

SHEET 10
LTPP TRAFFIC DATA
TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE - NO SITE COUNT

STATE ASSIGNED ID 10194
STATE CODE 45
SHRP SECTION ID 1025

RECEIVED DEC 15 1997

1. ANNUAL TRAFFIC ESTIMATES

RECEIVED DEC - 8 1997

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)
1991	<u>2800</u>	<u>200</u>	<u>1400</u>	<u>100</u>	<u>44</u>

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

- ☐ Grown factored last year's estimate.
☐ Estimated based on volume counts at nearby locations.
☐ Used computerized network analysis.
☒ Other Actual count - factored
for month.

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 _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES
GPS LANE AADT

- ☒ System distribution factors.
☐ Other _____

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

- ☒ System distribution factors.
☐ Other _____

6. METHOD FOR ESTIMATING ESAL/YEAR
IN GPS LANE

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

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Prior years data collected at GPS site.
☐ Current year system average.
☐ Prior year system average.
☐ Historical W.A. tables
☒ Other Analysis/average of ESAL data from
sessions (1991 - 1997) that appeared
to have normal weight distributions.

8. WEIGHT SCALE TYPE

- ☒ WIM Scale.
☐ Static scale used for enforcement.
☐ Static scale not used for enforcement.
☐ Other _____

NAME OF PREPARER B. E. Manger PHONE # 803-737-1444
DATE PREPARED 12-4-97

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	STATE ASSIGNED ID [0194] STATE CODE [45] SHRP SECTION ID [1025]
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HIGHWAY RT. NO. (THIS SESSION) S-39 MILEPOST NO. (THIS SESSION) N/A
LOCATION (THIS COUNT) 0.5 mile N. of S-271 at Greenwood
FILENAME C451025.KAI DISK SC0993.40 ID SC0993.40

BEGINNING DATE 09-11-91 BEGINNING TIME 1500

ENDING DATE 09-13-91 ENDING TIME 1500

COUNT DURATION 48 [X] HOURS [] DAYS [] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X 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.

* IF OTHER IS SELECTED PROVIDE NAME OF SHA CLASSIFICATION SCHEME

TYPE OF AVC EQUIPMENT: PORTABLE X PERMANENT

EQUIPMENT MAKE/MODEL # PAT Equipment / DAW 200

SENSOR TYPE Capacitive mat w/loops

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES
BY CLASSIFICATION.

GENERAL FACTORS Factors not applied to data
collected with DAW 200 WIM equipment.

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OR CLASS GROUPS)

See "General Factors"

COMMENTS TO TEXT

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER B. E. Manger PHONE # 803-737-1444
DATE PREPARED 09-21-93

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	RECEIVED SEP 24 1993 STATE ASSIGNED ID 101941 STATE CODE 145 SHRP SECTION ID 10251
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HIGHWAY RT. NO. (THIS SESSION) S-39

MILEPOST NO. OR LOCATION (THIS SESSION) 0.5 mile N. S-271 at Greenwood

FILENAME W451025.KA1 DISK ~~1025~~ ID SC0993.71

BEGINNING DATE 09-11-91 BEGINNING TIME 1500

ENDING DATE 09-13-91 ENDING TIME 1500

COUNT DURATION 48 [X] HOURS [] DAYS [] MONTHS

WEIGHT SCALE TYPE: PORT. WIM X PERM. WIM OTHER

EQUIPMENT MAKE/MODEL# PAT Equipment / DAW 200

SENSOR TYPE capacitive mat w/loops

NAME OF SHA CLASSIFICATION SCHEME: FHWA 13 bin in Col. 18-19

METHOD OF CALIBRATION AND FREQUENCY: *

COMMENTS

* calibrated to static weights collected at Highway Patrol permanent weight enforcement site — twice per year.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>B.E. Manger</u>	PHONE # <u>803-737-1444</u>
DATE PREPARED <u>09-21-93</u>	