

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[_ _ _]
	*STATE CODE	[<u>55</u>]
	*SHRP SECTION ID	[<u>3012</u>]

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)
<u>1997</u>	<u>2770</u>	<u>167</u>	<u>1385</u>	<u>84</u>	<u>28</u>

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) _____

NAME OF PREPARER ABID IKRAM
 DATE PREPARED JUL 02/09.

PHONE# _____

rev. March 12, 2001

STATE _CODE	SHRP	SITE INFO	YEAR_MO N_EST	R	AADT	TRUCK AADT	AADT GPS LANE	TRUCK AADT GPS LANE	TRUCK AADT GPS LANE*365	AVC	WIM	ESAL's/YR (X's 1000)	% TRAFFIC ON GPS	% TRUCK TRAFFIC ON GPS LANE	% TRUCKS	% TRUCKS ON GPS LANE	ESAL'S/ TRUCK
55	3012	S-29 WB 2 lane road	1990	E	2150	159	1075	80	29200			26	50.0	50.3	7.4	7.4	0.9
55	3012		1991	E	2100	126	1050	63	22995	24728		18	50.0	50.0	6.0	6.0	0.8
55	3012		1992	E	2222	160	1111	80	29200			26	50.0	50.0	7.2	7.2	0.9
55	3012		1993	E	2255	126	1128	63	22995			27	50.0	50.0	5.6	5.6	1.2
55	3012		1994	E	2332	135	1166	68	24820	30442		23	50.0	50.4	5.8	5.8	0.9
55	3012		1995	E	2528	147	1264	74	27010	32994		27	50.0	50.3	5.8	5.9	1.0
55	3012		1996	E	2649	157	1325	79	28835	38054		27	50.0	50.3	5.9	6.0	0.9
55	3012		1997		2770	167	1385	84	30660	33569	16974	28	50.0	50.3	6.0	6.1	0.9
55	3012		1998							32495	39020						
55	3012		1999	E	3088	145	1544	73	26645	29454		28	50.0	50.3	4.7	4.7	1.1
55	3012		2000	E	2898	167	1449	84	30660	32069		29	50.0	50.3	5.8	5.8	0.9
55	3012		2001	E	2967	177	1484	89	32485			30	50.0	50.3	6.0	6.0	0.9
55	3012		2002		3036	187	1518	94	34310			32	50.0	50.3	6.2	6.2	0.9
55	3012		2003		3105	197	1553	99	36135			33	50.0	50.3	6.3	6.4	0.9
55	3012		2004		3174	207	1587	104	37980			35	50.0	50.2	6.5	6.6	0.9
55	3012		2005		3243	217	1622	109	39785			37	50.0	50.2	6.7	6.7	0.9
55	3012		2006		3312	227	1656	114	41610			38	50.0	50.2	6.9	6.9	0.9
55	3012		2007		3381	237	1691	119	43435			40	50.0	50.2	7.0	7.0	0.9
55	3012		2008		3450	247	1725	124	45260			42	50.0	50.2	7.2	7.2	0.9
55	3012		2009														
55	3014	I-43 NB 4 lane road	1990	E	9494	1524	4272	533	194545	155681		233	45.0	35.0	16.1	12.5	1.2
55	3014		1991	E	9744	1624	4385	568	207320			249	45.0	35.0	16.7	13.0	1.2
55	3014		1992	E	10975	2047	4939	716	261340			314	45.0	35.0	18.7	14.5	1.2
55	3014		1993	E	11260	1833	5067	642	234330			281	45.0	35.0	16.3	12.7	1.2
55	3014		1994	E	13592	2148	6116	752	274480			329	45.0	35.0	15.8	12.3	1.2
55	3014		1995	E	13553	1853	6099	649	236885			284	45.0	35.0	13.7	10.6	1.2
55	3014		Used 2%		2% keeps values within range of 2000 monitored WIM												
55	3014		1996		13824	1890	6221	662	241623			290					1.2
55	3014		1997		14101	1928	6345	675	246455			296					1.2
55	3014		1998		14383	1966	6472	689	251384			302					1.2
55	3014		1999		14670	2006	6602	702	256412			308					1.2
55	3014		2000							428730	544346	0					1.2
55	3014		2001	E	16677	3229	7505	1130	412450			495	45.0	35.0	19.4	15.1	1.2
55	3014		2002		17011	3294	7655	1153	420699			505					1.2
55	3014		2003		17351	3359	7808	1176	429113			515					1.2
55	3014		2004		17698	3427	7964	1199	437695			525					1.2
55	3014		2005		18052	3495	8123	1223	446449			536					1.2
55	3014		2006		18413	3565	8286	1248	455378			546					1.2
55	3014		2007		18781	3636	8451	1273	464486			557					1.2
55	3014		2008		19157	3709	8620	1298	473775			569					1.2
55	3014		2009														1.2
55	3015	US 51 SB 4 lane road	1990	E	10768	1349	4846	513	187131	205189		374	45.0	38.0	12.5	10.6	2.0
					8%	8%	8%	8%		3%							
55	3015		1991	D	11630	1457.4	5233	554	202102	210925		404	45.0	38.0	12.5	10.6	2.0
			Used 8% decrease going up														
55	3015		1992	E	12560	1574	5652	598	218270			437	45.0	38.0	12.5	10.6	2.0
			Used 8% increase going down														
55	3015		1993	D	13565	1700	6104	646	235732	231873		471	45.0	38.0	12.5	10.6	2.0
					8%	8%	8%	8%		17%							
55	3015		1994	D	14650	1836	6592	698	254590	271330		509	45.0	38.0	12.5	10.6	2.0
					8%	8%	8%	8%		8%							
55	3015		1995	D	15822	1983	7120	753	274957	294176		550	45.0	38.0	12.5	10.6	2.0
					8%	8%	8%	8%		-22%							
55	3015		1996	E	17088	2141	7689	814	296954	228678		594	45.0	38.0	12.5	10.6	2.0
					8%	8%	8%	8%		-10%							
			1997		18455	2313	8305	879	320710	205658		641	45.0	38.0	12.5	10.6	2.0
DAOFR-69					8%	8%	8%	8%		61%							