

<p>SHEET 10</p> <p>LTPP TRAFFIC DATA</p> <p>TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT</p>	<p>*STATE ASSIGNED ID [ _ _ _ _ ]</p> <p>*STATE CODE <u>119</u></p> <p>*SHRP SECTION ID <u>3006</u></p>
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1. ANNUAL TRAFFIC ESTIMATES

YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT GPS LANE	ESTIMATED TOTAL TRUCKS AADT GPS LANE	ESTIMATED ESAL'S / YR GPS LANE (1000's)
<u>1993</u>	<u>5300</u>	<u>1104</u>	<u>2321</u>	<u>536</u>	<u>248</u>

2. METHOD FOR ESTIMATING TOTAL VEHICLE  
AADT (TWO-WAY)

- ☒ Growth factored last year's estimate.
- ☐ Estimated based on volume counts at nearby locations.
- ☐ Used computerized network analysis.
- ☐ Other \_\_\_\_\_

5. METHOD FOR ESTIMATING TOTAL  
TRUCKS, GPS LANE, AADT

- ☐ System distribution factors.
- ☒ Other DISTRIBUTION FACTOR  
FROM NEARBY CLASS  
REORDER

3. METHOD FOR ESTIMATING TOTAL TRUCK  
AADT (TWO-WAY)

- ☐ Used system average from counts taken this year.
- ☐ Used count data from nearby sites.
- ☐ Used count data from previous years at GPS site.
- ☐ Used system averages from previous year counts.
- ☐ Used computerized network analysis.
- ☒ Other GROWTH FACTORED  
LAST YEARS ESTIMATES

6. METHOD FOR ESTIMATING ESAL/YEAR  
IN GPS LANE

- ☐ ESAL/Truck factor.
- ☒ ESAL/vehicle class factors -  
Number of classes \_\_\_\_\_
- ☐ Other \_\_\_\_\_

4. METHOD FOR ESTIMATING TOTAL VEHICLES  
GPS LANE AADT

- ☐ System distribution factors.
- ☒ Other DISTRIBUTION FACTOR  
FROM NEARBY ATR

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Prior years data collected at GPS site.
- ☐ Current year system average.
- ☐ Prior year system average.
- ☒ Historical W-4 tables.
- ☐ Other \_\_\_\_\_

8. WEIGHT SCALE TYPE

- ☐ WIM Scale.
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☒ Other STATIC SCALES USED  
FOR ENFORCEMENT AND  
PORTABLE SCALES

NAME OF PREPARER <u>PHIL MERAZ</u>	PHONE # <u>(515) 239-1526</u>
DATE PREPARED <u>6/9/94</u>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ 19 ] *SHRP SECTION ID [ 3006 ]
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HIGHWAY RT. NO. (THIS SESSION) US H30 MILEPOST NO. (THIS SESSION) MP 317.15

LOCATION (THIS COUNT) MP 317.15

FILENAME C193006.D93 DISK/TAPE ID \_\_\_\_\_

BEGINNING DATE 2/9/93 BEGINNING TIME 13:00

ENDING DATE 4/5/93 ENDING TIME 12:00

COUNT DURATION 1320 [X] HOURS [ ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER\* \_\_\_\_\_ #BINS \_\_\_\_\_

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE SHA WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT ☒

EQUIPMENT MAKE/MODEL # GK-6702

SENSOR TYPE PIEZO CABLE

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION.

GENERAL FACTORS

\* AADT FACTORS ARE INCLUDED ON ATTACHED SHEET

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OR CLASS GROUPS) \_\_\_\_\_

COMMENTS TO TEXT \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>PHIL MERAZ</u>	PHONE # <u>(515) 239-1526</u>
DATE PREPARED <u>JUL 06 1993</u>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b> <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ 19 ] *SHRP SECTION ID [ 3006 ]
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HIGHWAY RT. NO. (THIS SESSION) US H 30

MILEPOST NO. OR LOCATION (THIS SESSION) MP 317.15

FILENAME W193006.D93 DISK/TAPE ID \_\_\_\_\_

BEGINNING DATE 2/9/93 BEGINNING TIME 13:00

ENDING DATE 4/5/93 ENDING TIME 13:00

COUNT DURATION 1321 ☒ HOURS [ ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM \_\_\_\_\_ PERM. WIM ☒ OTHER \_\_\_\_\_

EQUIPMENT MAKE/MODEL# GK-6702

SENSOR TYPE PIEZO CABLE

COMMENTS \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>PHIL MERAZ</u>	PHONE # <u>(515)239-1526</u>
DATE PREPARED <u>JUL 06 1993</u>	

SHEET 13  
TRAFFIC DATA FILES  
TRANSMITTAL FORM

STATE IOWA  
STATE CO 19

FILENAME	START DATE	START TIME hh:mm	END DATE	END TIME hh:mm	CLASS. SCHEME
<u>C19SPS6.E74</u>	<u>03/07/94</u>	<u>16:00</u>	<u>03/21/94</u>	<u>01:00</u>	<u>FHWA</u>
<u>C19SPS6.E74</u>	<u>03/07/94</u>	<u>16:00</u>	<u>03/21/94</u>	<u>01:00</u>	<u>FHWA</u>
<u>C190701.C84</u>	<u>01/13/94</u>	<u>08:00</u>	<u>01/19/94</u>	<u>10:00</u>	<u>FHWA</u>
<u>W190701.C84</u>	<u>01/13/94</u>	<u>08:00</u>	<u>01/19/94</u>	<u>10:00</u>	<u>FHWA</u>
<u>C190701.ED4</u>	<u>03/10/94</u>	<u>08:00</u>	<u>03/14/94</u>	<u>04:00</u>	<u>FHWA</u>
<u>W190701.ED4</u>	<u>03/10/94</u>	<u>08:00</u>	<u>03/14/94</u>	<u>04:00</u>	<u>FHWA</u>
<u>C193006.F53</u>	<u>04/05/93</u>	<u>13:00</u>	<u>06/16/93</u>	<u>08:00</u>	<u>FHWA</u>
<u>W193006.F53</u>	<u>04/05/93</u>	<u>13:00</u>	<u>06/16/93</u>	<u>08:00</u>	<u>FHWA</u>
<u>V193006.H03</u>	<u>06/25/93</u>	<u>00:00</u>	<u>06/27/93</u>	<u>23:00</u>	<u>FHWA</u>
<u>C193006.HN3</u>	<u>06/24/93</u>	<u>14:00</u>	<u>07/02/93</u>	<u>09:00</u>	<u>FHWA</u>
<u>V193006.HS3</u>	<u>06/29/93</u>	<u>00:00</u>	<u>07/01/93</u>	<u>23:00</u>	<u>FHWA</u>
<u>C193006.N13</u>	<u>12/01/93</u>	<u>10:00</u>	<u>01/04/94</u>	<u>23:00</u>	<u>FHWA</u>
<u>V193006.N23</u>	<u>12/02/93</u>	<u>00:00</u>	<u>01/04/94</u>	<u>23:00</u>	<u>FHWA</u>
<u>C196150.M43</u>	<u>11/04/93</u>	<u>13:00</u>	<u>11/10/93</u>	<u>21:00</u>	<u>FHWA</u>
<u>W196150.M43</u>	<u>11/04/93</u>	<u>13:00</u>	<u>11/10/93</u>	<u>21:00</u>	<u>FHWA</u>

NAME OF PREPARER PHIL MERAZ PHONE NO. (515)239-1526  
DATE PREPARED 4/14/94

## **IOWA**

### **193006 - 1992**

The data from the WIM scale falls within the expected QA guidelines and will be uploaded to the LTPP database.

The daily traffic volumes for this site appear to be very erratic. Much of the variability present in the daily volumes seems to be caused by missing hourly records. The data that are present for complete days appear to be reasonable and will be uploaded to the LTPP database unless Iowa staff indicate that it should be withheld from the initial upload.

### **193006 - 1993**

For some reason there are Illinois 7-card data included in this file along with the Iowa data. It is not clear if this is a file error (i.e., the data are really Illinois data that were included in an Iowa file as a result of some type of disk error), or whether the data are actually Iowa data that have a bad state identifier coded. The Illinois data will be withheld from the LTPP upload.

The WIM scale at this site appears to be under calibrated. This conclusion is based on the location of the peak that represents unloaded vehicles in the GVW distribution for Class 9 trucks. This peak is normally located between 28,000 and 32,000 pounds. The peak for this site is located at 20,000 pounds. This is highly unlikely for FHWA Class 9 trucks.

The WIM scale weighs fewer vehicles than are counted by the automated classifier. This is true across all vehicle categories monitored by the QA process. Insufficient data are available to determine which of these two measures of volume by vehicle classification are correct. Therefore, given the problems mentioned above with the WIM scale, the 4-card records are assumed to be correct, and will be uploaded to the LTPP database. Iowa staff need to contact their RCOC if these measurements of vehicle volume by class are considered to be invalid.