

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	STATE ASSIGNED ID [0912] STATE CODE [46] SHRP SECTION ID [5040]
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1. ANNUAL TRAFFIC ESTIMATES

YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCKS AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT GPS LANE	ESTIMATED TOTAL TRUCKS AADT GPS LANE	ESTIMATED ESAL'S/YR GPS LANE (1000's)
1995	10930	1967	4920	881	100.4
1996	11380	2048	5121	917	104.5
1997	11020	1862	4959	838	101.2
1998	11810	2020	5315	909	108.5
1999	11960	1997	5382	900	106.8
2000	12210	1941	5495	874	109.0
2001	13180	2056	5931	925	117.2
2002	11470	1961	5162	883	102.0
2003	11100	1887	4995	849	97.6
2004	11850	2062	5333	928	108.7
2005	12230	2189	5504	985	112.2
2006	12730	2139	5728	963	116.7
2007	12920	2558	5814	1151	121.6
2008	13480	2696	6066	1213	161.7

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

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

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

- ☐ Used system average from counts taken this year.
 3 ☒ Used count data from nearby sites.
☐ Used count data from previous years at GPS site.
☐ Used system average from previous years count.
☐ Used computerized network analysis.
☐ Other _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES GPS LANE AADT.

- ☐ System distribution factors.
 3 ☒ Other Estimation 90/10

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

- ☐ System distribution factors.
 3 ☒ Other Estimation 90/10

6. METHOD FOR ESTIMATING ESAL/YEAR IN GPS LANE.

- ☒ ESAL/Truck factor.
☐ ESAL/vehicle class
☐ System distribution factors - ____ # of classes.
☐ Other _____

7. ESAL ESTIMATES - SOURCE OF DATA.

- ☐ Prior years data collected at GPS site.
☐ Current year system average.
 4 ☒ 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.
 4 ☒ Other NA - Classification site

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