

IV. ABBREVIATIONS AND DEFINITIONS

- ANNUAL AVERAGE DAILY TRAFFIC (AADT)** – The total volume of traffic on a highway segment for one year, divided by the number of days in the year. This volume is usually calculated by adjusting a short-term traffic count with seasonal (weekly) factors obtained from continuous monitoring sites. AADT is measured at continuous monitoring sites.
- ANNUAL AVERAGE WEEKDAY TRAFFIC (AAWDT)** – The estimate of typical traffic during a weekday (Monday through Friday) calculated from data measured at continuous monitoring sites.
- ASCENDING DIRECTION** – The direction of travel from the beginning milepost toward the ending milepost on a roadway section. The ascending direction is usually North or East. (See [DESCENDING DIRECTION](#) and [ROADWAY SECTION](#))
- AUTOMATIC TRAFFIC RECORDER (ATR)** – See [CONTINUOUS MONITORING SITE](#).
- AVERAGE DAILY TRAFFIC (ADT)** – The total traffic volume during a given time period (more than a day and less than a year) divided by the number of days in that time period. This volume is NOT adjusted for seasonal variations in traffic.
- AXLE ADJUSTMENT FACTOR** – See [AXLE CORRECTION FACTOR](#).
- AXLE CORRECTION FACTOR (AF or ACF)** – The factor developed to adjust-axle counts into vehicle counts. Axle Correction Factors are developed from classification counts by dividing the total number of vehicles counted by half the number of axles on these vehicles.
- AXLE COUNTS** – ADT's that are obtained by equipment that counts axles and divides by two to estimate the total number of vehicles. This type of count ignores the fact that many vehicles have more than 2 axles.
- BIN** – A term used to identify categories into which data from traffic surveys are stored in the counter. For instance, axle classification volumes are sorted and stored in 13 bins (categories) according to FHWA Classification Scheme F.
- BREAK POINT (BREAK)** – A point on the roadway where significant changes in traffic volumes and vehicle classifications occur. It is described by a milepost. A break is always located at the beginning and ending of each Roadway Section, and at mileposts within the Roadway Section where significant changes in traffic volumes and vehicle classifications occur. (Also see [SECTION BREAK](#))
- CENTRAL OFFICE (CO)** – See [TRANSPORTATION STATISTICS OFFICE](#)

IV Abbreviations and Definitions

- CHANNEL** – A channel equates to a port into a counter. For example, a classification count requires a channel for every lane classified, but an axle or vehicle volume count only requires one channel for each road tube utilized (at least one channel for a two-way count or two channels for a directional count).
- CITY STREET SYSTEM** – Roads and streets that are owned by the cities and municipalities.
- CLASSIFICATION COUNT** – A traffic survey that counts the number of vehicles in each vehicle classification category. (See [FHWA CLASSIFICATION SCHEME F.](#))
- CONTINUOUS MONITORING SITE** – Traffic counters that are permanently placed at specific locations throughout the state to record the distribution and variation of traffic flow by hour of the day, day of the week, and month of the year from year to year and transmit the data to the TRANSTAT Office via telephone lines. These sites record traffic volumes 24 hours a day, seven days a week.
- COUNT** – The data collected as a result of measuring and recording traffic characteristics such as vehicle volume, classification, speed, weight, or a combination of these characteristics.
- COUNTER** – Any device that collects traffic characteristics data. FDOT utilizes Continuous Counters, Classification and Weigh-In-Motion (WIM) Counters, Portable Axle Counters, and Portable Vehicle Counters.
- COUNTY HIGHWAY SYSTEM** – Roads owned by the counties, including some roads that pass through urban areas.
- COVERAGE COUNTS** – The basis purpose of the Short Term Count Program is to provide wide geographic coverage required by HPMS and ensure that up-to-date traffic data exists for all roads maintained by FDOT. (see [HIGHWAY PERFORMANCE MONITORING SYSTEM](#))
- CROSS-REFERENCE** – A method of assigning specific traffic data (such as truck percentage) from one count site to another.
- D FACTOR** – D is the directional distribution factor. (Also see [FACTOR](#) and [DIRECTIONAL DISTRIBUTION.](#)) It is the proportion of traffic traveling in the peak direction during a selected hour, usually expressed as a percentage.

A road near the center of an urban area often has a D near 50% with traffic volumes equal for both directions. A rural arterial may exhibit a significantly higher imbalance because traffic is traveling toward an urban area in the morning and away from an urban area in the evening. In Florida, values for D range between 50% and 80%.

Unless otherwise stated, D is the percentage of traffic traveling in the highest direction of travel during the 30th highest hour of the year as measured at continuous monitoring sites. D factors are found in the 200 Highest Hours Report published by the Central

Office. See the [Project Traffic Forecasting Handbook](#) for additional details.

The most commonly used D factors are:

D30 – the proportion of traffic in the 30th highest hour of the year traveling in the peak direction. It is used for design year capacity analysis.

D100 – the proportion of traffic in the 100th highest hour of the year traveling in the peak direction. This is often used in calculating the level of service for a roadway.

D200 - the proportion of traffic in the 200th highest hour of the year traveling in the peak direction.

NOTE: The definitions above relate to capacity analysis. Another D factor is used for pavement design. The pavement design D factor is the 24-hour loading factor. The value of the directional load distribution factor is 50% for two-way highways and 100% for one-way roads.

- DAILY TRUCK VOLUME (DTV) – The total volume of trucks on a highway segment in a day. (Also see [TRUCK](#))
- DEBOUNCE – A setting on traffic counters that compensates for the extra air pulses generated by a rubber hose bouncing on the pavement.
- DEFAULT VALUE – A value assigned to a site by TRANSTAT when a required statistic has not been obtained. Refer to the [Assignment Priorities](#) chart in Chapter VIII.
- DESCENDING DIRECTION – The direction of travel from the ending milepost toward the beginning milepost on a roadway section. Descending direction is South or West. (See [ASCENDING DIRECTION](#) and [ROADWAY SECTION](#))
- DESIGN HOUR – The 30th highest traffic volume hour of the year.
- DESIGN HOUR FACTOR – Proportion of 24-hour traffic volume occurring during the design hour for a given location or area.
- DESIGN YEAR – The year for which the roadway is designed. Usually 20 years from the Opening Year, but may be any time within a range of years from the present (for restoration type projects) to 20 years in the future (for new construction type projects). The year for which the roadway is designed.
- DIRECTIONAL DISTRIBUTION (D) – The percentage of total, two-way peak hour traffic that occurs in the peak direction.

EQUIVALENT SINGLE AXLE LOAD (ESAL) – A unit of measurement equating the amount of pavement consumption caused by an axle or group of axles, based on the loaded weight of the axle group, to the consumption caused by a single axle weighing 18,000 lbs (80 kN).

FACTOR – A number that represents a ratio of one number to another number. The factors used to adjust traffic volumes are K, D, T Design Hour Factor, Peak Hour Factor and Seasonal Factor. The Load Equivalency Factor adjusts pavement damage calculations. A proportion, usually expressed as a percentage. Factors that are described in detail in this Handbook are K, D, T, Axle Factor, and Seasonal Factor. See the [FDOT Project Traffic Forecasting Handbook](#) for information regarding the following traffic adjustment factors that are produced during the Annual Traffic Count Program:

(Linked to Project Traffic Forecasting Handbook)

- 1) Design Hour Factor
- 2) Peak Hour Factor
- 3) Load equivalency Factor
- 4) Peak Season Factor
- 5) Peak Season Conversion Factor
- 6) Peak Season Weekday Average Daily Traffic
- 7) Model Output Conversion Factor

FEDERAL AID COUNTS – AADTs reported to meet HPMS requirements for off-system roadways. (see [HIGHWAY PERFORMANCE MONITORING SYSTEM](#))

FEDERAL HIGHWAY ADMINISTRATION (FHWA) – The Federal agency that oversees federal highways and Federal Aid transportation projects. (See [HIGHWAY PERFORMANCE MONITORING SYSTEM](#))

FHWA CLASSIFICATION SCHEME F – A method of counting, identifying and classifying different types of vehicles into categories as shown in the table in [Appendix B](#). At the present time, only Classes 1-13 are used in Florida. Classes 1-3 are motorcycles, automobiles, and light trucks; Classes 4-13 are Trucks and Buses (referred to as T or T24). Class 14 is not currently used. Class 15 is unclassifiable vehicles, which will be included in Class 2. (Also see [CLASSIFICATION COUNT](#) and [TRUCK](#))

FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) – A highway network adopted by the Legislature that delineates an interconnected statewide system of limited access facilities and controlled access facilities developed and managed by FDOT to meet certain criteria and standards in a 20-year time period. The system is part of the total State Highway System and is developed and managed by FDOT for high-speed and high-volume traffic movements.

FLORIDA STANDARD URBAN TRANSPORTATION MODEL STRUCTURE (FSUTMS) – A computer model used to forecast urban traffic volumes. Generally most Metropolitan Planning Organizations (MPOs) in Florida have at least one FSUTMS model covering their regional network. In the densely populated areas of the state, more than one model exists.

FREEWAY – A multilane divided highway having a minimum of two lanes for exclusive use of traffic in each direction and full control of access and egress.

FUNCTIONAL CLASSIFICATION (FUN CLASS) – The assignment of roads into a system of categories according to the character of service they provide in relation to the total road network. A two-digit number represents each category.

RURAL:

- 01 Principal Arterial—Interstate
- 02 Principal Arterial---Other
- 06 Minor Arterial
- 07 Major Collector
- 08 Minor Collector
- 09 Local

URBAN:

- 11 Principal Arterial---Interstate
- 12 Principal Arterial---Other Freeways and Expressways
- 14 Principal Arterial---Other
- 15 Minor Arterial
- 16 Collector
- 17 Local

FUNCTIONAL CLASSIFICATION CATEGORY – The K, D, and T default values are partially based on the Functional Classification of roadways. Refer to Chapter VIII for [assignment priorities](#). Two levels of Functional Classification defaults are utilized.

STATEWIDE DEFAULTS are calculated from data obtained from TTMS’s throughout the State.

DISTRICTWIDE DEFAULTS are calculated from data obtained from TTMS’s within each District.

GEOGRAPHICAL INFORMATION SYSTEM (GIS) – A mechanism for storing and utilizing data. GIS are being adopted by many transportation agencies to allow for easier sharing of data---which is vital to implementation of ITS. (see [INTELLIGENT TRANSPORTATION SYSTEMS](#)) (see *Traffic Monitoring Guide Section 2, Chapter 5*)

GLOBAL POSITIONING SYSTEM (GPS) – A method of locating a point on the earth’s surface by triangulating between satellites to determine latitude and longitude. It is also used to describe the equipment that is used to obtain the measurements. (See [LATITUDE/LONGITUDE](#))

- HEADER** – A line of data at the beginning of a data file that describes the data that follows. It usually contains such information as the site number, date, number of lanes, and type of data collected. Review the [SURVEY PROCESSING SOFTWARE MANUAL](#) for details. (Also see [SITE IDENTIFICATION CODE](#))
- HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS)** – A data collection system that has been developed for reporting traffic data to the FHWA. The HPMS has evolved into a combination of a universal count program that includes all NHS roadways (on-system and off-system), all principal arterials (State roadways), and a statistical sample for the remaining highway systems (off-system); all of which must be counted at least once every three years. In Florida, the principal arterials are counted every year. Volume data for off-system roads is very important to the local governments because it is used to apportion Federal-Aid funds.
- IMAGE VIEWER** – A PC computer program that allows a user to view the videolog images.
- INDUCTIVE LOOP** – A sensor usually consisting of 3 or 4 turns of 12-14 gauge wire embedded in a rectangular (often 6' x 6') pattern sawn into the pavement. The loop is connected to a detector that places an electrical charge through the loop wire, thus generating an inductive (magnetic) field. When a vehicle travels through the inductive field, it causes the field to change its inductance, and is then counted by the traffic counter.
- INTELLIGENT TRANSPORTATION SYSTEMS (ITS)** – A system that applies a broad range of diverse modern electronic and communications technologies to the business of moving people and goods. Most ITS applications involve the collection, analysis, and use of Traffic Data to improve safety, efficiency and reliability of travel. One of the major emphases of the FHWA is the implementation of national ITS. Traffic Data must be of good quality and must meet the diverse needs of users; and traffic monitoring efforts must be coordinated and shared between State and other roadway agencies. (see the [Traffic Monitoring Guide Section 2, Chapter 5, Appendix 2-A](#)) (see [GEOGRAPHICAL INFORMATION SYSTEM](#))

- INVENTORY** – A database that includes detailed information about each Traffic Monitoring Site.
- 1) The STATION INVENTORY DATABASE, located on the mainframe, describes all Traffic Monitoring Sites throughout the State---including active (current-year) and deactivated (historic) sites. It describes County Number, Station Number, Location Description, Ascending/Descending Direction, Number of Lanes, Count by Lane instructions (yes or no), Median (is a two-way left-turn lane to be counted---yes or no), Sensor Type, Survey Type, Survey Program, Axle Factor Category, and Volume Factor Category. It also describes the location of the site by Roadway ID and Milepost. If desired, the Districts can also record latitude and longitude coordinates. (See [Chapter VII Station Inventory](#).)
 - 2) The PTMS INVENTORY DATABASE describes active Traffic Monitoring Sites for each District. It is downloaded by SPS from the Station Inventory Database to the District PC, where it is used by SPS to process current-year short-term traffic surveys. It includes the same information that is in the Station Inventory, but it does not include Roadway ID, and milepost.
(See [Chapter VII](#))
- K FACTOR (K)** – A factor used for design and analysis of traffic flow on highways. Unless otherwise stated, it is the proportion of Annual Average Daily Traffic (AADT) occurring in the 30th highest hour of the year. K factors can only be calculated at continuous count stations that have a full year of data. The K factors can be found in the 200 Highest Hours Report published by the Central Office.
- K30** – the proportion of AADT occurring during the 30th highest hour of the design year. Commonly know as the Design Hour Factor. The K30 factor is critical in project traffic forecasting. The K factor has three general characteristics:
- 1) K generally decreases as AADT increases.
 - 2) K generally decreases as development density increases.
 - 3) K generally is highest on recreational facilities, next highest on rural suburban, and lowest on urban.
- K100** – the proportion of AADT occurring during the 100th highest hour of the design year. Commonly known as the Planning Analysis Hour Factor.
- K200** – the proportion of AADT occurring during the 200th highest hour of the design year.

- LATITUDE/LONGITUDE (LAT/LONG)** – Angular distances measured in degrees that locate a point on the earth’s surface. Latitude measures distance north or south from the equator. Longitude measures distance east or west up to 180 degrees in either direction from a meridian passing through Greenwich, England. (See [GLOBAL POSITIONING SYSTEMS](#))
- LEVEL OF SERVICE (LOS)** – A qualitative assessment of a roadway’s operating conditions or the average driver’s perception of the quality of traffic flow. A LOS is represented by one of the letters A through F, A for the freest flow and F for the least free flow. Planners and Engineers approximate these qualitative representations quantitatively with equations, now computer programmed. Quantitative criteria for the different LOS are provided in the Highway Capacity Manual (1985 Special Report 209) as published by the Transportation Research Board, National Research Council, Washington, D.C., and Rule 14-94 Florida Administrative Code, Level of Service Standards.
- LOOP** – See [INDUCTIVE LOOP](#).
- MINIMUM/MAXIMUM TABLE (MIN/MAX)** – A term used to describe the ADT range of Variance Factors utilized by SPS to help the Districts verify the accuracy of raw count volumes. (See [VARIANCE FACTOR](#))
- MODEL** – See [TRAFFIC DEMAND MODEL](#)
- MODEL OUTPUT CONVERSION FACTOR (MOCF)** – The MOCF is used to convert the traffic volumes generated by a traffic demand model (PSWADT) to AADT. The MOCF is the average of the 13 weekly Seasonal Factors (SF) during the peak season.
- NATIONAL HIGHWAY SYSTEM (NHS)** – Public roads that have been designated by Congress or the Federal Highway Administration as nationally important. In Florida the NHS is mostly on the SHS, but some NHS (primarily connectors to defense installations or intermodal transportation facilities) are on the County Highway System or the City Street System. NHS roadways are eligible for Federal Funds. (See [HIGHWAY PERFORMANCE MONITORING SYSTEM](#))
- NON-INTRUSIVE SENSORS** – Traffic sensing devices (infrared, microwave radar, acoustic, laser and video) that are not imbedded in the roadway. (Also see [SENSORS](#))
- PEAK HOUR** – The hour during which the most vehicles travel across a point on the highway. Survey Processing Software evaluates hourly traffic flow every 15-minutes, determines the Peak Hour, and prints the Peak Hour information on the synopsis report. To meet current FDOT requirements, SPS is programmed to report the volume of traffic occurring at 1700 hours (from 5 to 6 PM).

- PEAK HOUR FACTOR (PHF)** – The hourly volume during the maximum traffic volume hour of the day divided by 4 times the peak 15-minute rate of flow within that hour; a measure of traffic demand fluctuation within the peak hour. This factor is calculated by the Survey Processing Software when the Districts process each short-term count.
- PEAK HOUR-PEAK DIRECTION** – The direction of travel (during the 60-minute peak hour) that contains the highest percentage of travel.
- PEAK SEASON** – The 13 consecutive weeks of the year with the highest traffic volume.
- PEAK SEASON CONVERSION FACTOR (PSCF)** – A factor used to convert the average weekday daily traffic to the Peak Season Weekday Average Daily Traffic (PSWADT).
- PEAK SEASON WEEKDAY AVERAGE DAILY TRAFFIC (PSWADT)** – The average weekday traffic during the peak season. FSUTMS traffic assignment volume represents PSWADT projections for the roads represented in the model highway network. For Project Traffic Reports, the PSWADT should be converted to AADT using MOCF.
- PEAK-TO-DAILY RATIO (p/d)** – The highest hourly volume of a day divided by the daily volume. K30 (9-10%) is approximately 25% greater than the Peak-to-Daily ratio (7-9%). (Also see **K FACTOR**, **PEAK HOUR**, and **PEAK HOUR FACTOR**)
- PIEZOELECTRIC AXLE SENSOR (piezo)** – A sensor consisting of a length of piezoelectric material encased within some type of housing. The sensor is installed across a roadway and used to detect axles. Whenever a vehicle’s axles run over the sensor, the pressure on the piezoelectric material is converted into an electronic signal that can be detected by a traffic counter.
- PORTABLE AUTOMATIC VEHICLE CLASSIFIER (PAVC)** – A portable traffic counting device that is capable of classifying vehicles into the 13 FHWA Scheme ‘F’ types.
- PORTABLE TRAFFIC MONITORING SITE (PTMS)** – A traffic monitoring site that has loops and/or axle sensors in the roadway with leads running back into a cabinet located on the shoulder. When a traffic count is desired, a portable counter is connected to the sensor leads and placed in the cabinet. After the count has been collected, the counter is removed and placed at another count site. The site isn’t portable, just the counter.
- PROCESSED DATA** – A traffic survey that has been evaluated to make sure it contains all the required information, in the desired format. Short-term traffic counts may be processed by utilizing SPS. Counts must pass processing requirements before being analyzed for Acceptability. (See **Chapter VII**)

- PTMS INVENTORY DATABASE** – See [INVENTORY](#)
- RAMP** – A turning roadway that connects two or more legs at an interchange, the geometry of which usually involves some curvature and a grade. Each ramp is usually a one-way roadway.
- RAW DATA** – Traffic data that has been downloaded from the counter, but has not been processed. This term is also used to describe processed counts that have not been adjusted by Axle or Seasonal Factors. (See [PROCESSED DATA](#))
- RECORD SUMMARY REPORT (.RSR)** – A multi-page, very detailed report of a short-term count. It contains County, station number, start date, type of survey; traffic counts in 15-minute increments by direction, lane, and classification category; totals by lane and classification category in 15-minute increments, hourly, and 24-hour increments; Truck Percentage by classification category; Peak Hour, Peak Hour Volume, Peak/Daily Factor and Peak Hour Factor; and Truck Volume. This report can be produced by the Survey Processing Software when the District processes the count.
- ROADWAY CHARACTERISTICS INVENTORY (RCI)** – A database maintained by Transportation Statistics Office which contains roadway and traffic characteristics data for the State Highway System, including current year traffic count information such as AADT and the traffic adjustment factors, K₃₀, D₃₀, and T. These details are organized into categories and identified by “Feature” numbers. Features that are used to help with our Annual Traffic Count Program analyses are:
- ✓ 114 Local Name of Facility
 - ✓ 121 Functional Classification
 - ✓ 124 Urban Classification (Municipal/urban Limits)
 - ✓ 251 Intersecting Streets (Milepost of)
 - ✓ 326 Traffic Monitoring Sites (Count Station number and type)
 - ✓ 331 Traffic Flow Breaks (Begin and End milepoint, AADT, date, type of count, K, D and T factor)
- ROADWAY ID NUMBER** – An identification number that is assigned to a piece of highway that is administered by the Florida Department of Transportation. (See [ROADWAY SECTION](#))
- ROADWAY SECTION** – A roadway section or subsection is a state-owned or off-system roadway for which we collect information and maintain databases. It is identified by an eight digit code. The first 2 digits tell you what county it is in. The next 6 digits identify the roadway. Each roadway section is defined by a beginning and ending milepost in the Roadway Characteristics Inventory.

IV Abbreviations and Definitions

- ROAD TUBE** – A rubber hose that is placed across a road and used to detect a vehicle’s axles.
- SECTION** – see [ROADWAY SECTION](#)
- SECTION BREAK** – A section (traffic) break represents a segment of highway with uniform traffic volume and vehicle mix. AADT and the average K₃₀, D₃₀, and T must be provided for every section break of the State Highway System. (Also see [BREAK POINT](#) and [ROADWAY SECTION](#))
- SEASONAL ADJUSTMENT FACTOR (SF)** – See [SEASONAL FACTOR](#).
- SEASONAL FACTOR (SF)** – Parameters used to adjust short-duration counts which consider travel behavior fluctuations by day of the week and month of the year. The Seasonal Factor used in Florida is determined by interpolation between the two consecutive monthly factors to create one SF for each week of the year. Refer to *Chapter VIII* for more information.
- SENSORS** – Devices that detect the presence of traffic and transmit survey data to counters. (also see [INDUCTIVE LOOP](#), [NON-INTRUSIVE SENSORS](#), [PIEZOELECTRIC AXLE SENSOR](#), and [ROAD TUBE](#))
- SHORT-TERM COUNT PROGRAM** – The Annual Traffic Count Program conducted by the Districts to provide roadway segment-specific traffic count information.
- SHORT-TERM MONITORING SITE** – Locations where portable traffic counters are temporarily placed to record the distribution and variation of traffic flow. (Also see [TRAFFIC MONITORING SITE](#))
- SITE IDENTIFICATION CODE** – A 10-digit number located in the header of traffic counts collected in the .PRN format. It is usually programmed into the counter by the field technician when preparing to collect a traffic survey. The 10-digit code is required by the Survey Processing Software to identify the following details about the count: County, Station Number, direction counted, number of lanes or channels counted, and the order in which each lane or channel is counted. (Also see [HEADER](#))
- STATE HIGHWAY SYSTEM (SHS)** – Roads owned and maintained by the State of Florida.
- STATE ROAD NUMBERING SYSTEM** – Florida roads are numbered as Interstates, US Routes, State Roads or County Roads. Interstates and US Routes are also assigned State Road Numbers. Odd numbers are assigned to north/south routes with the low number beginning on the east coast and progressing higher toward the west coast. Even numbers are assigned to the east/west routes with the low number beginning at the north end of the state and progressing higher toward the south end of the state.

- STATION** – The 6-digit number used to identify and store traffic counts. It consists of a 2-digit county number followed by a 4-digit site sequence number. The 6-digit composite number is unique statewide. Also see [TRAFFIC MONITORING STATION](#).
- STATION INVENTORY** – A database that contains essential information about a traffic monitoring site, such as its location, current status, type of data collected, number of lanes, and factor categories. The Station Inventory is located on the Mainframe in the [TRAFFIC CHARACTERISTICS INVENTORY](#) Database
- STRAIGHT-LINE DIAGRAM (SLD)** – A linear graphical representation of select physical and descriptive characteristics along the travelway of a roadway. These characteristics are obtained from the RCI database. (See [ROADWAY CHARACTERISTICS INVENTORY](#))
- SURVEY PROCESSING SOFTWARE (SPS)** – A software package developed to provide FDOT District Offices with a program that can transfer data from a variety of highway traffic counters to PCs, perform standards editing, and then transfer summarized classification and count data from their PC's to the FDOT mainframe.
see [SPS MANUAL](#)
- SYNOPSIS REPORT (.SYN)** – A one-page summary of each 24-hour short-term traffic count. This report is produced by the Survey Processing Software when the District processes the count. All synopsis reports format the data to begin and end at midnight to make it easier to see the daily traffic flow. It contains the county number, count site number, location description, date of count, start-time of count, directional count in 15-minute increments, hourly totals, two-way totals, daily total, Truck Percentage, and Peak Information (A.M., P.M., and Daily Peak Hour and Peak Volume – by direction and combined directions).
- T FACTOR (T24)** – Truck Factor; the percentage of truck traffic in the AADT. (see [TRUCK](#))
- TELEMETERED TRAFFIC MONITORING SITE (TTMS)** – A continuous traffic monitoring site that transmits traffic data to the TRANSTAT Office via telephone or wireless communications. (See [CONTINUOUS MONITORING SITE](#))
- TRAFFIC BREAK** – A segment of highway that is reasonably homogenous with respect to traffic volume, vehicle classification, and general physical characteristics (e.g., number of through lanes). See [SECTION BREAK](#)
- TRAFFIC CHARACTERISTICS INVENTORY (TCI)** – A database maintained by Transportation Statistics Office which contains both historical and current year traffic count information including AADT and the traffic adjustment factors, K_{30} , D_{30} and T. Refer to [Chapter VII](#) for more information.

- TRAFFIC DEMAND MODEL – In broad terms, a computerized mathematical description of a transportation system that uses traffic volumes, land use, roadway type, population data, as well as socioeconomic, roadway and travel behavior to predict future traffic volumes. It produces a travel simulation that is used to analyze and plan for future transportation needs. The model used in Florida is the *Florida Standard Urban Transportation Model Structure* (FSUTMS). See the *Project Traffic Forecasting Handbook* for additional details.
- TRAFFIC MONITORING STATION (TMS) – A specific location on a roadway where traffic count surveys are conducted for the Annual Traffic Count Program. Each survey location is identified by a six-digit number and recorded in the Station Inventory Database on the mainframe. The first two numbers represent the County; the next four digits represent the count site on the roadway. (see [SHORT TERM MONITORING SITE](#), [TELEMETERED TRAFFIC MONITORING SITE](#), and [TRAFFIC CHARACTERISTICS INVENTORY](#))
- TRAFFIC SURVEY – see [COUNT](#)
- TRANSPORTATION STATISTICS OFFICE (TRANSTAT or TSO) – The FDOT Central Office in Tallahassee that monitors and reports statistical traffic information for the State Highway System.
- TREND – A general tendency based on historical data. A traffic trend allows for an estimation of future volume from historical traffic counts.
- TRUCK – Any heavy vehicle described in FHWA Scheme F (see [Appendix B](#)), Classes 4-13; *i.e.*, buses and trucks with six or more tires. Class 14 is available for state definition of a special truck configuration not recognized by Scheme F, but is not used in Florida. (see [T FACTOR](#) and [FHWA CLASSIFICATION SCHEME F](#))
- VARIANCE FACTORS (MIN/MAX Factor) – The minimum and maximum allowable volumes for each count site. There are two sets of variance factors for each count station for each month of the year. One set provides the limits for axle count surveys, and the other set provides the limits for vehicle count surveys. They are calculated by TranStat at the close of each Annual Count Year by dividing the AADT by the monthly seasonal and axle adjustment factors. The variance factors are used by the Survey Processing Software to determine whether or not a traffic volume is acceptable. If the count falls outside this acceptable range, SPS creates an error record and it is up to the system operator to make the final decision as to whether the count is accepted or rejected.
- VIDEOLOG – A visual gateway into the Department’s digital assets that allows you to view photographs taken every 52’ along every segment of roadway in the State Road System. Go to the Infonet Home Page,

select “Planning” from the pull-down menu for Department Intranet Sites, select “Videolog Images” from the Site Index on the Planning Page and click “GO.”

VOLUME FACTOR – See [SEASONAL FACTOR](#)

WEIGH-IN-MOTION (WIM) – The process of estimating a moving vehicle's static gross weight and the portion of the weight that is carried by each wheel, axle, or axle group or combination thereof, by measurement and analysis of dynamic forces applied by its tires to a measuring device. WIM sites are installed and maintained by TRANSTAT.