



Ministry of  
Transportation  
and Infrastructure

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# TRAFFIC REPORTS USER DOCUMENTATION

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## 1. Introduction

Traffic data collection is a worldwide activity used to determine current traffic patterns, as well as help predict future traffic trends. The BC Ministry of Transportation and Infrastructure, as well as most traffic agencies worldwide, collect several types of data: volume, speed, length, axle class, and weigh-in-motion (WIM). This data is currently being managed (processed, stored, summarized, and reported) using Tradas® by Chaparral Systems Corp. The purpose of this document is to clarify the terminology used in the traffic data reports, and the processes used for calculating statistics.

## 2. Background

Roadway design and traffic planning is typically based on the following types of data:

- Vehicle classification by length (L);
- Vehicle classification by axle (A);
- Vehicle weight (W);
- Vehicle speed (S); and,
- Vehicle volumes (V).

Each data type has its own requirements in terms of the configuration of sensors (typically loops, piezos, or hoses) in a lane. Volume is the easiest data type to collect, requiring only a single loop, while length and speed data require two loops. Axle classification can be measured using one of several configurations: loop-piezo-loop, piezo-piezo, or hose-hose (hoses are used only for short counts). WIM data requires a specific, extremely sensitive type of piezo, which is usually accompanied by two loops in order to capture a vehicle's length, speed, and axle classification in addition to axle weights.

## 3. Traffic Reports Terminology

### 3.1 Traffic Statistics Terminology

**AADT (Annual Average Daily Traffic):** Represents an average of the number of vehicles travelling past a TM Site location in a day for a given year. This value is calculated as the average of the AADW's for that year.

**AADW (Annual Average Day of Week):** This statistic represents the average number of vehicles travelling past a TM Site location on a given day of the week in a given year. There are seven AADWs, one for each day of the week. This value is calculated as the average of all MADW's.

**AAWDT (Annual Average Weekend Traffic):** This statistic represents the average number of vehicles travelling past a TM Site location on a given weekend in a given year.

**AAWET (Annual Average Weekday Traffic):** This statistic represents the average number of vehicles travelling past a TM Site location on a given weekday in a given year.

**Axle Class:** The axle classes used in BCMoT reports are shown in the table below.

*FHWA14 Axle/Vehicle Classes*

Bin	# of Axles	Bin Category Name
1	2	Motorcycles
2	2-4	Passenger Cars (w/wo trailers)
3	2-5	Other two axle, 4 tire vehicles (w/wo trailers)
4	2-3	Buses
5	2-5	Two axle, 6 tire, single trailer trucks
6	3	Three axle, single unit trucks
7	4	Four axle, single unit trucks

Bin	# of Axles	Bin Category Name
8	3-4	Four or less axle, single trailer trucks
9	5	axle, single trailer trucks
10	6-10	Six or more axle, single trailer trucks
11	5	Five axle, multi-trailer trucks
12	6	Six axle, multi-trailer trucks
13	7-13	All other vehicles
14	-	Unclassified

**Axle Weights:** Individual axle weights are calculated at WIM sites.

**Average Speed:** The average of all vehicle speeds from a data set.

**Consistent Traffic Distribution:** Traffic volumes remain consistent (i.e. vary between +/-15%) throughout the year. Refer to Figure A.3 in Appendix A.

**County:** Since TRADAS is developed by an American company, this field was originally designed to indicate the county in which the particular site was located. Because there are no county's in Canada, the field is now used to indicate the speed limit at the site.

**DAF (Daily Average Factor):** This value shows the relationship between the MADW and the MADT, calculated by dividing the MADT by the MADW.

**Factor Groups:** Groupings of permanent traffic measurement sites based on shared traffic pattern characteristics, in order to generate factors. Sites are grouped into one of three categories based on their Coefficient of Variation (CoV). The Coefficient of Variation is equal to the *Standard Deviation of MADT's* divided by the *Average of MADT's*. Refer to Figure A.3 in Appendix A.

*Consistent:*  $CoV < 15\%$

*Seasonal:*  $15\% < CoV < 33\%$

*Highly Seasonal:*  $CoV > 33\%$

**Factors:** Values, calculated based on permanent site data, which are used to expand raw short count data into annual statistics. Types of factors include:

*Seasonal Factors* Intended to compensate for the difference between the MADT and the AADT or SADT.

*Daily Factors* Intended to compensate for the difference between the MADW and the MADT or SADT. There are daily factors for each day of the week, for each month of the year.

**Functional Class:** Not used in BC. Roads and highways can be grouped according to the type of service they are intended to provide.

**Highly Seasonal Traffic Distribution:** Traffic volumes increase significantly (i.e. >33%) at a specific time of year, typically during the summer months (July and August). Refer to Figure A.3 in Appendix A.

**Length Bins:** Refers to an increment of length for vehicles traversing a traffic counter. The BC Ministry of Transportation standard length binning scheme is as follows, in metres:

*BC TDP Standard Length Bins*

Bin	Range (m)	Vehicle Class Descriptions
1	0.00 – 6.00	Motorcycles (class 1), passenger cars (class 2), and light single unit trucks (class 3)
2	6.00 – 12.50	Buses (class 4), two axle, 6 tire single unit trucks (class 5), three axle single unit trucks (class 6), four axle single unit trucks (class 7)
3	12.50 – 22.50	4 or less axles, single trailer truck (class 8); five axle single trailer truck (class 9); six or more axle single trailer truck (class 10)
4	22.50 – 35.00	B-trains (class 8, 9, 10); five axle, multi trailer truck (class 11); six axle, multi trailer truck (class 12); seven axle, multi trailer truck (class 13)
5	35.00 – 999.00	Multi-Trailer (class 13)

**MDT (Monthly Average Daily Traffic):** Refers to the average daily traffic volume calculated using monthly data. Refer to “Permanent Count Statistics” definition for description on how this value is calculated.

**MADW (Monthly Average Day of Week):** Refers to the average daily traffic volume for each day of the week in a given month. There are seven MADW statistics for each month.

**MAWDT (Monthly Average Weekday Traffic):** Refers to the average daily traffic calculated from Monday to Thursday over a one-month period. Friday is not included since data collected on Fridays have a history of being irregular. Refer to “Permanent Count Statistics” definition for description on how this value is calculated.

**MAWET (Monthly Average Weekend Traffic):** Is the average daily traffic volume calculated from data collected on weekend days (i.e. Saturdays to Sundays) over a one-month period. Refer to “Permanent Count Statistics” definition for description on how this value is calculated.

**Median Speed:** Middle value in the speed distribution.

**NDAYS (Number of Days):** Days of data used in deriving statistics.

**Negative Direction:** South or West traffic flow directions.

**Neg ‘n’:** Refers to lane number in either the south or West directions, where ‘n’ is an integer starting from 1. Neg 1 corresponds to the outer-most lane and increasing numbers indicate lanes approaching the centreline. Refer to Figure A.1 in Appendix A.

**Permanent Sites Statistics:** Summary statistics that are calculated based on data collected at a permanent traffic measurement station.

**Positive Direction:** North or East traffic flow directions.

**Pos ‘n’:** Refers to lane number in either the north or east directions, where ‘n’ is an integer starting from 1. Pos 1 corresponds to the outer-most lane and increasing numbers indicate lanes approaching the centreline. Refer to Figure A.1 in Appendix A.

**Roadway:** Refers to all lanes in both directions at a traffic measurement site (site).

**SADT (Summer Average Daily Traffic):** Refers to the average number of vehicles travelling past a TM Site location in a day during July and August, for a given year. This value is calculated as the average of the SADW's for that year.

**SADW (Summer Average Day of Week):** Refers to the average number of vehicles travelling past a TM Site location on a given day of the week in July and August, for a given year. There are seven SADWs, one for each day of the week. This value is calculated as the average of the MADWs for July and August.

**Seasonal Traffic Distribution:** Traffic volumes increase slightly (i.e. +/- 15% to 33%) at a specific time of year, typically during the summer months (July and August). Refer to Figure A.3 in Appendix A.

**Short Counts:** Hourly counts taken with temporary traffic counting devices for a minimum of 48 hours. Since counts are taken on random days, the short counts are factored to reflect the AADT of the area. Factors used depend on the type of traffic distribution of the area (i.e. consistent, seasonal or highly seasonal, see *factor groups*).

**Site (Traffic Measurement Site):** Location where data from one or more traffic measurement stations represents a cross-section of roadway. Refer to Figures A.1 and A.2 in Appendix A.

**Site Names:** Name given to the site.

**Speed Bins:** Refers to an increment of speed at which vehicles are travelling when they traverse a traffic counter. The BC Traffic Data Program uses the following three speed binning schemes:

BC 50 – 70 (50 – 70km/h posted speed)	
Bin	Speed (km/h)
1	0 – 30
2	30.1 – 40
3	40.1 – 50
4	50.1 – 55
5	55.1 – 60
6	60.1 – 65
7	65.1 – 70
8	70.1 – 75
9	75.1 – 80
10	80.1 – 85
11	85.1 – 90
12	90.1 – 100
13	100.1 – 110
14	110.1 – 999.9

BC 80 – 90 (80 – 90km/h posted speed)	
Bin	Speed (km/h)
1	0 – 35
2	35.1 – 50
3	50.1 – 60
4	60.1 – 70
5	70.1 – 75
6	75.1 – 80
7	80.1 – 85
8	85.1 – 90
9	90.1 – 95
10	95.1 – 100
11	100.1 – 105
12	105.1 – 110
13	110.1 – 120
14	120.1 – 999.9

BC 100–110 (100 – 110km/h posted speed)	
Bin	Speed (km/h)
1	0 – 45
2	45.1 – 60
3	60.1 – 70
4	70.1 – 80
5	80.1 – 85
6	85.1 – 90
7	90.1 – 95
8	95.1 – 100
9	100.1 – 105
10	105.1 – 110
11	110.1 – 115
12	115.1 – 120
13	120.1 – 130
14	130.1 – 999.9

**STD (Standard Deviation):** Measure of the dispersion or variation of the data from the average. This is used in the MV02 report to describe the relationship between each individual MADW and the MADT,

calculated as MADT/MADW. This can also be used to expand a given MADW to the MADT, calculated as MADW \* STD = MADT.

**% AADT (Annual Average Daily Traffic):** Percent volume of the total Annual Average Daily Traffic (i.e. 70 would indicate that the number provided represents 70% of the AADT)

**% Change:** Represents the percentage change in value when compared to the previous year. (i.e. volume of 100 in 2007 compared to a volume of 104 in 2008 represents a 4% change (see below))

$$\text{i.e. } \%Change = \frac{104 - 100}{100} \times 100\% = 4\%$$

**% Length:** Represents the percentage of total vehicles that correspond to a certain length bin.

**% POS:** Percentage of vehicles in the lanes going in the positive direction of travel (i.e. North or East)

**% over 'X':** A measurement used in speed distribution reports, which indicates the percentage of vehicles travelling above specified speed, (i.e. 'X').

**85<sup>th</sup>ile (85<sup>th</sup> Percentile):** Given value in a data set where 85% of the data in the set is smaller than the given value.

### 3.2 Weight in Motion Terminology

**Bridge Violations:** Bridge Violations happen when a truck passes over a bridge with a load concentrated over a smaller length than is allowable (i.e. short and heavy truck). Violations are determined using a formula which uses length between axles, and number of axles over the length. If the calculated weight (from formula below) exceeds the maximum allowable weight for the axles, the truck is in violation of the allowable bridge weight.

$$W = 500 \left[ \frac{LN}{N-1} + 12N + 36 \right]$$

*W = the overall weight on any group of two or more consecutive axles to the nearest 500 pounds*

*L = distance in feet between the outer axles of any group of two or more consecutive axles*

*N = the number of axles in the group under consideration*

**ESAL (Equivalent Standard Axle Load):** The number of equivalent 18,000 pound (8,200 kg) single axle loads.

#### Flex ESAL

ESAL for flexible pavements (asphalt concrete, flexible surface). This is calculated using the Serviceability and Structural Number for the asphalt described below.

#### *Serviceability*

The serviceability shown at the bottom of certain WIM reports is the rating of the Present Serviceability Index (rideability). The PSI of 2.5 from the

reports is commonly considered to the terminal serviceability index (TSI), where the pavement is considered to have failed.

**Structural Number (SN)** This is the design strength value (structural capacity for the anticipated loading) for asphalt. A SN of 5 is the design structural number for asphalt design.

**Rigid ESAL** ESAL for rigid pavements (concrete, rigid surface). It is calculated using standard Serviceability and Structural Number described below.

**Serviceability** Same as Flex Serviceability (see above)

**Depth** Refers to the depth of the rigid slab, in inches. Depth is a design parameter for rigid pavements, and is a factor in calculating the ESAL affecting rigid pavements. A depth of 9" (230mm) is used in calculating the Rigid ESAL.

**GVW (Gross Vehicle Weight):** The total weight of the vehicle, recorded in kips (1 kip = 1000lbs).

**Overweight Violation Parameters:** Maximum weights for axles and vehicle.

Parameter Name	Value Description	Value
Overweight Single Axle	Legal load limit in thousands of pounds for a single axle. Used in overweight vehicle reports.	20
Overweight Tandem Axle	Legal load limit in thousands of pounds for a tandem axle group. Used in overweight vehicle reports.	34
Overweight Tridem Axle	Legal load limit in thousands of pounds for a tridem axle group. Used in overweight vehicle reports.	55
Overweight Quad Axle	Legal load limit in thousands of pounds for a quad axle group. Used in overweight vehicle reports.	70
Overweight Vehicle	The maximum legal load limit in thousands of pounds for a single truck. Used in overweight vehicle reports.	80

## 4. Report Descriptions

Traffic reports are divided into three timeframe categories:

- Annual Reports, which display summary statistics for a given year;
- Monthly Reports, which display summary statistics for a given month; and,
- Daily Reports, which display raw data for each day of the year.

Collecting data for each of these timeframes allows traffic agencies to identify short, medium, and long-term trends in traffic patterns and characteristics.

Samples of each type of annual, monthly and daily report are provided in this section, as well as a statistics matrix (4.1) which allows users to identify which reports contain certain traffic statistics.

### 4.1 Traffic Reports Statistics Matrix

The matrix below identifies traffic statistics found in the reports. The statistics are described in section 3 above (Traffic Reports Terminology).

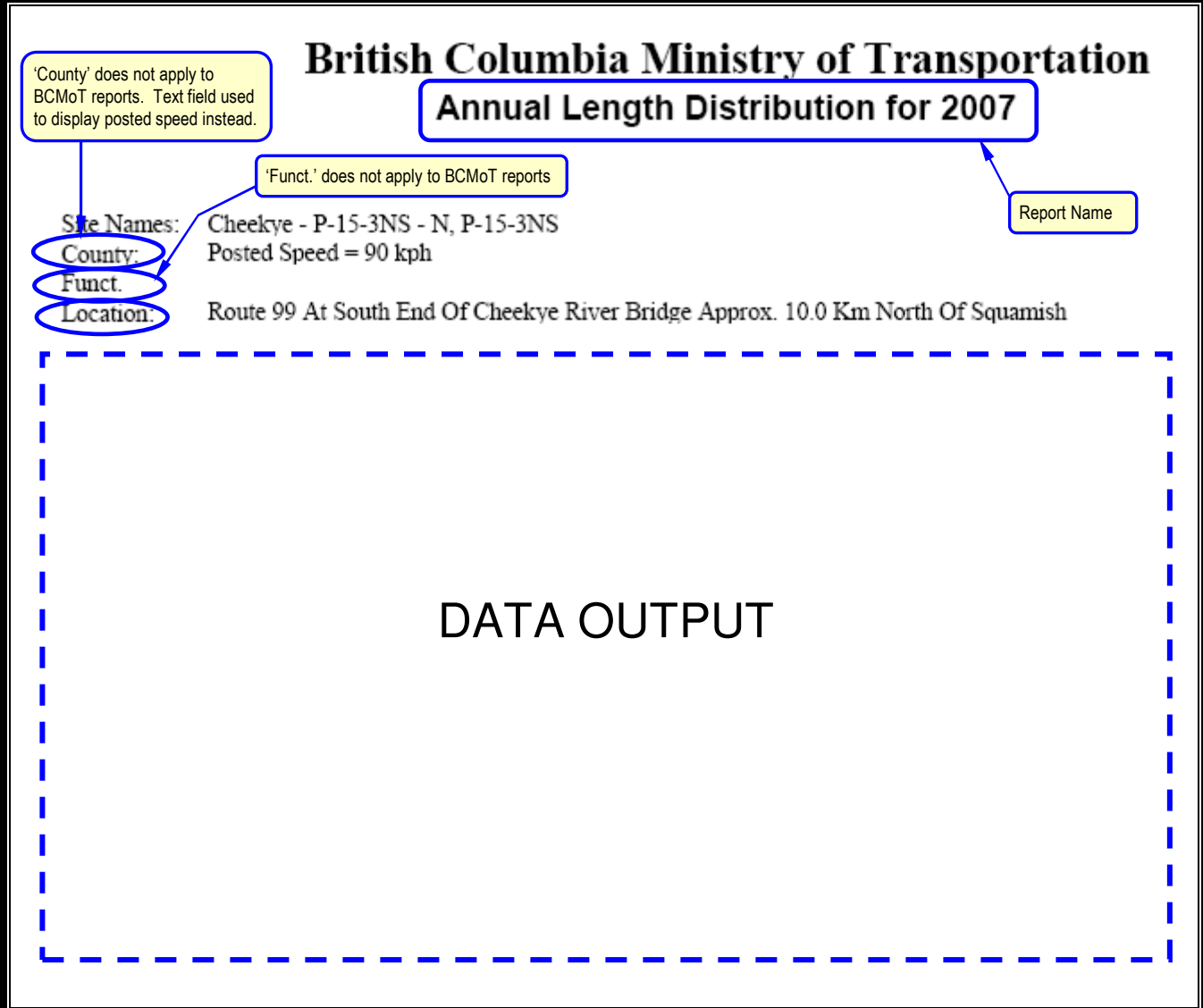
**Traffic Reports Statistics Matrix**

Type / Data		BCMoT Traffic Reports																										
		Annual							Monthly							Daily												
		AL01	AL02	AS01	AV01	AV02	AV03	AV04	AW01	MC01	ML01	ML02	MS01	MV02	MV03	MV04	MW01	DC01	DC11	DC12	DL01	DS01	DV01	DV03	DV03S	DW01	DW10	DW11
Site Type	Perm Sites	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓					✓	✓	✓	✓					
	Short Count Sites																	✓	✓	✓		✓	✓	✓	✓			
	WIM Sites	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓			✓	✓	✓
Volume Type	Annual	✓	✓	✓	✓	✓		✓	✓																			
	Monthly					✓				✓	✓	✓	✓	✓		✓	✓											
	Daily					✓		✓					✓	✓				✓	✓		✓	✓	✓	✓	✓	✓		
	Hourly						✓	✓						✓					✓	✓				✓	✓			
Traffic Statistic	Length	✓									✓										✓							
	% Length		✓									✓																
	Speed			✓								✓										✓						
	% Speed			✓								✓										✓						
	AADT	✓	✓	✓	✓	✓																		✓	✓			
	AADW							✓																				
	% AADT						✓																					
	AAWDT				✓	✓																						
	AAWET				✓	✓																						
	MADT					✓				✓	✓	✓	✓	✓		✓												
	MADW					✓								✓		✓												
	MAWDT					✓								✓														
	MAWET					✓								✓														
	% POS					✓	✓																					
	% Change				✓																							
	Axle Class								✓	✓								✓	✓	✓	✓					✓	✓	✓
	Axle Weights																										✓	
	ESAL (Rigid/Flex)								✓									✓								✓		
	GWW								✓									✓								✓	✓	✓

## 4.2 Generic Report (Standard Output)

The following report is a generic version of the traffic reports. It contains the information commonly displayed on the majority of the reports.

### Generic Report Formatting



**British Columbia Ministry of Transportation**  
**Annual Length Distribution for 2007**

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports

Report Name

Site Names: Cheekye - P-15-3NS - N, P-15-3NS  
County: Posted Speed = 90 kph  
Funct.  
Location: Route 99 At South End Of Cheekye River Bridge Approx. 10.0 Km North Of Squamish

DATA OUTPUT

### 4.3 Annual Class Report (AC01)

This report provides a summary of annual averages for each axle classification

#### Pacific Crossing (WIM) 2008 AC01 Report

## BC Ministry of Transportation and Infrastructure

### Annual Class Distribution for 2008

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

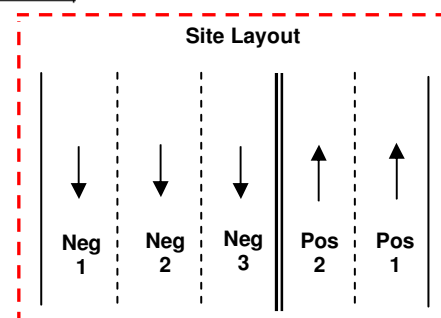
'Funct.' does not apply to BCMoT reports.

Weight Classes  
SU # Axels = Single Unit # Axles  
MT # Axels = Multi Unit # Axles

Site Names: W-65-1NS  
 County:    
 Funct:    
 Location: Posted Speed = 70 kph  
 Urban Principal Arterial - Other Freeways  
 Route 15 0.5 Km South Of 8 Avenue In Surrey

Roadway	Neg DIR	Pos DIR	Neg 1	Neg 2	Neg 3	Pos 2	Pos 1
1 Motorcycle	14	6	8	2	1	2	3
2 Pass.Veh.	8,353	3,712	4,640	225	993	2,493	3,406
3 PU/SUV	1,567	787	780	268	187	333	505
4 Bus	39	19	20	1	18	0	12
5 2Axle6Tire	125	55	70	25	20	10	36
6 SU 3 Axle	106	55	52	22	29	5	24
7 SU 4+ Axle	3	1	2	0	1	0	1
8 ST 4- Axle	38	16	22	3	7	5	10
9 ST 5 Axle	788	270	518	139	128	3	302
10 MT 6+ Axle	337	159	179	84	74	1	102
11 MT 5- Axle	27	13	13	4	9	1	8
12 MT 6 Axle	46	34	12	26	8	0	5
13 MT 7+ Axle	144	68	76	37	30	1	47
14 UNCL	908	584	324	92	374	119	72
Trucks	1,654	690	963	340	323	27	549
Combo Trucks	1,380	560	820	293	256	12	475
Classified	11,588	5,196	6,392	835	1,504	2,857	4,464
% Unclass	7.00	10.00	5.00	10.00	20.00	4.00	2.00
Num Days	7	7	7	7	7	7	7
Total	12,496	5,780	6,716	926	1,878	2,976	4,536

**Site Layout**



Neg 1: Southbound slow lane  
 Neg 2: Southbound middle lane  
 Neg 3: Southbound fast lane  
 Pos 2: Northbound fast lane  
 Pos 1: Northbound slow lane

Annual average volume of single trailers with 5 axles in Pos 1

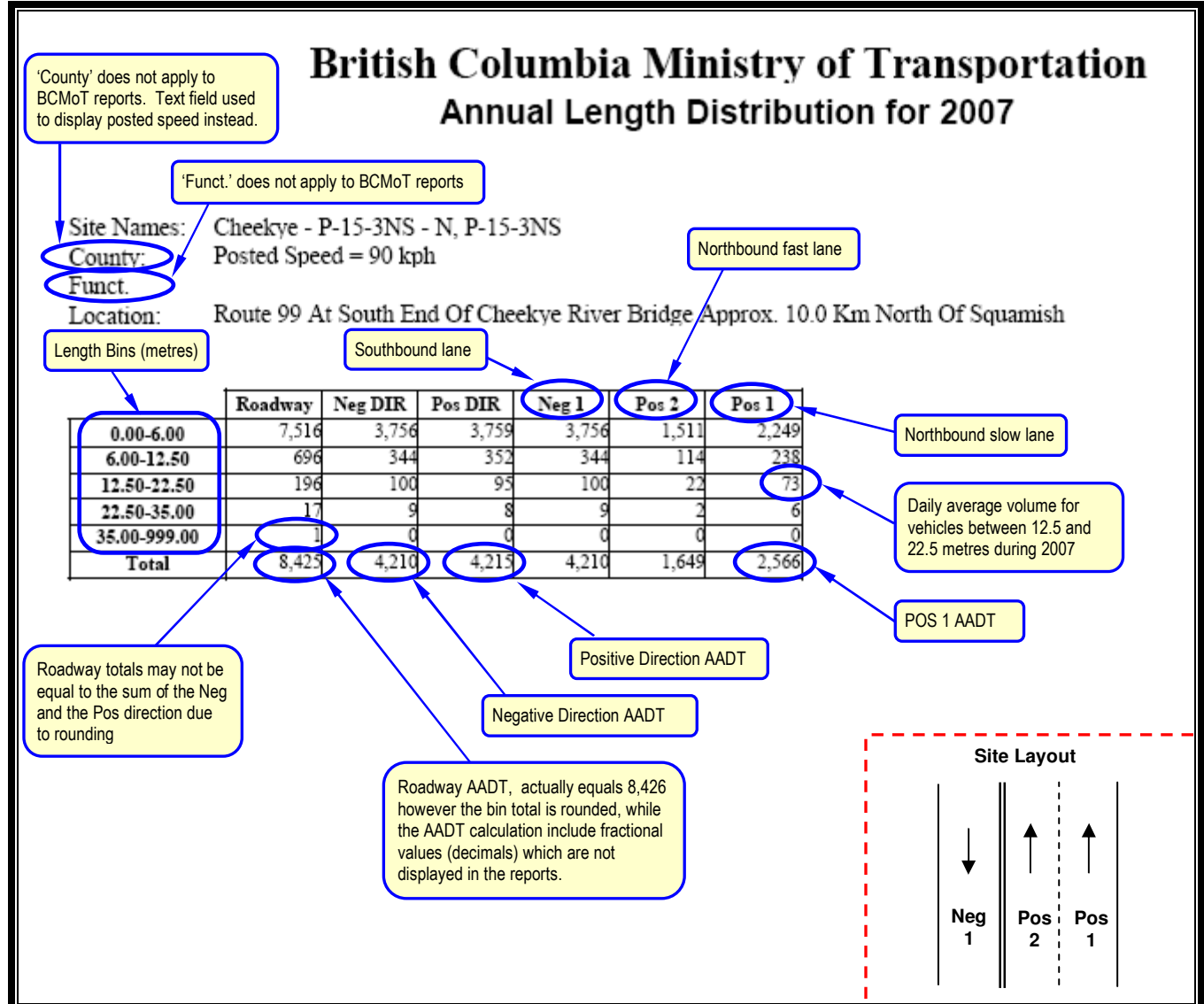
Annual average volume of Multi 7+ Axle Trailers in the Positive Direction

Trucks = sum of bins 4 – 13  
 Combo Trucks = sum of bins 8 – 13  
 Classified = annual average vehicles that were classified per day  
 % Unclass = UNCL/ Total  
 Num Days = number of AADW's, of 7, used to calculate annual averages  
 Total = AADT

### 4.4 Annual Length Report (AL01)

This report provides a breakdown of the annual average daily vehicle length for each traffic lane, direction, and the roadway.

#### Cheekye 2007 AL01 Report

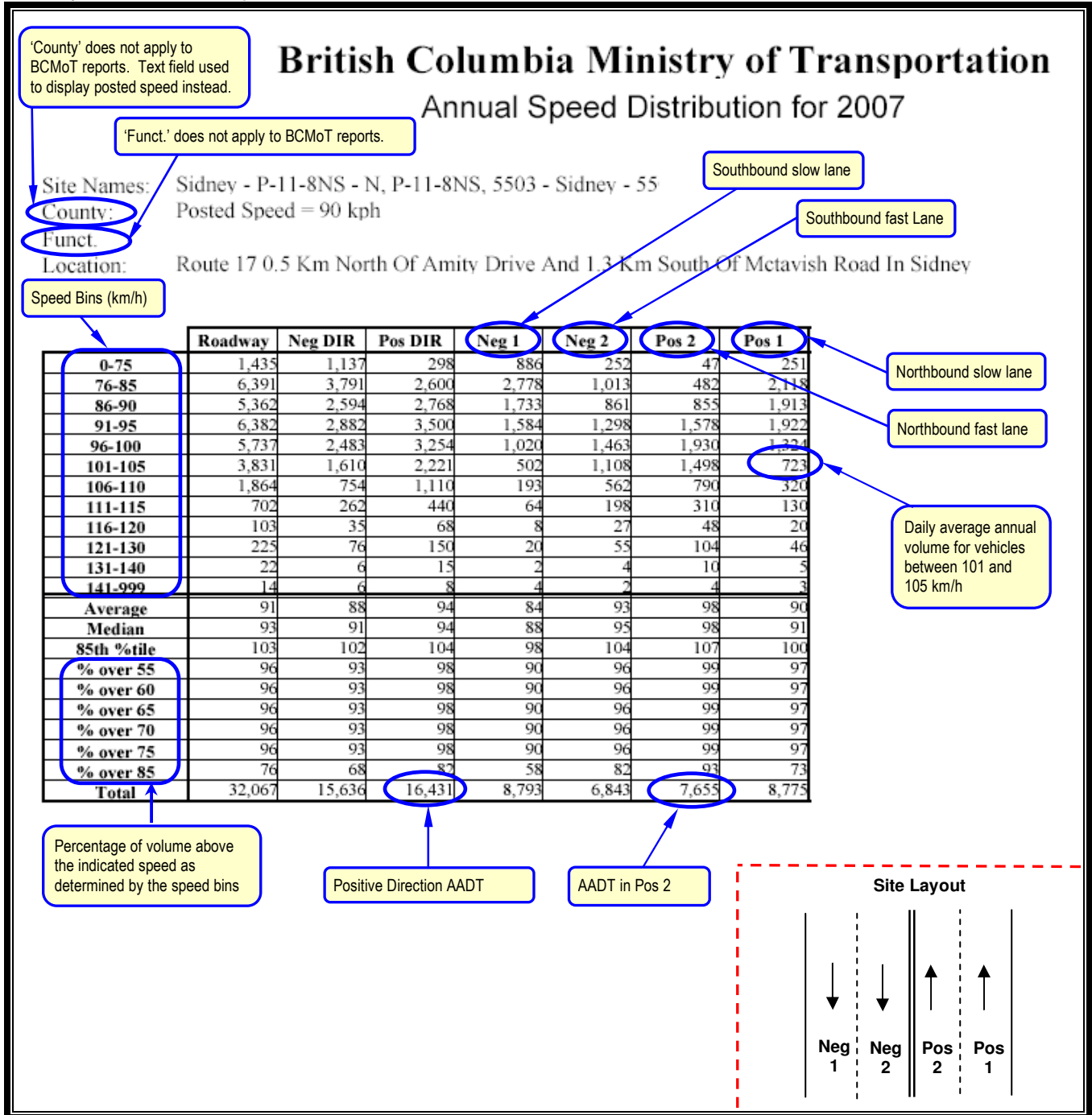




### 4.6 Annual Speed Report (AS01)

This report provides a breakdown of the annual average daily vehicle speed for each lane, direction, and the overall roadway. In addition, the average, median, 85th percentile, and % over 'x' speeds are also displayed.

#### Sidney 2007 AS01 Report



### 4.7 Annual Volume Report (AV01)

This report provides the AADT, AAWT, and the AAWET for each site, and compares the current year data with the previous year. This report is currently not published by the BCMoT.

#### 2007 AV01 Report

**British Columbia Ministry of Transportation**  
**Volume Comparison for 2007**

Site Name / Station ID / Location

AADT = Annual Average Daily Traffic

% increase from 2006 to 2007

AAWDT = Annual Average Weekday Daily Traffic

AAWET = Annual Average Weekend Daily Traffic

Number of days used in calculating statistics

Site Name / Station ID / Location	Posted Speed	Year	AADT	% chg	AAWDT	% chg	AAWET	% chg	# days
200th Street East - P-70-1EW - N Route 1 Just East Of 200th Street In Langley	Posted Speed = 100 kph	2007	59,372	2.80	64,244	2.90	52,366	2.70	354
		2006	57,950		59,534		51,009		
200th Street West - P-71-010EW - N Ramps To/From Route 1 Just West Of 200th Street In Langley	Posted Speed = 70 kph	2007	25,997	14.30	26,881	11.50	23,113	22.00	362
		2006	22,744		24,111		18,937		
200th Street West - P-71-1EW - C Route 1 Just West Of 200th Street In Langley	Posted Speed = 100 kph	2007	72,363	3.50	73,385	2.70	66,762	5.80	353
		2006	69,904		71,451		63,102		
Afton - P-21-2EW - N Route 1/97 Just West Of Rte 5 At Afton I/C West Of Kamloops	Posted Speed = 90 kph	2007	5,389	4.40	5,479	5.00	4,788	3.30	343
		2006	5,162		5,219		4,635		
Afton - P-21-4EW - C Route 1 Just East Of Route 5 At Afton I/C West Of Kamloops	Factor Type: Seasonal	2007	13,075	4.10	12,924	4.60	12,175	3.50	271
		2006	12,563		12,361		11,764		
Alberta Route 1 - P-ALTA-1 - N Route 1 2.7 Km West Of The BC-Alberta Border	Posted Speed = 80 kph	2007	10,029	87.60	8,751	71.60	11,622	115.00	365
		2006	5,345		5,099		5,405		
Alberta Route 93 - P-ALTA-2 - N Route 93 6.6 Km South Of Route 1 In Alberta	Posted Speed = 80 kph	2007	5,414	120.30	5,110	157.00	5,594	96.20	365
		2006	2,458		1,989		2,852		
Aldergrove (WIM) - W-16-15NS - N Route 13 1.5 Km North Of 0 Avenue And 0.2 Km South Of 8 Avenue In Langley	Posted Speed = 80 kph	2007	3,959		3,847		3,900		313
Alex Fraser Bridge - P-16-60NS - N Route 91 At The South End Of The Alex Fraser Bridge In Delta	Posted Speed = 90 kph	2007	98,335	-3.10	107,339	-3.40	73,026	-2.40	352
		2006	101,503		111,122		74,818		
Alex Fraser Bridge - P-16-69 - C Exit From Route 91 Sb To Nordel Way Eb And Wb In Delta	Posted Speed = Unknown	2007	22,789	-1.70	25,265	-1.70	16,030	-1.20	352
		2006	23,178		25,712		16,231		
Anahim - P-29-1EW - N Route 20 1.2 Km West Of Anahim Street In Anahim Lake	Posted Speed = 80 kph	2007	178	-10.20	187	-11.90	150	-7.30	364
		2006	198		213		162		
Armstrong - P-24-1NS - N Route 97a 4.0 Km North Of The North Access To Armstrong	Posted Speed = 90 kph	2007	10,565	2.50	10,604	2.60	9,731	2.70	364
		2006	10,305		10,337		9,478		



### 4.9 Annual 500 Highest Hours Report (AV03)

This report provides the date and time of the highest annual traffic volumes for a site in a given year.

#### Prince George 2007 AV03 Report

**British Columbia Ministry of Transportation and Infrastructure**

**500 Highest Hours for 2007**

Site Names: Prince George - P-42-1NS - N, P-42-1NS  
 County: Posted Speed = 60 kph  
 Funct.:  
 Location: Rte 97 0.2 Km North Of Route 16 In Prince George

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports.

%POS = Percentage of traffic moving in the positive direction

Seasonal Factor Group: Consistent  
 Daily Factor Group: Consistent  
 Axle Factor Group: Consistent  
 Growth Factor Group: Consistent

Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

	Volume	% AADT	% Pos	Date/Time	Day
1	2,170	10.50	46.70	Dec 22, 2007 12:00	Saturday
2	2,163	10.50	48.90	Dec 13, 2007 16:00	Thursday
3	2,146	10.40	41.80	Dec 22, 2007 14:00	Saturday
4	2,126	10.30	51.50	Feb 13, 2007 16:00	Friday
5	2,098	10.20	50.10	Sep 4, 2007 17:00	Tuesday
28	1,964	9.50	62.90	Oct 26, 2007 16:00	Friday
29	1,961	9.50	46.70	Dec 13, 2007 15:00	Thursday
30	1,956	9.50	57.40	Sep 7, 2007 17:00	Friday
35	1,942	9.40	53.90	Sep 7, 2007 15:00	Friday
40	1,929	9.30	55.00	Dec 18, 2007 16:00	Tuesday
45	1,920	9.30	57.90	Sep 12, 2007 16:00	Wednesday
50	1,909	9.30	54.60	Sep 14, 2007 17:00	Friday
55	1,906	9.20	66.00	Apr 27, 2007 16:00	Friday
60	1,902	9.20	57.20	Sep 17, 2007 16:00	Monday
65	1,897	9.20	52.10	Dec 7, 2007 15:00	Friday
70	1,889	9.20	59.30	Nov 9, 2007 15:00	Friday
75	1,884	9.10	59.20	Dec 17, 2007 16:00	Monday
80	1,876	9.10	46.40	Dec 8, 2007 15:00	Saturday
85	1,873	9.10	59.00	Sep 11, 2007 16:00	Tuesday
90	1,869	9.10	61.90	Nov 16, 2007 16:00	Friday
95	1,862	9.00	51.40	Aug 9, 2007 17:00	Thursday
100	1,860	9.00	61.50	Sep 18, 2007 16:00	Tuesday
200	1,786	8.70	49.30	Sep 10, 2007 15:00	Monday
300	1,736	8.40	45.20	Nov 24, 2007 12:00	Saturday
400	1,700	8.20	51.40	Dec 23, 2007 13:00	Sunday
500	1,659	8.00	67.50	Aug 8, 2007 16:00	Wednesday

The volume during the 4<sup>th</sup> highest hour in 2007 was 10.3% of the roadway AADT.

**Site Layout**

```

      ← Pos 1
      ← Pos 2
      ==
      → Neg 2
      → Neg 1
    
```

### 4.10 Annual Hourly Day of Week Summary Report (AV04)

This report provides a breakdown of the annual average daily traffic during each hour of the week.

#### Prince Rupert 2007 AV04 Report

## British Columbia Ministry of Transportation

### Annual Hourly Day of Week Summary for 2007

**Site Name:** Prince Rupert - P-51-1EW - N, P-51-1EW - S

**County:** Posted Speed = 70 kph

**Funct.:**

**Location:** Route 16 0.3 Km East Of Port Edward Road Approx 10.5 Km East Of Prin

**Site Layout**

← Neg 1

→ Pos 1

**Seasonal Factor Group:** Highly Seasonal

**Daily Factor Group:** Highly Seasonal

**Axle Factor Group:** Highly Seasonal

**Growth Factor Group:** Highly Seasonal

See "Factor Groups" in Glossary

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports.

Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		
	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR
0:00	6	4	2	7	5	2	6	4	2	7	4	3	6	4	2	7	4	3	9	5	4
1:00	5	3	2	3	2	1	3	2	1	3	2	1	4	3	1	5	3	2	6	3	2
2:00	4	3	1	3	2	1	4	3	1	5	3	2	4	4	1	5	4	2	5	4	1
3:00	3	1	1	3	2	2	3	2	1	3	2	1	3	2	1	3	2	1	3	2	1
4:00	4	3	2	7	3	4	3	1	2	5	2	2	5	2	2	5	3	2	4	2	2
17:00	83	59	24	66	41	25	55	33	23	59	35	24	62	34	28	82	43	40	84	56	28
18:00	68	48	20	61	36	25	47	25	22	46	29	17	50	31	19	65	38	27	67	45	22
19:00	54	37	17	43	27	15	38	22	16	33	20	13	36	24	12	49	29	19	49	34	15
20:00	42	30	12	32	22	11	27	15	11	26	16	10	31	21	10	36	24	12	34	24	10
21:00	30	22	8	22	15	7	22	13	9	22	15	7	24	16	8	26	17	9	26	18	9
22:00	23	17	6	17	12	5	16	10	5	16	10	5	16	11	5	21	15	6	20	15	5
23:00	12	8	3	10	6	3	9	6	3	9	6	3	10	7	3	13	9	4	13	9	4
<b>AADW</b>	1,029	543	485	904	471	433	856	431	425	873	442	431	920	467	453	1,076	508	568	1,061	527	533
<b>NDAYS</b>	52	52	52	52	52	52	51	51	51	53	53	53	51	51	51	52	52	52	51	51	51

AADW = Annual Average Day of the Week

NDAYS = Number of Days used to calculate the AADW

53 Wednesdays were counted in 2007

Thursday, Neg Dir, between 21:00 and 22:00, average annual hourly volume is 16

### 4.11 Annual WIM Distribution Report (AW01)

This report provides a detailed breakdown of vehicles by weight class and displays the average annual daily traffic (Num), average ESAL value (Equivalent Standard Axle Load), and the average Gross Vehicle Weight (GVW).

#### Aldergrove WIM 2007 AW01 Report

## BC Ministry of Transportation and Infrastructure

### Annual WIM Distribution for 2007

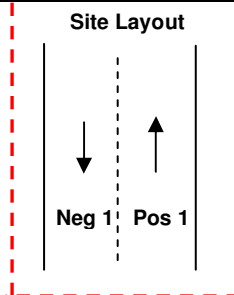
**Site Names:** W-16-15NS  
**County:** Posted Speed = 80 kph  
**Funct.:** Urban Principal Arterial - Other Freeways  
**Location:** Route 13 1.5 Km North Of 0 Avenue And 0.2 Km South Of 8 Avenue in Langley

*'County' does not apply to BCMoT reports. Text field used to display posted speed instead.*

*Vehicle weights for FHWA Vehicles Classes 1 – 3 are no longer recorded*

*'Funct.' does not apply to BCMoT reports.*

**Site Layout**



SU # Axels = Single Unit # Axles  
 MT # Axeks = Multi Unit # Axles

		Motorcycle	Pass.Veh.	PU/SUV	Bus	2Axle6Tire	SU 3 Axle	SU 4+ Axle	ST 4- Axle	ST 5 Axle	ST 6+ Axle	MT 5- Axle	MT 6 Axle	MT 7+	UNCL
<b>Roadway</b>	<b>Num</b>	4	934	335	6	53	29	3	16	89	101	2	2	75	0
	<b>Flex</b>	0.00	0.00	0.00	0.39	0.25	0.71	0.49	0.36	0.62	1.03	2.50	1.14	0.79	0.00
	<b>Rigid</b>	0.00	0.00	0.00	0.45	0.25	1.00	0.74	0.40	0.97	1.97	3.57	1.57	1.31	0.00
	<b>GVW</b>	7.2	7.5	8.4	17.8	16.4	31.4	26.2	24.3	45.9	63.8	55.6	71.3	66.9	
<b>Neg DIR</b>	<b>Num</b>	3	449	163	2	23	14	2	8	39	36	1	1	26	
	<b>Flex</b>	0.00	0.00	0.00	0.33	0.28	0.90	0.60	0.33	0.34	0.91	7.29	0.26	0.63	
	<b>Rigid</b>	0.00	0.00	0.00	0.44	0.28	1.28	0.99	0.37	0.48	1.67	10.03	0.33	1.01	
	<b>GVW</b>	7.4	7.5	8.3	18.7	16.6	33.8	27.7	23.8	38.4	58.7	123.8	48.7	55.1	
<b>Pos DIR</b>	<b>Num</b>	1	486	172	4	31	15	1	8	50	65	1	1	49	
	<b>Flex</b>	0.00	0.00	0.00	0.50	0.22	0.54	0.57	0.40	0.83	1.11	3.19	3.84	0.88	0.00
	<b>Rigid</b>	0.00	0.00	0.00	0.58	0.22	0.74	0.73	0.44	1.34	2.15	5.15	5.43	1.48	
	<b>GVW</b>	7.1	7.5	8.5	18.7	16.2	29.4	35.7	24.9	51.7	66.6	73.2	169.9	72.9	
<b>Neg 1</b>	<b>Num</b>	3	449	163	2	23	14	2	8	39	36	1	1	26	
	<b>Flex</b>	0.00	0.00	0.00	0.33	0.28	0.90	0.60	0.33	0.34	0.91	7.29	0.26	0.63	
	<b>Rigid</b>	0.00	0.00	0.00	0.44	0.28	1.28	0.99	0.37	0.48	1.67	10.03	0.33	1.01	
	<b>GVW</b>	7.4	7.5	8.3	18.7	16.6	33.8	27.7	23.8	38.4	58.7	123.8	48.7	55.1	
<b>Pos 1</b>	<b>Num</b>	1	486	172	4	31	15	1	8	50	65	1	1	49	
	<b>Flex</b>	0.00	0.00	0.00	0.50	0.22	0.54	0.57	0.40	0.83	1.11	3.19	3.84	0.88	
	<b>Rigid</b>	0.00	0.00	0.00	0.58	0.22	0.74	0.73	0.44	1.34	2.15	5.15	5.43	1.48	
	<b>GVW</b>	7.1	7.5	8.5	18.7	16.2	29.4	35.7	24.9	51.7	66.6	73.2	169.9	72.9	

**Num = 1 vehicle / day**  
**Flex = 7.29 \* 18,000 pounds equivalent damage per axle.**  
**Rigid = 10.03 \* 18,000 pounds equivalent damage per axle.**  
**GVW = Gross Vehicle Weight**

**Num:** Daily volume  
**Flex:** asphalt surface  
**Rigid:** concrete surface  
**GVW:** Gross Vehicle Weight (kips)

Flex/Rigid value refers to the equivalent road damage per 18,000 pound axle. (i.e. 0.1 = 0.1 \* 18,000 pounds per axle worth of damage. See section 4.2 for more information on ESAL derivations)

### 4.12 Monthly Class Distribution Report (MC01)

This report provides monthly average daily volume by weight class for a specified month.

#### Osoyoos (WIM) September 2008 MC01 Report

## British Columbia Ministry of Transportation

### Monthly Class Distribution for September 2008

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports.

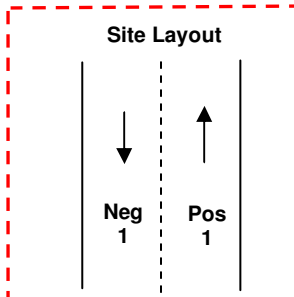
Site Names: Osoyoos (WIM) - W-26-3NS - N, W-26-3NS  
 County: Posted Speed = 80 kph  
 Funct.: Urban Principal Arterial - Other  
 Location: Route 97 0.465 Km North Of Canada-USA Border South Of Osoyoos

	Roadway	Neg DIR	Pos DIR	Neg 1	Pos 1
1	Motorcycle	2	0	2	0
2	Pass.Veh.	1,217	608	609	608
3	PU/SUV	431	215	216	216
4	Bus	4	3	1	3
5	2Axle6Tire	22	11	11	11
6	SU 3 Axle	20	10	10	10
7	SU 4+ Axle	2	1	1	1
8	ST 4 Axle	15	8	7	8
9	ST 5 Axle	67	38	29	38
10	ST 6+ Axle	69	35	35	35
11	MT 5 Axle	1	1	0	1
12	MT 6 Axle	3	2	2	2
13	MT 7+ Axle	16	8	8	8
14	UNCL	159	77	82	77
	Trucks	220	116	104	116
	Combo Trucks	172	91	81	91
	Classified	1,870	939	931	939
	% Unclass	7.83	7.58	8.07	7.58
	Num Days	7	7	7	7
	Total	2,029	1,016	1,016	1,013

Trucks = sum of bins 4 – 13  
 Combo Trucks = sum of bins 8 – 13  
 Classified = number of vehicles that were classified  
 % Unclass = UNCL/ Total  
 Total = total number of vehicles counted

Weight Classes  
 SU # Axels = Single Unit # Axles  
 MT # Axels = Multi Unit # Axles

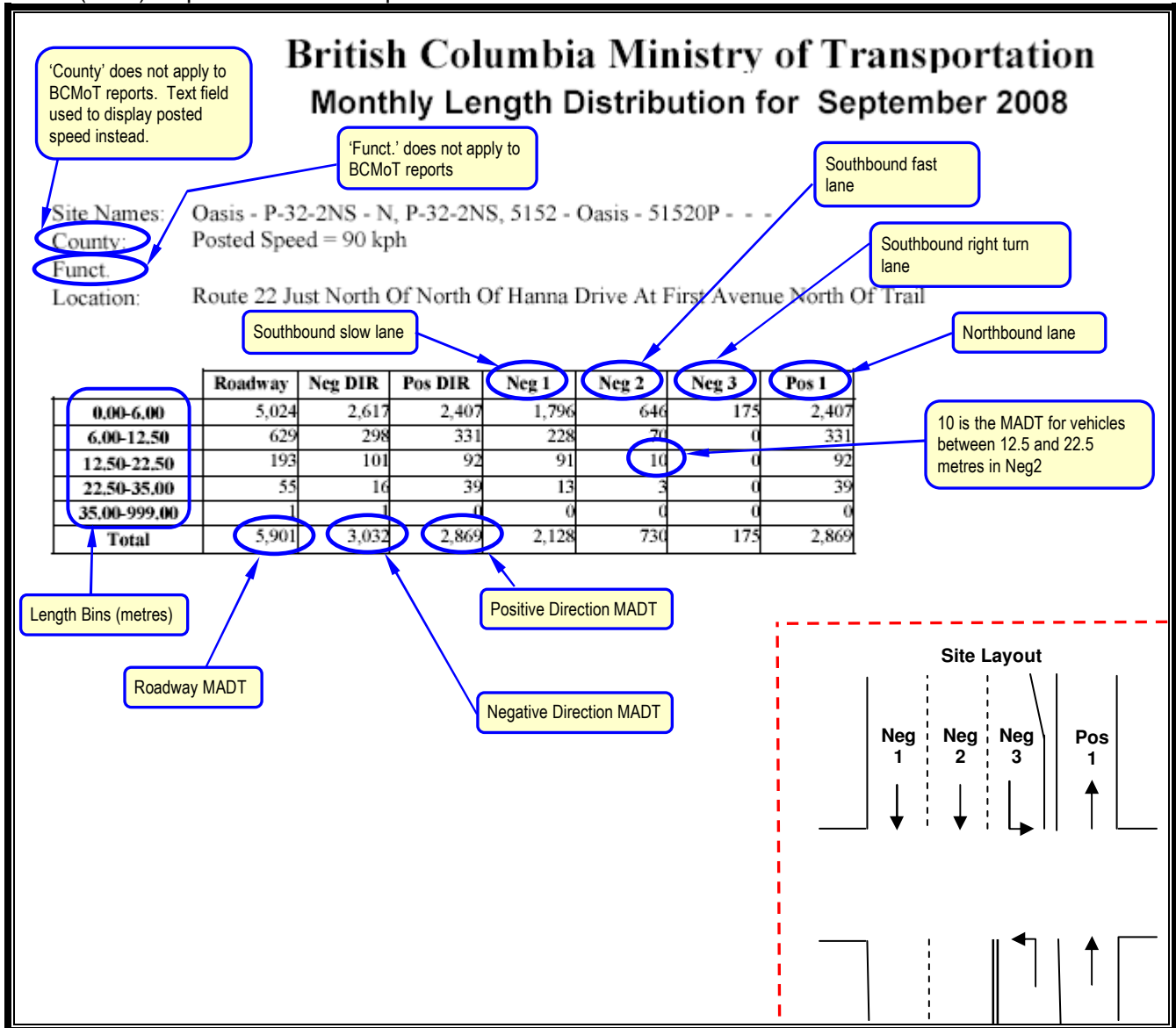
Site Layout



### 4.13 Monthly Length Distribution Report (ML01)

This report provides a breakdown of the monthly average daily vehicle length for each lane, direction, and the overall roadway.

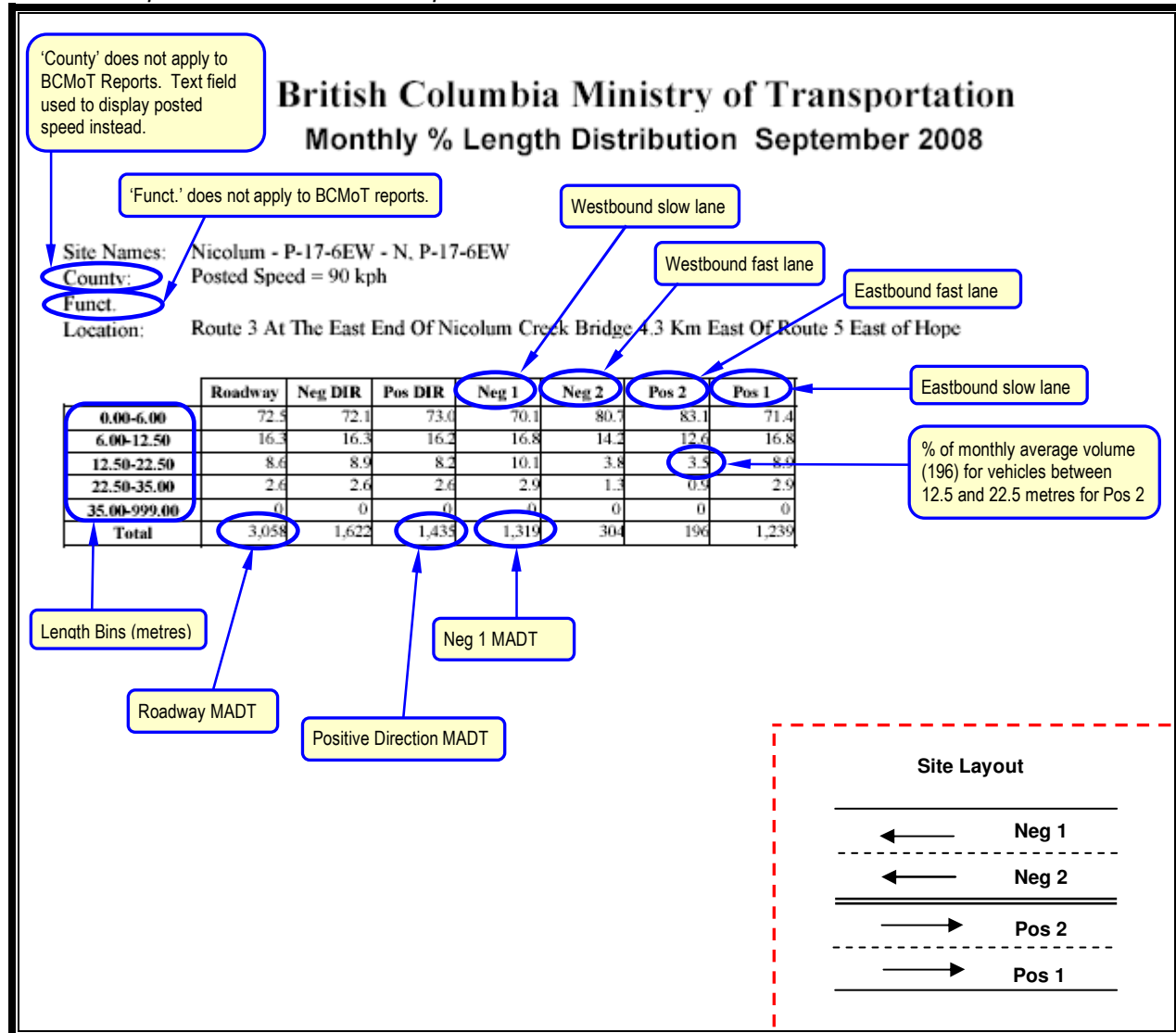
Oasis (WIM) September 2008 Report



### 4.14 Monthly % Length Distribution Report (ML02)

This report provides percentage volume breakdown of the monthly average daily vehicle length percentage per bin for each lane, direction, and the overall roadway.

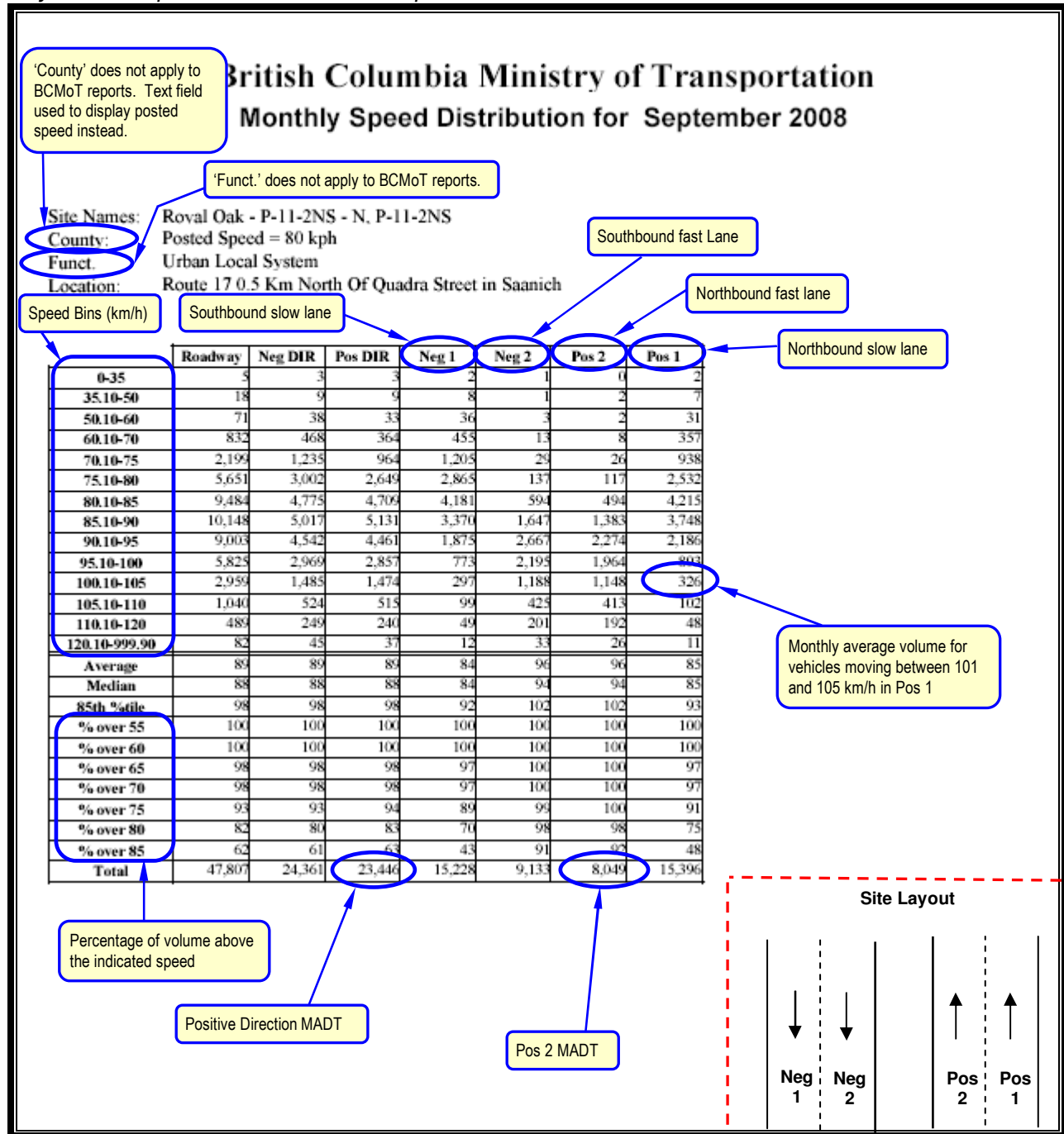
#### Nicolum September 2008 ML02 Report



### 4.15 Monthly Speed Distribution Report (MS01)

This report provides a breakdown of the monthly average daily vehicle speed for each lane, direction, and the overall roadway during a particular month. In addition, the average, median, 85<sup>th</sup> %tile, and % above certain speeds are also provided.

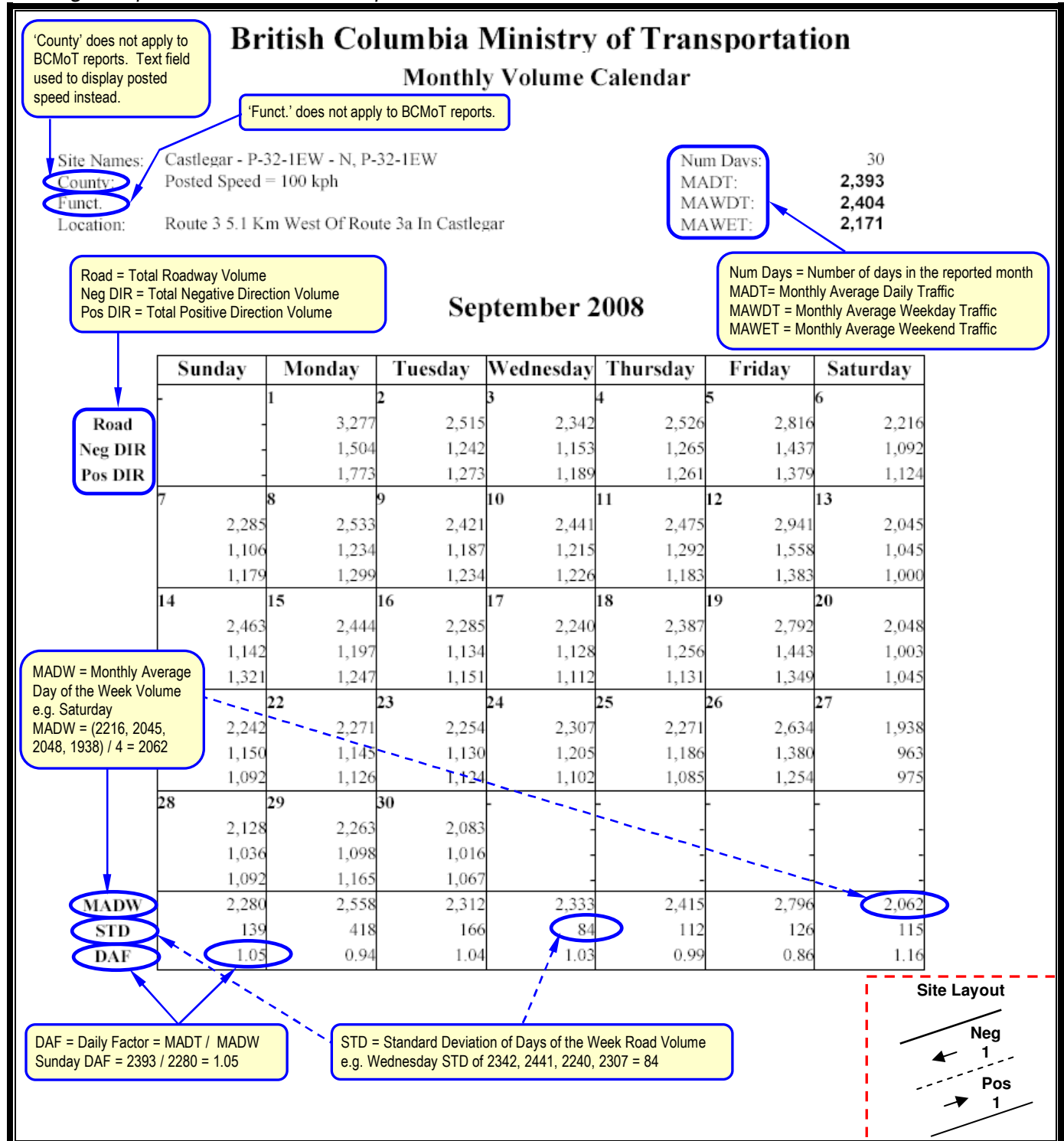
#### Royal Oak September 2008 MS01 Report



### 4.16 Monthly Volume Calendar (MV02)

This report provides a daily roadway traffic breakdown for each day of the month. In addition MADT, MAWDT, and MAWET statistics are displayed. MADW, STD, and DAF statistics are also displayed.

#### Castlegar September 2008 MV02 Report



### 4.17 Monthly Hourly Volume Report (MV03)

This report provides a daily breakdown of hourly traffic for each day of the month. It provides the traffic data for the roadway as well as both directions (Neg DIR, Pos DIR).

#### Cambell River Road September 2008 MV03 Report

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

## British Columbia Ministry of Transportation

### Roadway, Monthly Hourly Volume for September 2008

Site Names: P-63-INS  
 County:    
 Funct.:    
 Location: Route 99 Just South Of 8 Avenue In White Rock

Factor Type: Seasonal

'Funct.' does not apply to BCMoT reports.

Seasonal Factor Group:  
 Daily Factor Group:  
 Axle Factor Group:  
 Growth Factor Group:

Seasonal  
 Seasonal  
 Seasonal

See "Factor Groups" in Glossary

	0:00	1:00	2:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	276	123	65	484	509	503	497	429	478	401	316	301	177	7529
02	111	61	46	323	408	355	370	311	275	233	166	140	90	5528
03	50	34	22	344	372	351	368	336	253	202	205	120	67	5010
04	41	28	15	307	361	376	311	481	336	253	202	172	99	5313
05	50	26	27	421	479	474	481	481	303	392	335	293	304	6266
06	92	56	35	423	403	402	372	303	392	335	293	304	222	6884
07	158	85	71	452	477	438	439	434	396	425	359	404	207	7124
08	66	40	21	340	359	350	385	310	215	234	186	123	89	5368
09	49	27	15	288	322	337	339	258	256	165	178	109	80	4824
10	51	25	16	354	333	399	285	319	231	220	205	144	104	5216
11	52	35	19	380	304	410	368	300	303	224	215	124	102	5286
12	46	32	31	354	473	527	502	423	369	379	321	298	170	6580
13	84	65	33	368	384	338	359	340	371	352	261	266	202	6459
14	133	69	47	427	446	488	508	504	529	471	432	300	154	7175
15	94	45	32	370	311	295	303	267	282	211	183	125	88	4985
16	42	33	16	242	235	310	280	254	260	202	187	117	75	4227
17	49	23	15	243	282	296	307	253	222	221	176	108	92	4435
18	35	24	21	303	359	302	336	319	241	196	176	114	106	4693
19	54	31	21	404	445	421	344	402	349	329	259	147	149	5976
20	83	50	34	418	353	338	375	352	290	314	296	278	232	6567
21	127	124	70	493	454	400	484	490	574	556	355	249	173	7243
22	55	47	31	339	365	324	339	267	218	208	214	125	95	4903
23	51	37	17	267	302	295	277	283	187	197	179	114	79	4187
24	36	23	28	295	294	271	264	273	209	179	155	87	75	4112
25	36	22	14	287	341	293	311	268	216	206	179	149	87	4539
26	57	33	16	392	492	486	433	426	349	314	315	163	144	6266
27	97	61	40	418	436	414	345	352	322	323	363	284	218	6516
28	128	79	37	429	522	525	419	448	476	490	351	341	167	6514
29	64	46	36	310	374	407	355	278	274	226	214	104	80	5278
30	47	19	14	261	349	294	280	293	238	182	151	113	62	4459

Day of the Month

\* Roadway, Pos DIR, and Neg DIR are each displayed on separate pages in MV03 Reports

Daily Traffic Volume Totals

### 4.18 Monthly Hourly Day of Week Summary Report (MV04)

This report provides a monthly breakdown of the average traffic occurring during each hour of the week.

#### Anahim September 2008 MV04 Report

## British Columbia Ministry of Transportation

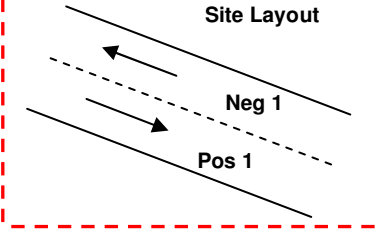
### Monthly Hourly Day of Week Summary for September 2008

**Site Names:** Anahim - P-29-1EW - N, P-29-1EW, 6166 -  
**County:** Posted Speed = 80 kph  
**Funct.:**  
**Location:** Route 20 1.2 Km West Of Anahim Street In Anahim Lake

**Seasonal Factor Group:**  
 Daily Factor Group:  
 Axle Factor Group:  
 Growth Factor Group:

**Highly Seasonal**  
 Highly Seasonal  
 Highly Seasonal

**Site Layout**



**Factors:**

- 'County' does not apply to BCMoT reports. Text field used to display posted speed instead.
- 'Funct.' does not apply to BCMoT reports.
- Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.
- See "Factor Groups" in Glossary

	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday				
	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR	Road	Neg DIR	Pos DIR		
0:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	1	1	0	1	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	7	5	2	10	5	5	10	4	5	7	5	3	8	5	3	12	6	6	8	4	4		
19:00	6	3	3	10	4	5	7	5	2	6	3	2	6	2	4	10	7	3	10	4	6		
20:00	8	5	4	7	4	2	5	2	3	5	3	2	7	4	3	6	3	3	5	1	4		
21:00	4	3	1	4	3	2	3	2	1	4	3	1	3	2	1	4	2	2	6	3	3		
22:00	3	1	2	3	2	1	1	1	0	1	0	1	4	3	1	2	1	1	3	2	1		
23:00	1	1	0	1	1	0	1	1	0	1	0	0	2	1	1	2	1	1	1	1	0		
MADW	180	91	90	218	107	111	188	92	96	193	96	97	189	95	94	203	103	101	170	82	88		
NDAYS	4	4	4	5	5	5	5	5	5	4	4	4	4	4	4	4	4	4	4	4	4		

MADW = Monthly Average Day of Week Volume

NDAYS = Number of Days used to calculate the day of week averages

### 4.19 Monthly WIM Distribution Report (MW01)

This report provides a detailed monthly breakdown of vehicles by weight class, and provides the average volume (Num), average road damage equivalent (Flex, Rigid), and average Gross Vehicle Weight.

#### Tete Jaune September 2008 MW01 Report

**BC Ministry of Transportation and Infrastructure**

**Monthly WIM Distribution for 09/2008**

Site Names: W-23-2EW  
 County: Rural Principal Arterial - Other  
 Funct.: Route 16 Just East Of Tete Jaune Cache I/C  
 Location:

Factor Type: Highly Seasonal

Vehicle weights for FHWA Vehicles  
 Classes 1 – 3 are no longer recorded

SU # Axels = Single Unit # Axles  
 MT # Axeks = Multi Unit # Axles

Neg 1 ←

Pos 2 →

Pos 1 →

	Motorcycle	Pass.Veh.	PU/SUV	Bus	2Axle6Tire	SU 3 Axle	SU 4+ Axle	ST 4- Axle	ST 5 Axle	ST 6+ Axle	MT 5- Axle	MT 6 Axle	MT 7+	UNCL.	
<b>Roadway</b>	Num	0	0	0	21	56	40	12	26	288	232	2	14	181	0
	Flex	0.00	0.00	0.00	0.70	0.27	0.43	0.49	0.39	0.75	1.16	0.69	0.68	1.83	0.00
	Rigid	0.00	0.00	0.00	0.99	0.27	0.57	0.62	0.43	1.19	2.19	0.77	0.94	3.43	0.00
	GVW	0.0	0.0	0.0	29.8	16.7	28.5	31.9	21.1	52.2	69.7	33.5	57.7	90.1	0.0
<b>Neg DIR</b>	Num	0	0	0	14	29	20	6	13	138	116	1	7	90	0
	Flex	0.00	0.00	0.00	0.64	0.27	0.46	0.52	0.38	0.69	1.07	1.65	0.73	1.48	0.00
	Rigid	0.00	0.00	0.00	0.90	0.28	0.61	0.71	0.53	1.09	1.98	1.82	1.06	2.73	0.00
	GVW	0.0	0.0	0.0	26.2	16.4	29.1	32.2	20.4	50.5	66.6	53.1	58.7	82.2	0.0
<b>Pos DIR</b>	Num	0	0	0	7	26	19	6	13	150	116	1	7	91	0
	Flex	0.00	0.00	0.00	0.77	0.26	0.39	0.45	0.43	0.80	1.24	1.30	0.74	2.18	0.00
	Rigid	0.00	0.00	0.00	1.10	0.26	0.53	0.56	0.45	1.29	2.38	1.56	1.00	4.15	0.00
	GVW	0.0	0.0	0.0	35.0	17.0	27.8	30.2	21.8	53.6	72.6	63.4	61.4	98.0	0.0
<b>Neg 1</b>	Num	0	0	0	14	29	20	6	13	138	116	1	7	90	0
	Flex	0.00	0.00	0.00	0.64	0.27	0.46	0.52	0.38	0.69	1.07	1.65	0.73	1.48	0.00
	Rigid	0.00	0.00	0.00	0.90	0.28	0.61	0.71	0.53	1.09	1.98	1.82	1.06	2.73	0.00
	GVW	0.0	0.0	0.0	26.2	16.4	29.1	32.2	20.4	50.5	66.6	53.1	58.7	82.2	0.0
<b>Pos 2</b>	Num	0	0	0	7	21	15	5	8	124	101	1	4	64	0
	Flex	0.00	0.00	0.00	0.72	0.27	0.42	0.43	0.34	0.83	1.23	1.33	0.93	2.21	0.00
	Rigid	0.00	0.00	0.00	1.03	0.26	0.57	0.56	0.36	1.35	2.37	1.63	1.28	4.22	0.00
	GVW	0.0	0.0	0.0	34.8	16.9	28.5	30.8	20.3	54.9	73.0	64.2	66.6	100.0	0.0
<b>Pos 1</b>	Num	0	0	0	1	5	4	1	5	26	15	0	3	27	0
	Flex	0.00	0.00	0.00	2.43	0.24	0.29	1.29	0.57	0.62	1.28	0.00	0.44	2.13	0.00
	Rigid	0.00	0.00	0.00	3.60	0.27	0.39	1.61	0.59	0.98	2.46	0.00	0.55	4.03	0.00
	GVW	0.0	0.0	0.0	75.2	16.4	25.5	47.3	24.3	46.9	69.4	0.0	54.5	93.5	0.0

Flex ESALs are calculated using Servicability=2.5, SN=5. Rigid ESALs use Servicability=2.5, Depth=9

ESAL Variables (see section 4.2 for WIM terminology)

Num: Monthly Average Volume  
 Flex: asphalt surface  
 Rigid: concrete surface  
 GVW: Gross Vehicle Weight (kips)  
 Flex/Rigid value refers to the equivalent road damage per 18,000 pound axle. (i.e.: 0.1 = 0.1\*18,000 pounds per axle worth of damage.)

Num = 1 vehicle / day  
 Flex = 1.65\*18,000 pounds equivalent damage per axle.  
 Rigid = 1.82\*18,000 pounds equivalent damage per axle.  
 GVW = Gross Vehicle Weight

## 4.20 Daily Count Class Distribution Report (DC01)

This report provides daily volumes by weight class.

*Pacific Crossing (WIM) October 10<sup>th</sup> 2008 DC01 Report*

### British Columbia Ministry of Transportation

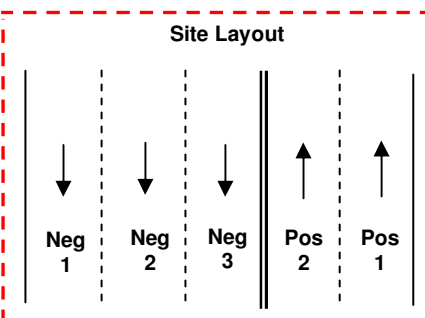
#### Count Class Distribution for 10/10/2008 through 10/10/2008 (24 hours)

Site Names: W-65-1NS  
 County: Posted Speed = 70 kph  
 Funct.: Urban Principal Arterial - Other  
 Location: Route 15 0.5 Km South Of 8 Avenue In Surrey

Seasonal Factor Group: Consistent  
 Daily Factor Group: Consistent  
 Axle Factor Group: Consistent  
 Growth Factor Group: Consistent

Roadway	Neg DIR	Pos DIR	Neg 1	Neg 2	Neg 3	Pos 2	Pos 1
Motorcycle	14	8	6	3	2	3	4
Pass.Veh.	10,182	4,825	5,357	291	1,665	2,869	3,679
PU/SUV	1,975	1,031	944	374	312	345	592
Bus	42	18	24	0	18	0	14
2Axle6Tire	175	85	90	29	35	21	45
SU 3 Axle	133	58	75	25	27	6	22
SU 4+ Axle	5	3	2	1	1	1	1
ST 4- Axle	37	20	17	5	9	6	10
ST 5 Axle	677	172	505	60	109	3	294
ST 6+ Axle	360	136	224	63	72	1	146
MT 5- Axle	26	12	14	2	8	2	10
MT 6 Axle	65	49	16	41	8	0	6
MT 7+ Axle	141	54	87	32	22	0	48
UNCL	1,380	838	542	145	573	120	162
Trucks	1,061	607	1,054	258	309	40	596
Combo Trucks	1,306	443	863	203	228	12	514
Classified	13,832	6,471	7,361	926	2,288	3,257	4,871
% Unclass	0.09	0.11	0.07	0.14	0.20	0.04	0.03
Total	15,212	7,309	7,903	1,071	2,861	3,377	2,870

**Site Layout**



**Weight Classes**  
 SU # Axles = Single Unit # Axles  
 MT # Axles = Multi Unit # Axles

Trucks = sum of bins 4 – 13  
 Combo Trucks = sum of bins 8 – 13  
 Classified = number of vehicles that were classified  
 % Unclass = UNCL/ Total  
 Total = total number of vehicles counted

Neg 1: Southbound slow lane  
 Neg 2: Southbound middle lane  
 Neg 3: Southbound fast lane  
 Pos 2: Northbound fast lane  
 Pos 1: Northbound slow lane

Total daily volume of single trailers with 5 axles in Pos 1: 211

Total daily volume of Multi 7+ Axle Trailers in the Positive Direction: 380

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports.

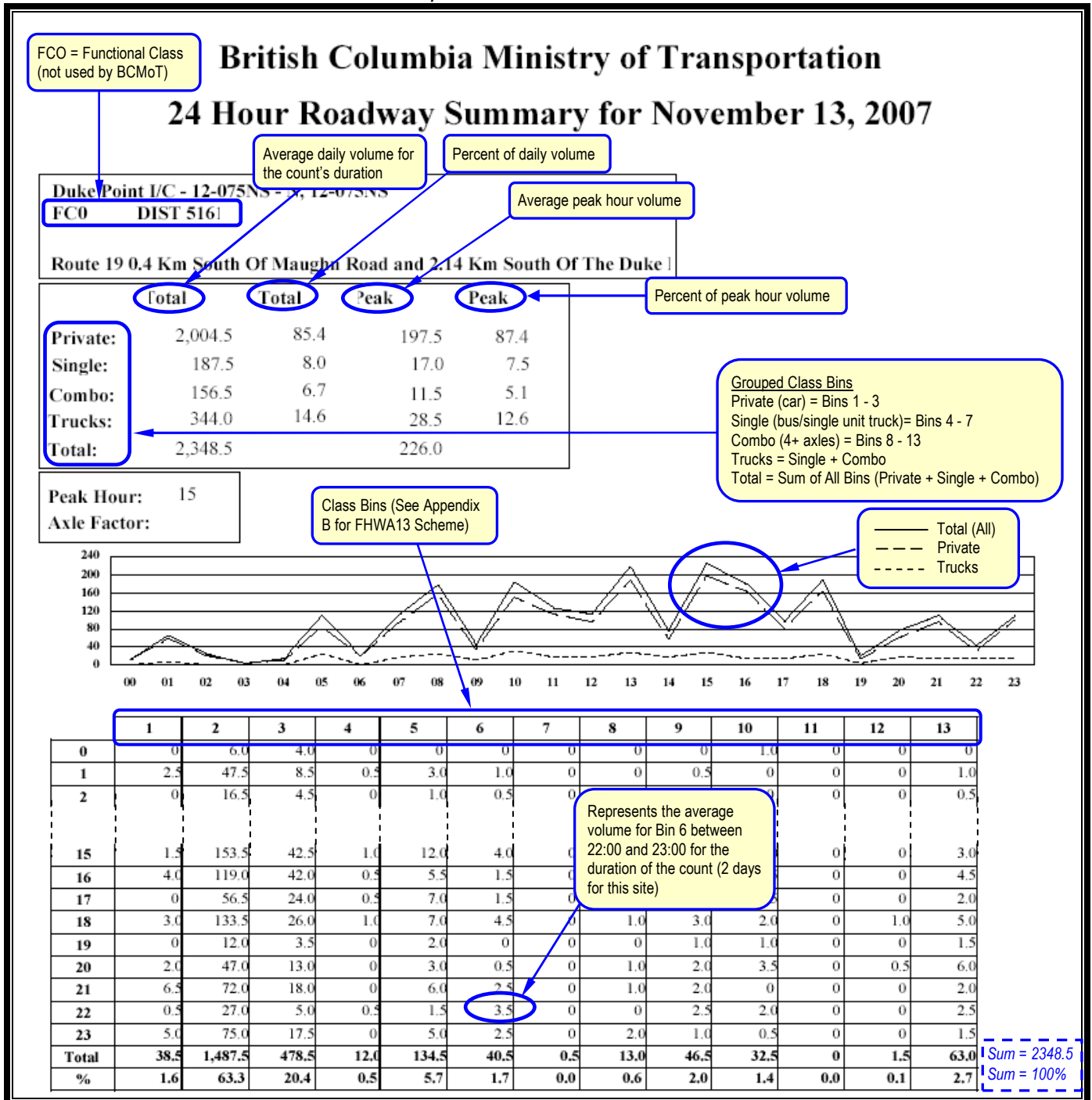
Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

See "Factor Groups" in Glossary

### 4.21 Daily 24 Hour Roadway Summary Report (DC11)

This report provides a volume/class breakdown for short count sites where class data is available (collected with hoses). The report displays the 24 hour averages over the duration of the count (i.e. if the count was 3 days, each bin hour is the average of 3 hourly volumes). The data displayed is not factored. Further, the data is reported by combining similar bin types into three categories, Private, Single, and Combo.

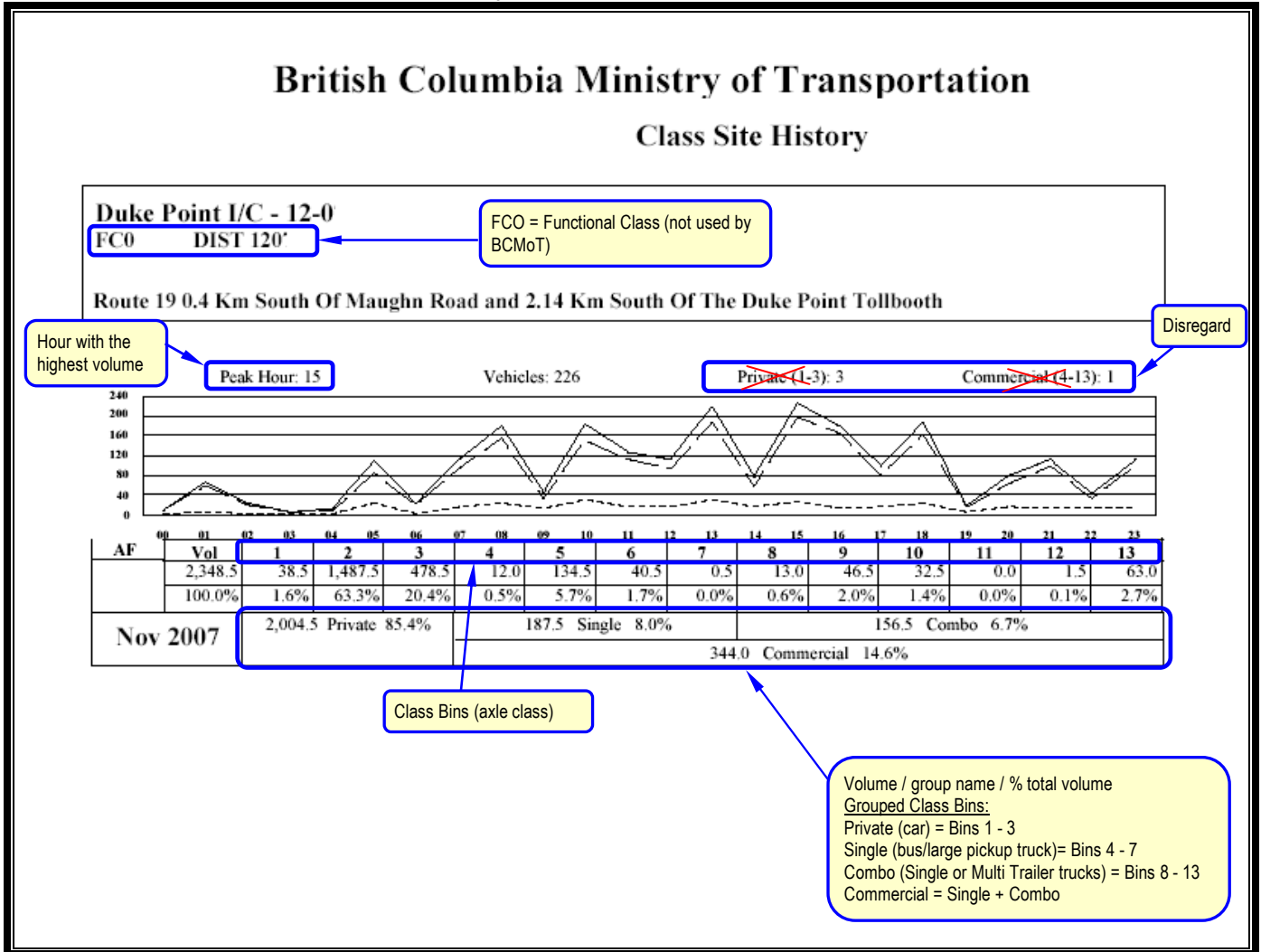
#### Duke Point November 13<sup>th</sup> 2007 DC11 Report



### 4.22 Daily Class Site History Report (DC12)

This report provides a volume/class breakdown for short count sites where class data is available (loops in road). The report states the data is for 24 hours, however the data is actually the hours averaged over the duration of the count (i.e. if the count was 3 days, each bin hour is the average of 3 hourly volumes). Further, the data is reported by combining similar bin types into three categories, Private, Single, and Combo.

Duke Point November 13<sup>th</sup> 2007 DC12 Report



### 4.23 Daily Length Distribution Report (DL01)

This report provides a breakdown of the daily average vehicle length for each lane, direction, and the overall roadway.

*Prophet River October 28th 2008 DL01 Report (Alaska Highway Station)*

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

See "Factor Groups" in Glossary

**Ministry of Transportation and Infrastructure**  
**Daily Length Distribution for 10/28/2008 through 10/28/2008**

Site Names: Prophet River - P-44-3NS - N, P-44-3NS  
 Posted Speed = 100 kph  
 Location: Route 97, 1.1 Km North of the Adsette Creek Bridge, 2.2 Km North of Pr

Southbound lane

Northbound lane

Seasonal Factor Group: Seasonal  
 Daily Factor Group: Seasonal  
 Axle Factor Group: Seasonal  
 Growth Factor Group: Seasonal

	Roadway	Neg DIR	Pos DIR	Neg 1	Pos 1
0-6	415	192	223	192	223
6-12.50	86	48	37	48	37
12.50-22.50	165	68	97	68	97
22.50-35	42	16	26	16	26
35-999	0	0	0	0	0
<b>Total</b>	<b>708</b>	<b>325</b>	<b>383</b>	<b>325</b>	<b>383</b>

Length Bins (metres)

Total average daily traffic volume

Total daily negative direction (southbound) traffic volume

**Site Layout**

↓

Neg 1

↑

Pos 1

Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

### 4.24 Daily Speed Distribution Report (DS01)

This report displays traffic volume within speed bins based for a single day.

#### Armstrong October 28th 2008 DS01 Report

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports.

See "Factor Groups" in Glossary

## British Columbia Ministry of Transportation

### Daily Speed Distribution for 10/28/2008 through 10/28/2008

**Site Names:** Armstrong - P-24-INS - N, P-24-INS  
**County:**  
**Funct.:**  
**Location:** Route 97a 4.0 Km North Of The North Access To Armstrong  
**Posted Speed =** 90 kph

Speed Bins (km/h)

Southbound Lane

Northbound Lane

Speed Bins (km/h)	Roadway	Neg DIR	Pos DIR	Neg 1	Pos 1
0-35		0	0	0	0
35.10-50		0	0	0	0
50.10-60		1	1	0	1
60.10-70		14	1	13	13
70.10-75		29	4	25	25
75.10-80		197	81	116	81
80.10-85		690	233	457	233
85.10-90		1,924	960	964	960
90.10-95		2,943	1,323	1,620	1,323
95.10-100		2,273	1,317	956	1,317
100.10-105		1,195	723	472	723
105.10-110		339	234	105	234
110.10-120		246	123	123	123
120.10-999.90		80	32	48	32
Average		97.6	97.8	97.5	97.8
Median		93.6	94.7	92.7	94.7
85th %tile		101.6	102.5	100.1	102.5
% over 55		100.0	100.0	100.0	100.0
% over 60		100.0	100.0	100.0	100.0
% over 65		99.8	100.0	99.7	100.0
% over 70		99.8	100.0	99.7	100.0
% over 75		99.6	99.9	99.2	99.9
% over 85		90.6	93.6	87.5	93.6
Total		9,931	5,032	4,899	4,899

**Factor Groups:**  
 Seasonal Factor Group: Seasonal  
 Daily Factor Group: Seasonal  
 Axle Factor Group: Seasonal  
 Growth Factor Group: Seasonal

Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

Daily volume for vehicles moving between 100.1 and 105 km/h in Pos 1

Total Pos 1 (northbound) volume

Percentage of volume above the listed speed

Total positive direction (northbound) volume

**Site Layout**

↓  
Neg 1

↑  
Pos 1

### 4.25 Daily Volume Summary Report (DV01)

This report provides a summary of the total daily volumes and the daily volumes for each lane from data collected over a one-day period.

*Armstrong, Bradner Road, Burnside, September 1 – September 5, 2008 DV01 Report*

## British Columbia Ministry of Transportation

### Daily Volume Summary

Date (range can be queried)

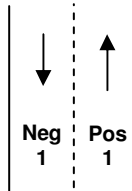
South / Westbound Lanes

North / Eastbound Lanes

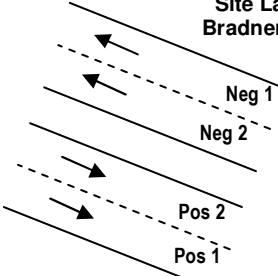
		Roadway	Neg Dir	Pos Dir	Neg 1	Neg 2	Pos 2	Pos 1
Armstrong - P-24-1NS - N	09/01/2008	cont.	12,812	5,972	6,840	5,972		6,840
	09/02/2008	cont.	12,349	5,968	6,381	5,968		6,381
	09/03/2008	cont.	11,461	5,742	5,719	5,742		5,719
	09/04/2008	cont.	11,904	5,962	5,942	5,962		5,942
	09/05/2008	cont.	12,872	6,384	6,488	6,384		6,488
Bradner Road - P-17-4EW - N	09/01/2008	cont.	63,300	36,674	26,626	16,294	20,380	13,041
	09/02/2008	cont.	73,554	37,330	36,224	16,392	20,938	20,058
	09/03/2008	cont.	73,509	36,810	36,699	15,996	20,814	20,449
	09/04/2008	cont.	75,733	37,826	37,907	16,273	21,553	21,195
	09/05/2008	cont.	81,368	39,717	41,651	16,909	22,808	23,827
Burnside - P-11-55 - P	09/01/2008	cont.	7,629		7,629			7,629
	09/02/2008	cont.	10,706		10,706			10,706
	09/03/2008	cont.	10,862		10,862			10,862
	09/04/2008	cont.	11,193		11,193			11,193
	09/05/2008	cont.	11,560		11,560			11,560

Sites (single or multiple sites can be queried)

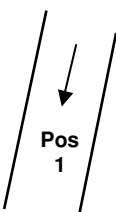
**Site Layout Armstrong**



**Site Layout Bradner Road**



**Site Layout Burnside**



### 4.26 Daily Volume Report (DV03)

This report provides hourly volumes for short count traffic data. Statistics are generated and displayed below the volumes, as well as the AADT which is generated from the factor groups.

#### Goldstream Avenue South, October 26<sup>th</sup> – October 30<sup>th</sup>, 2008 DV03 Report

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

## British Columbia Ministry of Transportation

### Daily Volume from 10/26/2008 through 10/30/2008

See "Factor Groups" in Glossary

Site Names: 11-0475  
 County:   Posted Speed = 80 kph  
 Funct.:   'Funct.' does not apply to BCMoT reports.

Location: Route 1 Sb 0.2 Km South Of Route 1A (Goldstream Avenue) In Langford

Seasonal Factor Type: Consistent  
 Daily Factor Type: Consistent  
 Axle Factor Type: Consistent  
 Growth Factor Type: Consistent

Displays Hourly Data in Weekly Table. Only 5 days of data was counted

	10/26/2008			10/27/2008			10/28/2008			10/29/2008			10/30/2008			10/31/2008			11/01/2008		
	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos
00:00	104		104	52		52	31		31	41		41	38		38						
01:00	46		46	39		39	38		38	31		31	20		20						
14:00	1,075		1,075	723		723	699		699	680		680	692		692						
15:00	1,192		1,192	764		764	706		706	718		718	684		684						
16:00	1,261		1,261	797		797	747		747	783		783	723		723						
17:00	998		998	682		682	711		711	710		710	699		699						
18:00	805		805	520		520	542		542	554		554	495		495						
19:00	649		649	270		270	322		322	316		316	345		345						
20:00	522		522	205		205	243		243	247		247	235		235						
21:00	329		329	166		166	177		177	198		198	185		185						
22:00	219		219	114		114	132		132	140		140	134		134						
23:00	71		71	72		72	80		80	74		74	75		75						
Volume	11,998		11,998	11,752		11,752	11,884		11,884	11,790		11,790	11,635		11,635						
AM Peak Vol	811		811	1,446		1,446	1,501		1,501	1,446		1,446	1,446		1,446						
AM Peak Fct	0.89		0.89	0.92		0.92	0.89		0.89	0.94		0.94	0.90		0.90						
AM Peak Hr	11:00		11:00	6:45		6:45	6:30		6:30	6:45		6:45	6:30		6:30						
PM Peak Vol	1,261		1,261	832		832	766		766	791		791	747		747						
PM Peak Fct	0.94		0.94	0.94		0.94	0.92		0.92	0.95		0.95	0.93		0.93						
PM Peak Hr	16:00		16:00	15:45		15:45	15:45		15:45	16:15		16:15	15:30		15:30						
Seasonal Fct	1.003		1.003	1.003		1.003	1.003		1.003	1.003		1.003	1.003		1.003						
Daily Fct	1.238		1.238	1.026		1.026	0.972		0.972	0.969		0.969	0.944		0.944						
Axle Fct	0.500		0.500	0.500		0.500	0.500		0.500	0.500		0.500	0.500		0.500						
Pulse Fct	2.000		2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000		2.000						

AADT = Annual Average Daily Traffic

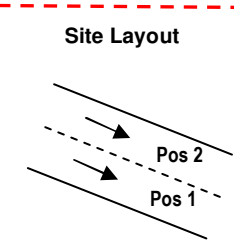
ROAD AADT 12,211

NEG AADT 0

POS AADT 12,211

DV03: Page 1 of 1

**Site Layout**



Traffic data from permanent count sites is used to generate adjustment factors for different traffic patterns. Factors are then applied to short count sites to generate summary statistics. BCMoT does not use axle or growth factors.

AM / PM Peak Volume = sum of the greatest four consecutive intervals.  
 AM / PM Peak Factor = See Detailed Calculation in Appendix (pg 41 text)  
 AM / PM Peak Hour = When the first of the four greatest interval occurred.

No negative direction traffic for this site

### 4.27 Daily Short Count Volume Report (DV03S)

Report provides the total hourly and daily volumes for each traffic direction and the entire roadway. The AADT value displayed at the bottom is determined by factoring the average AADT from the count period.

#### Paul Lake Road, June 16th – June 19th, 2007 DV03S Report

'County' does not apply to BCMoT reports. Text field used to display posted speed instead.

'Funct.' does not apply to BCMoT reports.

Site Names: Paul Lake Road - 21-002NS - N, 21-002NS  
County:   
Funct.:   
Location: Route 5 0.4 Km North Of Paul Lake Road In Kamloops  
Posted Speed = 80 kph

## British Columbia Ministry of Transportation

### Daily Volume from 07/16/2007 through 07/19/2007

Seasonal Factor Type: Consistent  
Daily Factor Type: Consistent  
Axle Factor Type: Consistent  
Growth Factor Type: Consistent

See "Factor Groups" in Glossary

Displays Hourly Data in a Weekly Table. Only 2.5 days of data is available from this Short Count Site

	07/15/2007			07/16/2007			07/17/2007			07/18/2007			07/19/2007			07/20/2007			07/21/2007		
	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos	Road	Neg	Pos
00:00							108	45	63	124	54	70									
01:00							88	36	52	73	33	40									
02:00																					
03:00																					
04:00																					
05:00																					
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14:00																					
15:00																					
16:00																					
17:00																					
18:00																					
19:00																					
20:00																					
21:00																					
22:00																					
23:00																					
Volume							752	351	401	12,804	6,380	6,424	12,597	6,331	6,266	100	36	64			
AM Peak Vol																					
AM Peak Fct																					
AM Peak Hr																					
PM Peak Vol																					
PM Peak Fct																					
PM Peak Hr																					
Seasonal Fct							0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929			
Daily Fct							1.024	1.024	1.024	0.972	0.972	0.972	0.965	0.965	0.965	0.941	0.941	0.941			
Axle Fct							0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500			
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

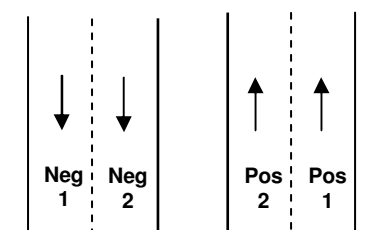
AADT = Annual Average Daily Traffic

ROAD AADT 11,437

NEG AADT 5,727

POS AADT 5,710

**Site Layout**



### 4.28 Daily WIM Distribution (DW01)

This report provides volume, and ESAL (Equivalent Standard Axle Load) values which indicate road damage. Average Gross Vehicle Weight is also displayed.

Huntington, November 11<sup>th</sup>, 2008 DW01 Report

**BC Ministry of Transportation and Infrastructure**

**Daily WIM Distribution for 11/11/2008 to 11/11/2008**

Site Names: **W-17-7NS**

County: **Posted Speed = 50 kph**

Func: **Urban Principal Arterial - Other Freeways**

Location: **Route 11 0.8 Km South Of Vye Road in Abbotsford**

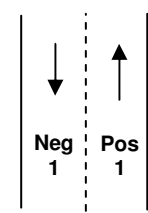
Vehicle weights for FHWA Vehicles  
Classes 1 – 3 are no longer recorded

SU # Axles = Single Unit # Axles  
ST # Axles = Single Trailer # Axles  
MT # Axles = Multi Trailer # Axles

		Motorcycle	Pass.Veh.	PU/SUV	Bus	2Axle6Tire	SU 3 Axle	SU 4+ Axle	ST 4- Axle	ST 5 Axle	ST 6+ Axle	MT 5- Axle	MT 6 Axle	MT 7+	UNCL
Roadway	Num	0	0	0	13	16	30	2	12	137	104	0	3	99	0
	Flex	0.00	0.00	0.00	0.53	0.17	0.95	0.38	0.18	0.95	0.94	0.00	0.43	1.27	0.00
	Rigid	0.00	0.00	0.00	0.75	0.16	1.32	0.64	0.23	1.52	1.76	0.00	0.57	2.29	0.00
	GVW	0.0	0.0	0.0	27.7	16.9	28.9	37.5	23.0	55.4	61.5	0.0	42.5	74.8	0.0
Neg DIR	Num	0	0	0	5	9	16	1	8	95	54	0	2	52	0
	Flex	0.00	0.00	0.00	0.72	0.20	1.12	0.09	0.24	0.85	0.98	0.00	0.06	1.48	0.00
	Rigid	0.00	0.00	0.00	1.02	0.19	1.74	0.08	0.31	1.36	1.84	0.00	0.06	2.77	0.00
	GVW	0.0	0.0	0.0	37.5	17.5	30.0	22.5	25.1	53.6	62.1	0.0	27.0	77.8	0.0
Pos DIR	Num	0	0	0	8	7	14	1	4	42	50	0	1	47	0
	Flex	0.00	0.00	0.00	0.42	0.13	0.76	0.68	0.04	1.18	0.90	0.00	1.17	1.04	0.00
	Rigid	0.00	0.00	0.00	0.58	0.12	0.82	1.19	0.06	1.86	1.68	0.00	1.60	1.77	0.00
	GVW	0.0	0.0	0.0	21.6	16.1	27.6	52.5	18.8	59.6	60.8	0.0	73.5	71.5	0.0
Neg 1	Num	0	0	0	5	9	16	1	8	95	54	0	2	52	0
	Flex	0.00	0.00	0.00	0.72	0.20	1.12	0.09	0.24	0.85	0.98	0.00	0.06	1.48	0.00
	Rigid	0.00	0.00	0.00	1.02	0.19	1.74	0.08	0.31	1.36	1.84	0.00	0.06	2.77	0.00
	GVW	0.0	0.0	0.0	37.5	17.5	30.0	22.5	25.1	53.6	62.1	0.0	27.0	77.8	0.0
Pos 1	Num	0	0	0	8	7	14	1	4	42	50	0	1	47	0
	Flex	0.00	0.00	0.00	0.42	0.13	0.76	0.68	0.04	1.18	0.90	0.00	1.17	1.04	0.00
	Rigid	0.00	0.00	0.00	0.58	0.12	0.82	1.19	0.06	1.86	1.68	0.00	1.60	1.77	0.00
	GVW	0.0	0.0	0.0	21.6	16.1	27.6	52.5	18.8	59.6	60.8	0.0	73.5	71.5	0.0

Num: Daily volume  
 Flex: asphalt surface  
 Rigid: concrete surface  
 GVW: Gross Vehicle Weight (kips)  
 Flex/Rigid value refers to the equivalent road damage per 18,000 pound axle. (i.e.: 0.1 = 0.1\*18,000 pounds per axle worth of damage.)

**Site Layout**



Flex ESALs are calculated using Servicability=2.5, SN=5. Rigid ESALs use Servicability=2.5, Depth=9

See Section 4.2 for WIM Terminology

### 4.29 Daily WIM Vehicle Violations (DW10)

This report displays individual vehicle violations, along with vehicle class, gross vehicle weight (GVW), and axle weight distribution. This report is currently not published by the BCMoT.

Royal Oak WIM test, November 11<sup>th</sup>, 2008 DW10 Report

## British Columbia Ministry of Transportation

### Violations

Station: Royal Oak WIM Test    in Posted Speed = 80 kph    Roadway

Truck # / Date (YYYY/MM/DD) / Time		Axle Class
------------------------------------	--	------------

Trk No	24 @ 2007/11/28 03:23:05	Axles: 3	Class: 6
--------	--------------------------	----------	----------

0---00	21.219.8	GVW: 41.1	GVW = Gross Vehicle Weight (units = kips, where 1 kip = 1000 pounds)
--------	----------	-----------	--

Truck Axles Layout & Axle Weight Distribution	Trk No	31 @ 2007/11/28 04:13:33	Axles: 6	Class: 10
---	--------	--------------------------	----------	-----------

0---0-----0---0---00	9.9	44.8	42.8	GVW: 97.5
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Trk No	32 @ 2007/11/28 04:22:18	Axles: 5	Class: 9
--------	--------------------------	----------	----------

0-0-----0--00	9.5	35.5	20.0	GVW: 65.0
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Trk No	34 @ 2007/11/28 04:31:31	Axles: 3	Class: 8
--------	--------------------------	----------	----------

0-----00	7.2	20.7	13.5	GVW: 41.4
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Trk No	38 @ 2007/11/28 04:37:09	Axles: 3	Class: 6
--------	--------------------------	----------	----------

0---00	22.3	18.7	GVW: 41.0
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### 4.30 Daily Violations by Vehicle Class by Hour of Day (DW11)

This report displays hourly vehicle violations by vehicle class, gross vehicle weight (GVW), and axle weight distribution. This report is currently not published by the BCMoT.

Osoyoos (WIM), November 28<sup>th</sup>, 2008 DW11 Report

## British Columbia Ministry of Transportation

### Violations by Vehicle Class by Hour of Day

Station: Osoyoos (WIM) 97 in Posted Speed = 80 kph Roadway

Start Datetime: 11/28/2007 0:00 End Datetime: 11/29/2007 0:00

Hour	Gross Weight Violations						Bridge and Axle						Total Vehicles						
	SU	8	9	10	Multi	Total	SU	8	9	10	Multi	Total	SU	8	9	10	Multi	Total	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	3	5
6	0	0	0	1	0	1	2	0	0	1	0	3	3	0	3	3	0	9	
7	0	0	0	2	0	2	0	0	0	0	0	0	2	0	5	5	2	14	
8	0	0	0	1	0	1	0	0	0	1	0	1	4	0	7	6	0	17	
9	0	0	0	2	0	2	0	0	0	0	0	0	7	2	4	8	0	21	
10	0	0	0	2	0	2	0	0	0	1	0	1	3	1	5	4	0	13	
11	0	0	0	2	2	4	0	0	0	1	0	1	2	1	10	2	2	17	
12	0	0	0	3	1	4	0	0	0	3	0	3	1	1	14	6	4	26	
13	0	0	2	3	0	5	0	0	3	1	0	4	3	1	8	10	1	23	
14	0	0	0	2	1	3	0	0	0	1	0	1	0	0	13	5	3	21	
15	0	0	0	0	2	2	0	0	0	0	1	1	2	2	8	2	2	16	
16	0	0	0	2	1	3	0	0	0	2	0	2	1	1	1	5	2	10	
17	0	0	0	1	1	2	0	0	0	0	0	0	1	0	4	3	1	9	
18	0	0	0	4	0	4	0	0	3	3	0	6	0	0	10	7	0	17	
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	
20	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	
21	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	5	
22	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2	3	0	5	
23	0	0	0	0	0	0	0	1	0	0	0	1	0	1	3	1	0	5	
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	2	27	10	39	2	1	6	15	1	25	30	10	110	80	21	<b>251</b>	

**Violation Parameters**

Maximum Legal Limit: 85.0 kips  
 Gross Violations allow 5.00% error for WIM and 1500.0 lbs. allowance  
 Bridge Violations allow 5.00% error for WIM and 1500.0 lbs. allowance  
 Legend: SU Single-Unit trucks (classes 5-7)  
 Class 8: Tractor-Trailer, 4 axles or less  
 Class 9: Tractor-Trailer, 5 axles (18-wheeler)  
 Class 10: Tractor-Trailer, 6 axles or more  
 Multi Multi-trailer trucks (classes 11-13)

## APPENDIX A – FIGURES

Figure A.1 – Roadway Configuration, where the Site covers both directions of travel

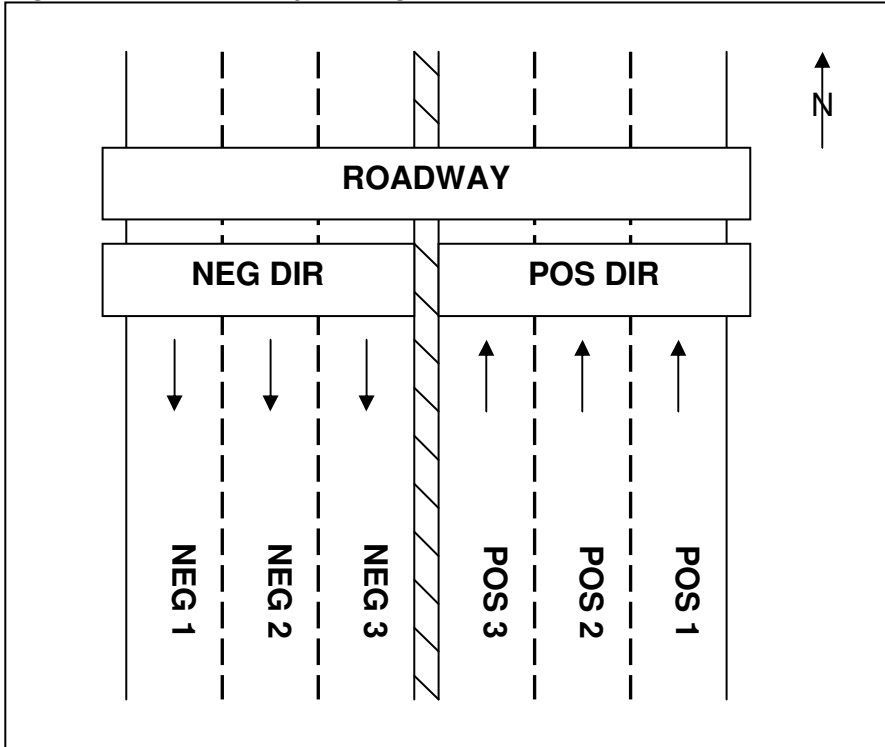
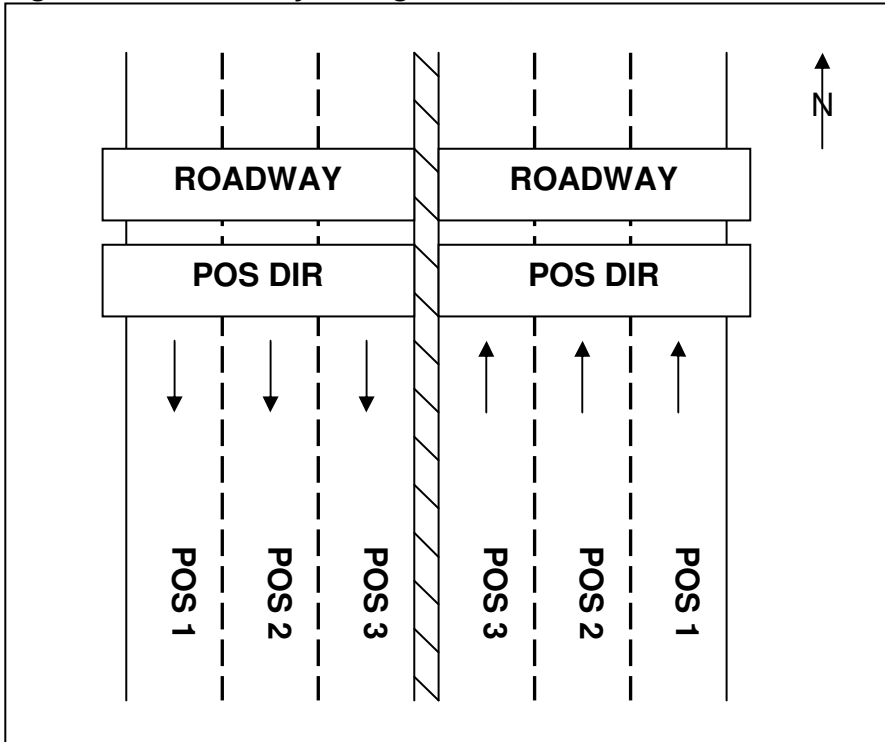
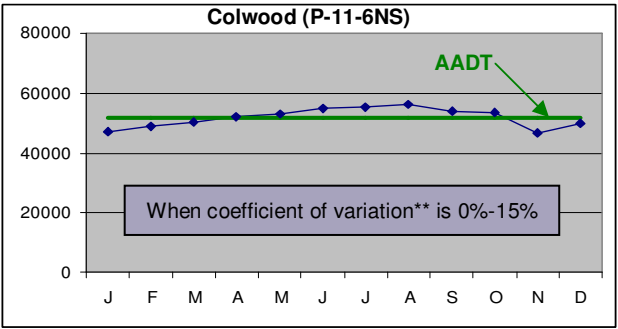
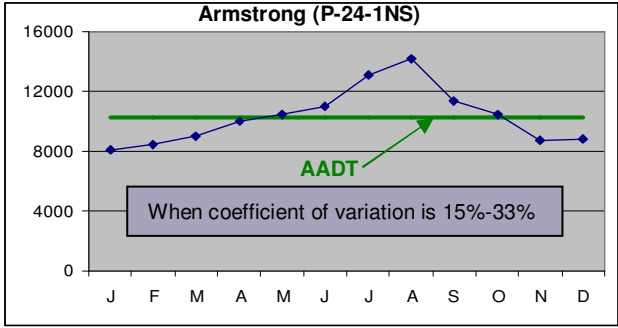
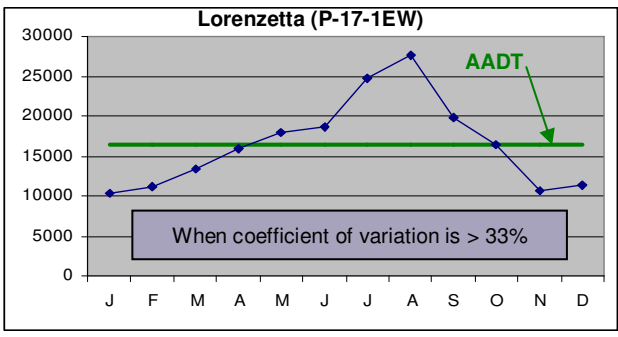


Figure A.2 – Roadway Configuration, where Sites cover each direction of travel separately



**Figure A.3 – Factor Groups**

 <p><b>Colwood (P-11-6NS)</b></p> <p>When coefficient of variation** is 0%-15%</p>	<p><b>Consistent Factor Group</b></p> <ul style="list-style-type: none"> <li>➤ Traffic volumes are consistent throughout the year;</li> <li>➤ High proportions of commuter traffic predominate at the site;</li> <li>➤ Traffic volumes tend to be higher on weekdays than weekend days;</li> <li>➤ Significant peaking in traffic volumes in the morning and evening during the week;</li> <li>➤ Common in and adjacent to urban areas.</li> </ul>
 <p><b>Armstrong (P-24-1NS)</b></p> <p>When coefficient of variation is 15%-33%</p>	<p><b>Seasonal Factor Group</b></p> <ul style="list-style-type: none"> <li>➤ Traffic volumes tend to increase in the summer months;</li> <li>➤ Characterized by low to moderate proportions of commuter traffic and increasing pass-through and recreational traffic;</li> <li>➤ Some peaking in traffic volumes in the morning and evening during the week but does not predominate;</li> <li>➤ Common in rural areas.</li> </ul>
 <p><b>Lorenzetta (P-17-1EW)</b></p> <p>When coefficient of variation is &gt; 33%</p>	<p><b>Highly Seasonal Factor Group</b></p> <ul style="list-style-type: none"> <li>➤ Traffic volumes are highly variable over the course of the year, with summer volumes typically well over 2.5x winter levels;</li> <li>➤ Characterized by substantially higher proportions of recreational and pass-through traffic in the summer;</li> <li>➤ Traffic volumes can be higher on weekend days than weekdays;</li> <li>➤ Common near summer recreational areas and on tourist routes.</li> </ul>