Annual Average Daily Truck Traffic On The California State

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NICHOLSON RICH

Traffic Characteristics on Illinois Highways, 1971 Transportation Research Board
TRR no. 1993 includes 22 papers that explore revenue risk mitigation in transportation project financing, traffic sign asset management, estimating highway investment requirements, estimating design hourly volumes, traffic prediction, digital dashboards, random count site selection, wireless location technology-based traffic monitoring, traffic flow impact on travel time variability, and transferability of National Household Travel Survey data. This issue of the TRR also examines the impact of nonresponse and weighting in a travel survey, data integration impact on travel behavior indicators, iterative proportional fitting algorithm for combining traffic count data with missing dimensions, an electronic freight theft management system using Internet-based mapping, and regional routing model for strategic waterway analysis. It also reviews the Highway Capacity Manual adjustment factor for annual weekday to annual average daily traffic, automated consensus-based data verification, enhancing truck data accuracy using dual-loop event data, video-based vehicle detection and classification system, gross vehicle weight distributions from weigh-in-motion data, detection and tracking of vehicle base fronts for traffic counts and speeds, and customizing quality assessment techniques for traffic data archives.
A Methodology for Obtaining Traffic Data Input to the NCHRP 1-37A PDG Transportation Research Board
Presents a complete coverage of all aspects of the theory and practice of pavement design including the latest concepts.
Guidelines for Using StreetLight Data for Planning Tasks John Wiley & Sons
The Virginia Department of Transportation (VDOT) has purchased a subscription to the StreetLight (SL) Data products that mainly offer origin-destination (OD) related metrics through crowdsourcing data. Users can manipulate a data source like this to quickly estimate origin-destination trip tables. Nonetheless, the SL metrics heavily rely on the data points sampled from smartphone applications and global positioning services (GPS) devices, which may be subject to potential bias and coverage issues. In particular, the quality of the SL metrics in relation to meeting the needs of various VDOT work tasks is not clear. Guidelines on the use of the SL metrics are of interest to VDOT. This study aimed to help VDOT understand the performance of the SL metrics in different application contexts. Specifically, existing studies that examined the potential of SL metrics have been reviewed and summarized. In addition, the experiences, comments, and concerns of existing users and potential users have been collected through online surveys. The developed surveys were primarily distributed to VDOT engineers and planners as well as other professionals in planning organizations and consultants in Virginia. Their typical applications of the SL metrics have been identified and feedback has been used to guide and inform the design of the guidelines. To support the development of a set of guidelines, the quality of the SL metrics has been independently evaluated with six testing scenarios covering annual average daily traffic (AADT), origin-destination trips, traffic flow on road links, turning movements at intersections, and truck traffic. The research team has sought ground-truth data from different sources such as continuous count stations, toll transaction data, VDOT's internal traffic estimations, etc. Several methods were used to perform the comparison between the benchmark data and the corresponding SL metrics. The evaluation results were mixed. The latest SL AADT estimates showed relatively small absolute percentage errors, whereas using the SL metrics to estimate OD trips, traffic counts on roadway segments and at intersections, and truck traffic did not show a relatively low and stable error rate. Large percentage errors were often found to be associated with lower volume levels estimated based on the SL metrics. In addition, using the SL metrics from individual periods as the input for estimating these traffic measures resulted in larger errors. Instead, the aggregation of data from multi-periods helped reduce the errors, especially for low volume conditions. Depending on project purposes, the aggregation can be based on metrics of multiple days, weeks, or months. The results from the literature review, surveys, and independent evaluations were synthesized to help develop the guidelines for using SL data products. The guidelines focused on five main aspects: (1) a summary for using SL data for typical planning work tasks; (2) general guidance for data extraction and preparation; (3) using the SL metrics in typical application scenarios; (4) quality issues and calibration of the SL metrics; and (5) techniques and tools for working with the SL metrics. The developed guidelines were accompanied with illustrative examples to allow users to go through the given use cases. Based on the results, the study recommends that VDOT's Transportation and Mobility Planning Division (TMPD) should encourage and support the use of the guidelines in projects involving SL data, and that TMPD should adopt a checklist (table) for reporting performance, calibration efforts, and benchmark data involved in projects that use the SL metrics.
Wisconsin Traffic Data, Vehicle Classification John Wiley & Sons
The purpose of this manual is to provide clear and helpful information for maintaining gravel roads. Very little technical help is available to small agencies that are responsible for managing these roads. Gravel road maintenance has traditionally been "more

of an art than a science" and very few formal standards exist. This manual contains guidelines to help answer the questions that arise concerning gravel road maintenance such as: What is enough surface crown? What is too much? What causes corrugation? The information is as nontechnical as possible without sacrificing clear guidelines and instructions on how to do the job right.

Traffic and Earnings Elsevier

The recently developed mechanistic-empirical pavement design guide (MEPDG) requires a multitude of traffic inputs to be defined for the design of pavement structures, including the initial two-way annual average daily truck traffic (AADTT), directional and lane distribution factors, vehicle class distribution, monthly adjustment factors, hourly truck distribution factors, traffic growth rate, axle load spectra by truck class (Class 4 to Class 13) and axle type (single, tandem, tridem, and quad), and number of axles per truck. Since it is not always practical to obtain site-specific traffic data, the MEPDG assimilates a hierarchal level concept that allows pavements to be designed using statewide averages and MEPDG default values without compromising the accuracy of the pavement design. In this study, a Visual Basic for Application (VBA) code was developed to analyze continuous traffic monitoring data and generate site-specific and statewide traffic inputs. The traffic monitoring data was collected by 143 permanent traffic monitoring sites (93 automated vehicle classifier (AVC) and 50 weigh-in-motion (WIM) sites) distributed throughout the State of Ohio from 2006 to 2011. The sensitivity of the MEPDG to the various traffic inputs was evaluated using two baseline pavement designs, one for a new flexible pavement and one for a new rigid pavement. Key performance parameters for the flexible pavement included longitudinal (top-down) fatigue cracking, alligator (bottom-up) fatigue cracking, transverse (low-temperature) cracking, rutting, and smoothness (expressed using IRI), while key performance parameters for the rigid pavement included transverse cracking (% slabs cracked), joint faulting, and smoothness. The sensitivity analysis results revealed that flexible pavements are moderately sensitive to AADTT, growth rate, vehicle class distribution, and axle load spectra; and not sensitive to hourly distribution factors, monthly adjustment factors, and number of axles per truck. Furthermore, it was found that rigid pavements are moderately sensitive to AADTT, growth rate, hourly distribution factors, vehicle class distribution, and axle load spectra; and not sensitive to monthly adjustment factors and number of axles per truck. Therefore, it is recommended to estimate the AADTT and the vehicle class distribution from site-specific short-term or continuous counts and obtain the truck growth rate from ODOT Modeling and Forecasting Section (Certified Traffic). As for the other traffic inputs, statewide averages can be used for the hourly distribution factors, axle load spectra, and number of axles per truck; and MEPDG defaults can be used for the monthly adjustment factors.

Vehicle Volume Distributions by Classification Springer

This volume on “Advancement in the Design and Performance of Sustainable Asphalt Pavements” includes a collection of research and practical papers from an international research and technology activities on Mixture Design Innovation, Structural Pavement Design, Advancement in Production and Construction, Climate Changes and Effects on Infrastructure, Green Energy, Technology and Integration. The volume constitutes an important contribution in view of the urgent need to develop materials, designs, and practices to ensure the sustainability of transportation infrastructure. This volume is part of the proceedings of the 1st GeoMEast International Congress and Exhibition on Sustainable Civil Infrastructures, Egypt 2017.

Traffic Characteristics on Illinois Highways Transportation Research Board

A comprehensive, state-of-the-art guide to pavement design and materials With innovations ranging from the advent of SuperpaveTM, the data generated by the Long Term Pavement Performance (LTPP) project, to the recent release of the Mechanistic-Empirical pavement design guide developed under NCHRP Study 1-37A, the field of pavement engineering is experiencing significant development. Pavement Design and Materials is a practical reference for both students and practicing engineers that explores all the aspects of pavement engineering, including materials, analysis, design, evaluation, and economic analysis. Historically, numerous techniques have been applied by a multitude of jurisdictions dealing with roadway pavements. This book focuses on the best-established, currently applicable techniques available. Pavement Design and Materials offers complete coverage of: The characterization of traffic input The characterization of pavement bases/subgrades and aggregates Asphalt binder and asphalt concrete characterization Portland cement and concrete characterization Analysis of flexible and rigid pavements Pavement evaluation Environmental effects on pavements The design of flexible and rigid pavements Pavement rehabilitation Economic analysis of alternative pavement designs The coverage is accompanied by suggestions for software for implementing various analytical techniques described in these chapters. These tools are easily accessible through the book’s companion Web site, which is constantly updated to ensure that the reader finds the most up-to-date software available.

Roadway Widths for Low-traffic Volume Roads

The recently developed mechanistic-empirical pavement design guide (MEPDG) requires a multitude of traffic inputs to be defined for the design of pavement structures, including the initial two-way annual average daily truck traffic (AADTT), directional and lane distribution factors, vehicle class distribution, monthly adjustment factors, hourly truck distribution factors, traffic growth rate, axle load spectra by truck class (Class 4 to Class 13) and axle type (single, tandem, tridem, and quad), and number of axles per truck. Since it is not always practical to obtain site-specific traffic data, the MEPDG assimilates a hierarchal level concept that allows pavements to be designed using statewide averages and MEPDG default values without compromising the accuracy of the pavement design. In this study, a Visual Basic for Application (VBA) code was developed to analyze continuous traffic monitoring data and generate site-specific and statewide traffic inputs. The traffic monitoring data was collected by 143 permanent traffic monitoring sites (93 automated vehicle classifier (AVC) and 50 weigh-in-motion (WIM) sites) distributed throughout the State of Ohio from 2006 to 2011. The sensitivity of the MEPDG to the various traffic inputs was evaluated using two baseline pavement designs, one for a new flexible pavement and one for a new rigid pavement. Key performance parameters for the flexible pavement included longitudinal (top-down) fatigue cracking, alligator (bottom-up) fatigue cracking, transverse (low-temperature) cracking, rutting, and smoothness (expressed using IRI), while key performance parameters for the rigid pavement included transverse cracking (% slabs cracked), joint faulting, and smoothness. The sensitivity analysis results revealed that flexible pavements are moderately sensitive to AADTT, growth rate, vehicle class distribution, and axle load spectra; and not sensitive to hourly distribution factors, monthly adjustment

factors, and number of axles per truck. Furthermore, it was found that rigid pavements are moderately sensitive to AADTT, growth rate, hourly distribution factors, vehicle class distribution, and axle load spectra; and not sensitive to monthly adjustment factors and number of axles per truck. Therefore, it is recommended to estimate the AADTT and the vehicle class distribution from site-specific short-term or continuous counts and obtain the truck growth rate from ODOT Modeling and Forecasting Section (Certified Traffic). As for the other traffic inputs, statewide averages can be used for the hourly distribution factors, axle load spectra, and number of axles per truck; and MEPDG defaults can be used for the monthly adjustment factors.

Annual Average Daily Traffic

The traveling public has no patience for prolonged, high cost construction projects. This puts highway construction contractors under intense pressure to minimize traffic disruptions and construction cost. Actively promoted by the Federal Highway Administration, there are hundreds of accelerated bridge construction (ABC) construction programs in the United States, Europe and Japan. Accelerated Bridge Construction: Best Practices and Techniques provides a wide range of construction techniques, processes and technologies designed to maximize bridge construction or reconstruction operations while minimizing project delays and community disruption. Describes design methods for accelerated bridge substructure construction; reducing foundation construction time and methods by using pile bents Explains applications to steel bridges, temporary bridges in place of detours using quick erection and demolition Covers design-build systems' boon to ABC; development of software; use of fiber reinforced polymer (FRP) Includes applications to glulam and sawn lumber bridges, precast concrete bridges, precast joints details; use of lightweight aggregate concrete, aluminum and high-performance steel

Improved Characterization of Truck Traffic Volumes and Axle Loads for Mechanistic-empirical Pavement Design

"TRB's National Cooperative Freight Research Program (NCFRP) Report 23: Synthesis of Freight Research in Urban Transportation Planning explores policies and practices for managing freight activity in metropolitan areas. The primary focus of the report is on "last-mile/first-mile" strategies, but it also addresses strategies affecting environmental issues and trading hubs or nodes. The research used to develop the report looked beyond the United States--mostly, but not exclusively' in Europe and the European BESTUFS (Best Urban Freight Solutions) program--for potentially relevant policies and practices that could be used in the United States"

Improved Characterization of Truck Traffic Volumes and Axle Loads for Mechanistic-empirical Pavement Design

Continuous Traffic Count Data and Traffic Characteristics on Kansas Highways

Report of a Survey of Transportation on the State Highway System of Ohio

Pavement Design and Materials

Truck Traffic Volume and Weight Data for 1971 and Their Evaluation. Final Report

Traffic Monitoring Guide

Gravel Roads

Route 460 Location Study, Counties of Prince George, Sussex, Surry, Southampton, Isle of Wight and the City of Suffolk

Annual Traffic Report

Highway Statistics