |
| 17300 | 2131 | | 1844 | | | |
| 17400 | 2143 | | 1855 | | | |
| 17500 | 2156 | | 1866 | | | |
| 17600 | 2168 | | 1876 | | | |
| 17700 | 2180 | | 1887 | | | |
| 17800 | 2193 | | 1898 | | | |
| 17900 | 2205 | | 1908 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 18000 | 2217 | | 1919 | | | |
| 18100 | 2230 | | 1930 | | | |
| 18200 | 2242 | | 1940 | | | |
| 18300 | 2254 | | 1951 | | | |
| 18400 | 2267 | | 1962 | | | |
| 18500 | 2279 | | 1972 | | | |
| 18600 | 2291 | | 1983 | | | |
| 18700 | 2303 | | 1994 | | | |
| 18800 | 2316 | | 2004 | | | |
| 18900 | 2328 | | 2015 | | | |
| 19000 | 2340 | | 2026 | | | |
| 19100 | 2353 | | 2036 | | | |
| 19200 | 2365 | | 2047 | | | |
| 19300 | 2377 | | 2058 | | | |
| 19400 | 2390 | | 2068 | | | |
| 19500 | 2402 | | 2079 | | | |
| 19600 | 2414 | | 2090 | | | |
| 19700 | 2427 | | 2100 | | | |
| 19800 | 2439 | | 2111 | | | |
| 19900 | 2451 | | 2122 | | | |
| 20000 | 2464 | | 2132 | | | |
| 20100 | 2476 | | 2143 | | | |
| 20200 | 2488 | | 2154 | | | |
| 20300 | 2501 | | 2164 | | | |
| 20400 | 2513 | | 2175 | | | |
| 20500 | 2525 | | 2186 | | | |
| 20600 | 2537 | | 2196 | | | |
| 20700 | 2550 | | 2207 | | | |
| 20800 | 2562 | | 2217 | | | |
| 20900 | 2574 | | 2228 | | | |
| 21000 | 2587 | | 2239 | | | |
| 21100 | 2599 | | 2249 | | | |
| 21200 | 2611 | | 2260 | | | |
| 21300 | 2624 | | 2271 | | | |
| 21400 | 2636 | | 2281 | | | |
| 21500 | 2648 | | 2292 | | | |
| 21600 | 2661 | | 2303 | | | |
| 21700 | 2673 | | 2313 | | | |
| 21800 | 2685 | | 2324 | | | |
| 21900 | 2698 | | 2335 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 22000 | 2710 | | 2345 | | | |
| 22100 | 2722 | | 2356 | | | |
| 22200 | 2735 | | 2367 | | | |
| 22300 | 2747 | | 2377 | | | |
| 22400 | 2759 | | 2388 | | | |
| 22500 | 2772 | | 2399 | | | |
| 22600 | 2784 | | 2409 | | | |
| 22700 | 2796 | | 2420 | | | |
| 22800 | 2808 | | 2431 | | | |
| 22900 | 2821 | | 2441 | | | |
| 23000 | 2833 | | 2452 | | | |
| 23100 | 2845 | | 2463 | | | |
| 23200 | 2858 | | 2473 | | | |
| 23300 | 2870 | | 2484 | | | |
| 23400 | 2882 | | 2495 | | | |
| 23500 | 2895 | | 2505 | | | |
| 23600 | 2907 | | 2516 | | | |
| 23700 | 2919 | | 2527 | | | |
| 23800 | 2932 | | 2537 | | | |
| 23900 | 2944 | | 2548 | | | |
| 24000 | 2956 | | 2559 | | | |
| 24100 | 2969 | | 2569 | | | |
| 24200 | 2981 | | 2580 | | | |
| 24300 | 2993 | | 2591 | | | |
| 24400 | 3006 | | 2601 | | | |
| 24500 | 3018 | | 2612 | | | |
| 24600 | 3030 | | 2623 | | | |
| 24700 | 3043 | | 2633 | | | |
| 24800 | 3055 | | 2644 | | | |
| 24900 | 3067 | | 2655 | | | |
| 25000 | 3079 | | 2665 | | | |
| 25100 | 3092 | | 2676 | | | |
| 25200 | 3104 | | 2687 | | | |
| 25300 | 3116 | | 2697 | | | |
| 25400 | 3129 | | 2708 | | | |
| 25500 | 3141 | | 2719 | | | |
| 25600 | 3153 | | 2729 | | | |
| 25700 | 3166 | | 2740 | | | |
| 25800 | 3178 | | 2751 | | | |
| 25900 | 3190 | | 2761 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 26000 | 3203 | | 2772 | | | |
| 26100 | 3215 | | 2783 | | | |
| 26200 | 3227 | | 2793 | | | |
| 26300 | 3240 | | 2804 | | | |
| 26400 | 3252 | | 2815 | | | |
| 26500 | 3264 | | 2825 | | | |
| 26600 | 3277 | | 2836 | | | |
| 26700 | 3289 | | 2846 | | | |
| 26800 | 3301 | | 2857 | | | |
| 26900 | 3314 | | 2868 | | | |
| 27000 | 3326 | | 2878 | | | |
| 27100 | 3338 | | 2889 | | | |
| 27200 | 3350 | | 2900 | | | |
| 27300 | 3363 | | 2910 | | | |
| 27400 | 3375 | | 2921 | | | |
| 27500 | 3387 | | 2932 | | | |
| 27600 | 3400 | | 2942 | | | |
| 27700 | 3412 | | 2953 | | | |
| 27800 | 3424 | | 2964 | | | |
| 27900 | 3437 | | 2974 | | | |
| 28000 | 3449 | | 2985 | | | |
| 28100 | 3461 | | 2996 | | | |
| 28200 | 3474 | | 3006 | | | |
| 28300 | 3486 | | 3017 | | | |
| 28400 | 3498 | | 3028 | | | |
| 28500 | 3511 | | 3038 | | | |
| 28600 | 3523 | | 3049 | | | |
| 28700 | 3535 | | 3060 | | | |
| 28800 | 3548 | | 3070 | | | |
| 28900 | 3560 | | 3081 | | | |
| 29000 | 3572 | | 3092 | | | |
| 29100 | 3585 | | 3102 | | | |
| 29200 | 3597 | | 3113 | | | |
| 29300 | 3609 | | 3124 | | | |
| 29400 | 3621 | | 3134 | | | |
| 29500 | 3634 | | 3145 | | | |
| 29600 | 3646 | | 3156 | | | |
| 29700 | 3658 | | 3166 | | | |
| 29800 | 3671 | | 3177 | | | |
| 29900 | 3683 | | 3188 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 30000 | 3695 | | 3198 | | | |
| 30100 | 3708 | | 3209 | | | |
| 30200 | 3720 | | 3220 | | | |
| 30300 | 3732 | | 3230 | | | |
| 30400 | 3745 | | 3241 | | | |
| 30500 | 3757 | | 3252 | | | |
| 30600 | 3769 | | 3262 | | | |
| 30700 | 3782 | | 3273 | | | |
| 30800 | 3794 | | 3284 | | | |
| 30900 | 3806 | | 3294 | | | |
| 31000 | 3819 | | 3305 | | | |
| 31100 | | | 3316 | | | |
| 31200 | | | 3326 | | | |
| 31300 | | | 3337 | | | |
| 31400 | | | 3348 | | | |
| 31500 | | | 3358 | | | |
| 31600 | | | 3369 | | | |
| 31700 | | | 3380 | | | |
| 31800 | | | 3390 | | | |
| 31900 | | | 3401 | | | |
| 32000 | | | 3412 | | | |
| 32100 | | | 3422 | | | |
| 32200 | | | 3433 | | | |
| 32300 | | | 3444 | | | |
| 32400 | | | 3454 | | | |
| 32500 | | | 3465 | | | |
| 32600 | | | 3475 | | | |
| 32700 | | | 3486 | | | |
| 32800 | | | 3497 | | | |
| 32900 | | | 3507 | | | |
| 33000 | | | 3518 | | | |
| 33100 | | | 3529 | | | |
| 33200 | | | 3539 | | | |
| 33300 | | | 3550 | | | |
| 33400 | | | 3561 | | | |
| 33500 | | | 3571 | | | |
| 33600 | | | 3582 | | | |
| 33700 | | | 3593 | | | |
| 33800 | | | 3603 | | | |
| 33900 | | | 3614 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 34000 | | | 3625 | | | |
| 34100 | | | 3635 | | | |
| 34200 | | | 3646 | | | |
| 34300 | | | 3657 | | | |
| 34400 | | | 3667 | | | |
| 34500 | | | 3678 | | | |
| 34600 | | | 3689 | | | |
| 34700 | | | 3699 | | | |
| 34800 | | | 3710 | | | |
| 34900 | | | 3721 | | | |
| 35000 | | | 3731 | | | |
| 35100 | | | 3742 | | | |
| 35200 | | | 3753 | | | |
| 35300 | | | 3763 | | | |
| 35400 | | | 3774 | | | |
| 35500 | | | 3785 | | | |
| 35600 | | | 3795 | | | |
| 35700 | | | 3806 | | | |
| 35800 | | | 3817 | | | |
| 35900 | | | 3827 | | | |
| 36000 | | | 3838 | | | |
| 36100 | | | 3849 | | | |
| 36200 | | | 3859 | | | |
| 36300 | | | 3870 | | | |
| 36400 | | | 3881 | | | |
| 36500 | | | 3891 | | | |
| 36600 | | | 3902 | | | |
| 36700 | | | 3913 | | | |
| 36800 | | | 3923 | | | |
| 36900 | | | 3934 | | | |
| 37000 | | | 3945 | | | |
| 37100 | | | 3955 | | | |
| 37200 | | | 3966 | | | |
| 37300 | | | 3977 | | | |
| 37400 | | | 3987 | | | |
| 37500 | | | 3998 | | | |
| 37600 | | | 4009 | | | |
| 37700 | | | 4019 | | | |
| 37800 | | | 4030 | | | |
| 37900 | | | 4041 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 38000 | | | 4051 | | | |
| 38100 | | | 4062 | | | |
| 38200 | | | 4073 | | | |
| 38300 | | | 4083 | | | |
| 38400 | | | 4094 | | | |
| 38500 | | | 4104 | | | |
| 38600 | | | 4115 | | | |
| 38700 | | | 4126 | | | |
| 38800 | | | 4136 | | | |
| 38900 | | | 4147 | | | |
| 39000 | | | 4158 | | | |
| 39100 | | | 4168 | | | |
| 39200 | | | 4179 | | | |
| 39300 | | | 4190 | | | |
| 39400 | | | 4200 | | | |
| 39500 | | | 4211 | | | |
| 39600 | | | 4222 | | | |
| 39700 | | | 4232 | | | |
| 39800 | | | 4243 | | | |
| 39900 | | | 4254 | | | |
| 40000 | | | 4264 | | | |
| 40100 | | | 4275 | | | |
| 40200 | | | 4286 | | | |
| 40300 | | | 4296 | | | |
| 40400 | | | 4307 | | | |
| 40500 | | | 4318 | | | |
| 40600 | | | 4328 | | | |
| 40700 | | | 4339 | | | |
| 40800 | | | 4350 | | | |
| 40900 | | | 4360 | | | |
| 41000 | | | 4371 | | | |
| 41100 | | | 4382 | | | |
| 41200 | | | 4392 | | | |
| 41300 | | | 4403 | | | |
| 41400 | | | 4414 | | | |
| 41500 | | | 4424 | | | |
| 41600 | | | 4435 | | | |
| 41700 | | | 4446 | | | |
| 41800 | | | 4456 | | | |
| 41900 | | | 4467 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 42000 | | | 4478 | | | |
| 42100 | | | 4488 | | | |
| 42200 | | | 4499 | | | |
| 42300 | | | 4510 | | | |
| 42400 | | | 4520 | | | |
| 42500 | | | 4531 | | | |
| 42600 | | | 4542 | | | |
| 42700 | | | 4552 | | | |
| 42800 | | | 4563 | | | |
| 42900 | | | 4574 | | | |
| 43000 | | | 4584 | | | |
| 43100 | | | 4595 | | | |
| 43200 | | | 4606 | | | |
| 43300 | | | 4616 | | | |
| 43400 | | | 4627 | | | |
| 43500 | | | 4638 | | | |
| 43600 | | | 4648 | | | |
| 43700 | | | 4659 | | | |
| 43800 | | | 4670 | | | |
| 43900 | | | 4680 | | | |
| 44000 | | | 4691 | | | |
| 44100 | | | 4702 | | | |
| 44200 | | | 4712 | | | |
| 44300 | | | 4723 | | | |
| 44400 | | | 4733 | | | |
| 44500 | | | 4744 | | | |
| 44600 | | | 4755 | | | |
| 44700 | | | 4765 | | | |
| 44800 | | | 4776 | | | |
| 44900 | | | 4787 | | | |
| 45000 | | | 4797 | | | |
| 45100 | | | 4808 | | | |
| 45200 | | | 4819 | | | |
| 45300 | | | 4829 | | | |
| 45400 | | | 4840 | | | |
| 45500 | | | 4851 | | | |
| 45600 | | | 4861 | | | |
| 45700 | | | 4872 | | | |
| 45800 | | | 4883 | | | |
| 45900 | | | 4893 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 46000 | | | 4904 | | | |
| 46100 | | | 4915 | | | |
| 46200 | | | 4925 | | | |
| 46300 | | | 4936 | | | |
| 46400 | | | 4947 | | | |
| 46500 | | | 4957 | | | |
| 46600 | | | 4968 | | | |
| 46700 | | | 4979 | | | |
| 46800 | | | 4989 | | | |
| 46900 | | | 5000 | | | |
| 47000 | | | 5011 | | | |
| 47100 | | | 5021 | | | |
| 47200 | | | 5032 | | | |
| 47300 | | | 5043 | | | |
| 47400 | | | 5053 | | | |
| 47500 | | | 5064 | | | |
| 47600 | | | 5075 | | | |
| 47700 | | | 5085 | | | |
| 47800 | | | 5096 | | | |
| 47900 | | | 5107 | | | |
| 48000 | | | 5117 | | | |
| 48100 | | | 5128 | | | |
| 48200 | | | 5139 | | | |
| 48300 | | | 5149 | | | |
| 48400 | | | 5160 | | | |
| 48500 | | | 5171 | | | |
| 48600 | | | 5181 | | | |
| 48700 | | | 5192 | | | |
| 48800 | | | 5203 | | | |
| 48900 | | | 5213 | | | |
| 49000 | | | 5224 | | | |
| 49100 | | | 5235 | | | |
| 49200 | | | 5245 | | | |
| 49300 | | | 5256 | | | |
| 49400 | | | 5267 | | | |
| 49500 | | | 5277 | | | |
| 49600 | | | 5288 | | | |
| 49700 | | | 5299 | | | |
| 49800 | | | 5309 | | | |
| 49900 | | | 5320 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 50000 | | | 5331 | | | |
| 50100 | | | 5341 | | | |
| 50200 | | | 5352 | | | |
| 50300 | | | 5362 | | | |
| 50400 | | | 5373 | | | |
| 50500 | | | 5384 | | | |
| 50600 | | | 5394 | | | |
| 50700 | | | 5405 | | | |
| 50800 | | | 5416 | | | |
| 50900 | | | 5426 | | | |
| 51000 | | | 5437 | | | |
| 51100 | | | 5448 | | | |
| 51200 | | | 5458 | | | |
| 51300 | | | 5469 | | | |
| 51400 | | | 5480 | | | |
| 51500 | | | 5490 | | | |
| 51600 | | | 5501 | | | |
| 51700 | | | 5512 | | | |
| 51800 | | | 5522 | | | |
| 51900 | | | 5533 | | | |
| 52000 | | | 5544 | | | |
| 52100 | | | 5554 | | | |
| 52200 | | | 5565 | | | |
| 52300 | | | 5576 | | | |
| 52400 | | | 5586 | | | |
| 52500 | | | 5597 | | | |
| 52600 | | | 5608 | | | |
| 52700 | | | 5618 | | | |
| 52800 | | | 5629 | | | |
| 52900 | | | 5640 | | | |
| 53000 | | | 5650 | | | |
| 53100 | | | 5661 | | | |
| 53200 | | | 5672 | | | |
| 53300 | | | 5682 | | | |
| 53400 | | | 5693 | | | |
| 53500 | | | 5704 | | | |
| 53600 | | | 5714 | | | |
| 53700 | | | 5725 | | | |
| 53800 | | | 5736 | | | |
| 53900 | | | 5746 | | | |

Predicted DHV by Seasonal Factor Group by AADT, 2023

| AADT | Rural Interstate | Rural Non-Interstate | Urban | Summer Recreational | Summer/Winter Recreational | Summer/Winter Recreational TH |
|-------|------------------|----------------------|-------|---------------------|----------------------------|-------------------------------|
| | SF1 | SF2 | SF3 | SF4 | SF5 | SF6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 54000 | | | 5757 | | | |
| 54100 | | | 5768 | | | |
| 54200 | | | 5778 | | | |
| 54300 | | | 5789 | | | |
| 54400 | | | 5800 | | | |
| 54500 | | | 5810 | | | |
| 54600 | | | 5821 | | | |
| 54700 | | | 5832 | | | |
| 54800 | | | 5842 | | | |
| 54900 | | | 5853 | | | |
| 55000 | | | 5864 | | | |
| 55100 | | | 5874 | | | |
| 55200 | | | 5885 | | | |
| 55300 | | | 5896 | | | |
| 55400 | | | 5906 | | | |
| 55500 | | | 5917 | | | |
| 55600 | | | 5928 | | | |
| 55700 | | | 5938 | | | |
| 55800 | | | 5949 | | | |
| 55900 | | | 5960 | | | |
| 56000 | | | 5970 | | | |
| 56100 | | | 5981 | | | |
| 56200 | | | 5991 | | | |
| 56300 | | | 6002 | | | |
| 56400 | | | 6013 | | | |
| 56500 | | | 6023 | | | |
| 56600 | | | 6034 | | | |
| 56700 | | | 6045 | | | |
| 56800 | | | 6055 | | | |
| 56900 | | | 6066 | | | |
| 57000 | | | 6077 | | | |
| 57100 | | | 6087 | | | |
| 57200 | | | 6098 | | | |
| 57300 | | | 6109 | | | |
| 57400 | | | 6119 | | | |
| 57500 | | | 6130 | | | |
| 57600 | | | 6141 | | | |
| 57700 | | | 6151 | | | |
| 57800 | | | 6162 | | | |
| 57900 | | | 6173 | | | |