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| SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT | *STATE ASSIGNED ID [_ _ _ _] *STATE CODE [_ 20 _] *SHRP SECTION ID [_ 1005 _] |
|---|--|

1. ANNUAL TRAFFIC ESTIMATES

| *YEAR | ESTIMATED TOTAL VEHICLES AADT (TWO-WAY) | ESTIMATED TOTAL TRUCK AADT (TWO-WAY) | ESTIMATED TOTAL VEHICLES AADT LTPP LANE | *ESTIMATED TOTAL TRUCKS AADT LTPP LANE | *ESTIMATED ESAL=S/YR LTPP LANE (1000'S) |
|-------|--|---|--|---|--|
| 2004 | 5387 | 372 | 2155 | 149 | 39 |

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

- ☒ Growth factored last year=s estimate. (6)
☐ Estimated based on volume counts at nearby locations. (3)
☐ Used computerized network analyses. (4)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Average multiple counts taken this year at the LTPP site. (2)
☐ Average and factored multiple count taken this year at the LTPP site. (5)
☐ Used flow maps. (7)
☐ Other: (8) _____

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

- ☐ Used system averages from counts taken this year. (6)
☐ Used count data from nearby sites. (3)
☐ Used count data from previous years at the LTPP site. (7)
☒ Used system averages from previous years. (8)
☐ Used computerized network analyses. (4)
☐ Used a single count taken this year at the LTPP site. (5)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Averaged multiple counts taken this year at the LTPP site. (2)
☐ Other: (9) _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane count data. (1)
☒ Other: (3) __ Growth Factor _____

***5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT**

- ☐ System distribution factors. (2)
☐ Based on actual lane data count. (1)
☒ Other: (3) __ Growth Factor _____

***6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE**

- ☒ ESAL/Truck factor (1)
☐ ESAL/Vehicle class. (2) (No. of classes)
☐ ESAL/Axle(3) Sing. ____ Tand. ____ Tri. ____
☐ Other: (4) _____

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)
☐ Weight data from system averages this year. (3)
☒ Weight data from system averages prior years. (4)
☐ Weight data from historic W-4 Tables used. (5)
☐ Other: (6) _____

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
☐ Static scale used for enforcement. (2)
☒ Static scale not used for enforcement. (3)
☐ Other: (4) _____

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|---|---------------------|--|
| NAME OF PREPARER <u>Nancy Whiteford</u> | PHONE# _____ | |
| DATE PREPARED <u>June 2009</u> | rev. March 12, 2001 | |

SHEET 10
LTPP TRAFFIC DATA

TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT

*STATE ASSIGNED ID

[_ _ _]

*STATE CODE

20

*SHRP SECTION ID

1005

1. ANNUAL TRAFFIC ESTIMATES

| *YEAR | ESTIMATED TOTAL VEHICLES AADT (TWO-WAY) | ESTIMATED TOTAL TRUCK AADT (TWO-WAY) | ESTIMATED TOTAL VEHICLES AADT LTPP LANE | *ESTIMATED TOTAL TRUCKS AADT LTPP LANE | *ESTIMATED ESAL=S/YR LTPP LANE (1000'S) |
|-------|--|---|--|---|--|
|-------|--|---|--|---|--|

See Attached Table

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

- ☒ Growth factored last year=s estimate. (6)
- ☐ Estimated based on volume counts at nearby locations. (3)
- ☐ Used computerized network analyses. (4)
- ☐ Factored a single count taken this year at the LTPP site. (1)
- ☐ Average multiple counts taken this year at the LTPP site. (2)
- ☐ Average and factored multiple count taken this year at the LTPP site. (5)
- ☐ Used flow maps. (7)
- ☐ Other: (8)

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

- ☐ Used system averages from counts taken this year. (6)
- ☐ Used count data from nearby sites. (3)
- ☐ Used count data from previous years at the LTPP site. (7)
- ☒ Used system averages from previous years. (8)
- ☐ Used computerized network analyses. (4)
- ☐ Used a single count taken this year at the LTPP site. (5)
- ☐ Factored a single count taken this year at the LTPP site. (1)
- ☐ Averaged multiple counts taken this year at the LTPP site. (2)
- ☐ Other: (9)

4. METHOD FOR ESTIMATING TOTAL VEHICLES
LTPP LANE AADT

- ☐ System distribution factors. (2)
- ☐ Based on actual lane count data. (1)
- ☒ Other: (3) G.F.

*5. METHOD FOR ESTIMATING TOTAL TRUCKS,
LTPP LANE, AADT

- ☐ System distribution factors. (2)
- ☐ Based on actual lane data count. (1)
- ☒ Other: (3) G.F.

*6. METHOD FOR ESTIMATING ESAL/YEAR
IN LTPP LANE

- ☒ ESAL/Truck factor (1)
- ☐ ESAL/Vehicle class. (2) (No. of classes)
- ☐ ESAL/Axle(3) Sing. Tand. Tri.
- ☐ Other:(4)

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)
- ☐ Weight data from system averages this year. (3)
- ☒ Weight data from system averages prior years. (4)
- ☐ Weight data from historic W-4 Tables used. (5)
- ☐ Other: (6)

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
- ☐ Static scale used for enforcement. (2)
- ☒ Static scale not used for enforcement. (3)
- ☐ Other: (4)

ENTERED JUL 16 2009

NAME OF PREPARER

DATE PREPARED

N. Whiteford
7/16/09

PHONE#

rev. March 12, 2001

SHEET 10
LTPP TRAFFIC DATA

| State Code | SHRP ID | Year | Estimated Total Vehicles AADT (two-way) | Estimated Total TRUCK AADT (two-way) | Estimated Total Vehicles AADT LTPP LANE | Estimated Total TRUCK AADT LTPP LANE | Estimated ESAL's/YR LTPP LANE (X's 1000) |
|------------|---------|------|---|--------------------------------------|---|--------------------------------------|--|
| 20 | 1005 | 1991 | 4733 | 326 | 1893 | 131 | 33 |
| 20 | 1005 | 1995 | 4925 | 340 | 1970 | 136 | 36 |
| 20 | 1005 | 1996 | 4975 | 343 | 1990 | 137 | 36 |
| 20 | 1005 | 1997 | 5024 | 347 | 2010 | 139 | 36 |
| 20 | 1005 | 1998 | 5075 | 350 | 2030 | 140 | 37 |
| 20 | 1005 | 1999 | 5125 | 353 | 2050 | 141 | 37 |
| 20 | 1005 | 2000 | 5177 | 357 | 2071 | 143 | 37 |
| 20 | 1005 | 2001 | 5228 | 361 | 2091 | 144 | 38 |
| 20 | 1005 | 2002 | 5281 | 364 | 2112 | 146 | 38 |
| 20 | 1005 | 2003 | 5334 | 368 | 2133 | 147 | 38 |
| 20 | 1005 | 2004 | 5387 | 372 | 2155 | 149 | 39 |
| 20 | 1005 | 2005 | 5441 | 375 | 2176 | 150 | 39 |
| 20 | 1005 | 2006 | 5495 | 379 | 2198 | 152 | 40 |
| 20 | 1005 | 2007 | 5550 | 383 | 2220 | 153 | 40 |
| 20 | 1005 | 2008 | 5606 | 387 | 2242 | 155 | 40 |