

Three-Year Average Axle Correction Factors from WSDOT Permanent Traffic Recorders

PTR	Day	Weekday = Average Tues, Wed, and Thurs						Weekend = Average Fri, Sat, and Sun						Years Included
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
S818W	Weekday	0.948	0.965	0.955	0.956	0.939	0.933	0.943	0.948	0.941	0.937	0.952	0.958	2018, 2019, 2022
S818W	Weekend	0.969	0.975	0.971	0.976	0.974	0.973	0.978	0.975	0.974	0.976	0.975	0.977	2022
S819	Weekday	0.966	0.966	0.958	0.965	0.967	0.971	0.971	0.966	0.961	0.967	0.953	0.963	2018, 2019, 2022
S819	Weekend	0.984	0.981	0.982	0.983	0.984	0.986	0.984	0.983	0.980	0.983	0.976	0.985	2018, 2019, 2022
S820W	Weekday	0.919	0.912	0.942	0.969	0.953	0.943	0.946	0.944	0.951	0.951	0.945	0.939	2018, 2019, 2022
S820W	Weekend	0.959	0.959	0.973	0.983	0.977	0.973	0.974	0.972	0.976	0.977	0.971	0.966	2018, 2019, 2022
S824	Weekday	0.956	0.955	0.954	0.954	0.955	0.953	0.952	0.953	0.954	0.955	0.956	0.961	2019
S824	Weekend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
S825	Weekday	0.942	0.941	0.939	0.938	0.939	0.941	0.943	0.942	0.939	0.939	0.941	0.947	2018, 2019, 2022
S825	Weekend	0.968	0.966	0.967	0.967	0.967	0.966	0.967	0.966	0.967	0.966	0.968	0.970	2018, 2022
S826	Weekday	0.888	0.891	0.890	0.888	0.891	0.896	0.900	0.900	0.893	0.890	0.891	0.891	2018, 2022
S826	Weekend	0.948	0.950	0.949	0.945	0.947	0.948	0.948	0.950	0.948	0.944	0.945	0.949	2022
S837	Weekday	0.905	0.906	0.906	0.904	0.903	0.903	0.905	0.902	0.899	0.899	0.904	0.904	2018
S837	Weekend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
S838	Weekday	0.790	0.781	0.791	0.794	0.793	0.804	0.818	0.809	0.795	0.794	0.800	0.810	2018, 2019
S838	Weekend	0.874	0.867	0.885	0.891	0.893	0.899	0.901	0.898	0.888	0.888	0.877	0.880	2018, 2019
S839	Weekday	0.897	0.899	0.899	0.895	0.895	0.898	0.898	0.895	0.895	0.896	0.899	0.902	2018, 2019, 2022
S839	Weekend	0.933	0.934	0.938	0.939	0.938	0.939	0.941	0.935	0.939	0.937	0.935	0.937	2018, 2019, 2022
S840	Weekday	0.776	0.838	0.850	0.801	0.874	0.920	0.955	0.935	0.912	0.863	0.786	0.766	2018, 2019, 2022
S840	Weekend	0.919	0.943	0.954	0.947	0.968	0.980	0.990	0.982	0.976	0.953	0.919	0.924	2018, 2019, 2022
S841NE	Weekday	0.898	0.902	0.901	0.917	0.914	0.914	0.928	0.926	0.916	0.903	0.889	0.913	2018, 2019, 2022
S841NE	Weekend	0.965	0.971	0.972	0.972	0.973	0.970	0.972	0.974	0.966	0.958	0.956	0.962	2022
S841NW	Weekday	0.975	0.974	0.968	0.971	0.961	0.959	0.970	0.958	0.964	0.964	0.975	0.980	2018, 2019
S841NW	Weekend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
S903	Weekday	0.620	0.637	0.649	0.666	0.693	0.712	0.730	0.731	0.696	0.665	0.691	0.670	2018, 2019, 2022
S903	Weekend	0.801	0.823	0.839	0.848	0.866	0.871	0.876	0.878	0.885	0.852	0.833	0.813	2022

Under ideal circumstances, seasonal factors that are specific to the locality a short duration count was conducted in should be employed. However, for most local agencies these will not be available. If so, seasonal factors calculated for the general area in which the agency is located should be used⁶. If no localized factors are available, those provided in the table above can be utilized, although the following guidelines for their use are suggested. Group SFG-02 should be used for all count locations within the boundaries of an urbanized area as defined by the U.S. Census Bureau, as well as within cities that are outside of an urbanized area but that have populations greater than 10,000. For cities of 5,000 to 10,000 people that are not in an urbanized area, the appropriate factor group will be determined by an examination of the character of local development; if the area is fairly compact and densely populated, SFG-02 is likely appropriate; if not, one of the rural groups SFG-05 through SFG-08 is probably applicable. For all other counts (i.e., those conducted in unincorporated, non-urbanized areas or in cities with populations below 5,000 that are outside of urbanized areas), one of the groups SFG-05 through SFG-10 should be chosen based on geographic area and the proportion of annual traffic volume represented by traffic in the summer months.

⁶ Monthly traffic volume statistics from individual continuous traffic count locations monitored by the WSDOT Transportation Data, GIS, and Modeling Group are available through the Traffic Data Reporting System (<https://wsdot.public.ms2soft.com/tcds/tsearch.asp?loc=Wsdot&mod=TCDS>) and may be useful in generating these area-specific factors.

