FEATURE 331
TRAFFIC FLOW BREAKS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	For batch load—Traffic Data or Transportation Data Inventory Section in TDA. For manual update—Traffic Data Section in Districts or TDA.				

Definition/Background: This feature automatically generates from the Traffic Counts Inventory (TCI) application, identifies the annual average daily traffic (AADT) date, type and section, average D factor, K factor, T factor.

AADTDATE | AADT DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
	131	HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

Definition/Background: Shows the date the Section AADT (SECTADT) is populated on all traffic breaks. This characteristic is populated by using two different approaches:

1. Using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook. The use of this process requires a lot more information on TMSs.

2. The manual update process. This process is less detailed and SECTADT is obtained from local sources, estimated based on local knowledge, or by conducting a special count.

How to Gather this Data: Batch loaded AADTDATE will have an end of year date for which the traffic information is collected. Manually updated AADTDATE will have a date for which traffic information is obtained.

Value for AADT Date: 8 Bytes: MMDDYYYY—Use month, day, year format (e.g., 12312003)

AADTTYPE | AADT TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

Definition/Background: Shows the type or source of SECTADT. This characteristic is populated by using two different approaches:

1. Using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook. The use of this process requires a lot more information on TMSs.

2. The manual update process. This process is less detailed and SECTADT is obtained from local sources, estimated based on local knowledge, or by conducting a special count.

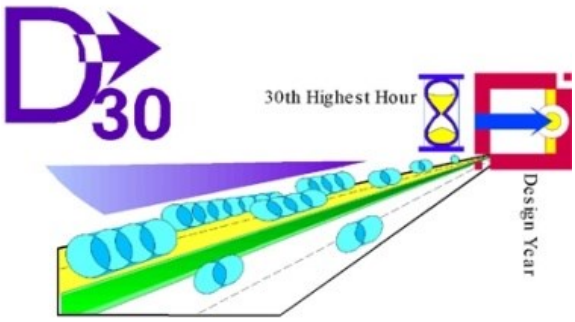
How to Gather this Data: The flat file provided by the Traffic Data Section will have a flag for two-way AADT from which the traffic information is collected. If the two-way flag is "C," code 1. If the flag is "E," "F," or "S," code 2. The Districts are expected to obtain traffic information from local sources. Based on the source of traffic information, if it is a local Government traffic monitoring program or special count, code 3. If the source is local knowledge, code 4.

Codes	Descriptions
1	Final estimate from survey
2	Final estimate from growth factor
3	Interim estimate from survey
4	Estimate from system average

AVGDFACT | ROADWAY SECTION AVERAGE DIRECTIONAL FACTOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
27		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

Definition/Background: Shows the percentage of 30th highest hourly volume in the predominant direction. This characteristic is populated using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook.



How to Gather this Data: The flat file provided by the Traffic Data Section will have the D factor for the traffic break from which the traffic information is collected.

Value for Roadway Section Average D Factor: 4 Bytes: XX.XX—Record a number from 50.00 to 99.99

AVGKFACT | K FACTOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
26		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019	N/A	N/A

Definition/Background: Shows the FDOT "Standard K" factors based on area type and facility type with consideration to typical peak periods of the day. This characteristic is populated using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook. See table below.

How to Gather this Data: The flat file provided by Traffic Data Section will have the K factor for the traffic break from which the traffic information is collected.

Value for K Factor: 4 Bytes: XX.XX—Record a number from 07.50 to 10.50

Standard K Table			
Area *(Population) & [Examples]*	Facility Type	Standard K Factors[1] (% AADT)	Representative Time Period
Large Urbanized Areas with Core Freeways *(1,000,000+)* *[Jacksonville, Miami]*	Freeways	8.0–9.0[3]	Typical weekday peak period or hour
	Arterials & Highways	9.0[2]	Typical weekday Peak hour
Other Urbanized Areas *(50,000+)* *[Tallahassee, Ft. Myers]*	Freeways	9.0[2]	Typical weekday Peak hour
	Arterials & Highways	9.0[2]	Typical weekday Peak hour
Transitioning to Urbanized Areas *(Uncertain)* *[Fringe Development Areas]*	Freeways	9.0	Typical weekday Peak hour
	Arterials & Highways	9.0	Typical weekday Peak hour
Urban *(5,000—50,000)* *[Lake City, Key West]*	Freeways	10.5	100th highest hour of the year
	Arterials & Highways	9.0[2]	Typical weekday Peak hour
Rural *(<5,000)* *[Chipley, Everglades]*	Freeways	10.5	100th highest hour of the year
	Arterials	9.5[2]	100th highest hour of the year
	Highways	9.5	100th highest hour of the year

[1] *Some smoothing of values at area boundaries/edges would be desirable.*

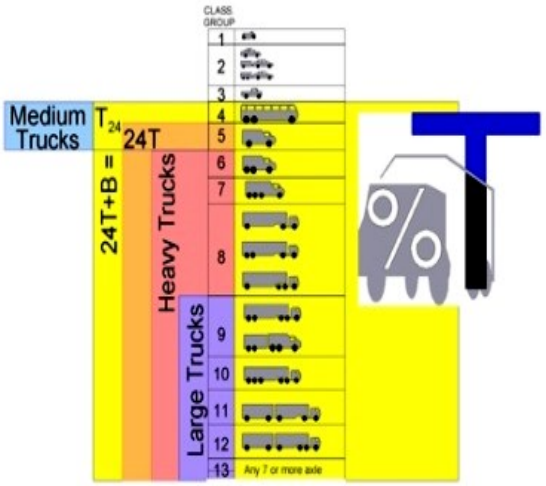
[2] *Value is 7.5 percent in approved Multimodal Transportation District where automobile movements are deemphasized. Essentially, this lower value represents an extensive multi-hour peak period rather than a peak hour.*

[3] *Value is 8.0 percent for FDOT designated urbanized core freeways and may be either 8.5 percent or 9.0 percent for non-core. Freeways. Values less than 9 percent essentially represent a multi-hour peak period rather than a peak hour.*

AVGTFACT | ROADWAY SECTION AVERAGE TRUCK FACTOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
22–25		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

Definition/Background: Shows the percentage of the AADT that consists of trucks. Here "trucks" means vehicles in classifications 4 through 13 of FHWA's scheme F. This includes buses and trucks larger than pickups. It does not include motorcycles, passenger cars, pickups, or SUVs. This characteristic is populated using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook.



How to Gather this Data: The flat file provided by Traffic Data Section will have the T factor for the traffic break from which the traffic information is collected.

Value for Section Average T Factor: 4 Bytes: XX.XX—Record a number from 00.00 to 99.99

SECTADT | SECTION AVERAGE ADT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
21	130	FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

Definition/Background: An estimate of the AADT traveled on the roadway ID.

How to Gather this Data: The flat file provided by Traffic Data Section will have a flag for two-way AADT from which the traffic information is collected. Districts are expected to obtain traffic information from local sources.

Special Situations: On roadways functionally classified local or greater for which an actual count is not required, a count or estimate from Department or non-Department personnel should be obtained and entered directly into RCI.

Value for Section Average ADT: 6 Bytes: XXXXXX—Record the 6-digit count