

# JOINT TRANSPORTATION RESEARCH PROGRAM

INDIANA DEPARTMENT OF TRANSPORTATION  
AND PURDUE UNIVERSITY



## Truck Traffic and Load Spectra of Indiana Roadways for the Mechanistic- Empirical Pavement Design Guide



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## RECOMMENDED CITATION

Bao, J., Hu, X., Peng, C., Jiang, Y., Li, S., & Nantung, T. (2020). *Truck traffic and load spectra of Indiana roadways for the mechanistic-empirical pavement design guide* (Joint Transportation Research Program Publication No. FHWA/IN/JTRP-2020/21). West Lafayette, IN: Purdue University. <https://doi.org/10.5703/1288284317227>

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## ACKNOWLEDGMENT

This research project was sponsored by the Indiana Department of Transportation (INDOT) in cooperation with the Federal Highway Administration (FHWA) through the Joint Transportation Research Program (JTRP). The authors would like to thank the study advisory committee members, Kumar Dave, Greg Katter, and Nick Cosenza of INDOT, and Tom Duncan of FHWA Indiana Division, for their valuable assistance, data collection, and technical guidance. Special appreciations are extended to Mr. Greg Katter of INDOT for his help and support for providing the traffic data from INDOT's weigh-in-motion (WIM) and automatic traffic recorder (ATR) stations, and to Mr. Wayne Bunnell of INDOT for his effort to obtain the traffic video files and to match video records with the WIM data. The authors recognize the assistance provided by Dr. Karen Zhu of INDOT for traffic data and GIS maps. The authors appreciate Mr. Tim Wells of INDOT for his help in transferring the video files to us. The authors especially want to thank Mr. Tom Duncan of FHWA Indiana Division for his careful review and helpful edit of this report.

## JOINT TRANSPORTATION RESEARCH PROGRAM

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## TECHNICAL REPORT DOCUMENTATION PAGE

<b>1. Report No.</b> FHWA/IN/JTRP-2020/21	<b>2. Government Accession No.</b>	<b>3. Recipient's Catalog No.</b>	
<b>4. Title and Subtitle</b> Truck Traffic and Load Spectra of Indiana Roadways for the Mechanistic-Empirical Pavement Design Guide		<b>5. Report Date</b> September 2020	
		<b>6. Performing Organization Code</b>	
<b>7. Author(s)</b> Jieyi Bao, Xiaoqiang Hu, Cheng Peng, Yi Jiang, Shuo Li, and Tommy Nantung		<b>8. Performing Organization Report No.</b> FHWA/IN/JTRP-2020/21	
<b>9. Performing Organization Name and Address</b> Joint Transportation Research Program (SPR) Hall for Discovery and Learning Research (DLR), Suite 204 207 S. Martin Jischke Drive West Lafayette, IN 47907		<b>10. Work Unit No.</b>	
		<b>11. Contract or Grant No.</b> SPR-4231	
<b>12. Sponsoring Agency Name and Address</b> Indiana Department of Transportation State Office Building 100 North Senate Avenue Indianapolis, IN 46204		<b>13. Type of Report and Period Covered</b> Final Report	
		<b>14. Sponsoring Agency Code</b>	
<b>15. Supplementary Notes</b> Conducted in cooperation with the U.S. Department of Transportation, Federal Highway Administration.			
<b>16. Abstract</b> The Mechanistic-Empirical Pavement Design Guide (MEPDG) has been employed for pavement design by the Indiana Department of Transportation (INDOT) since 2009 and has generated efficient pavement designs with a lower cost. It has been demonstrated that the success of MEPDG implementation depends largely on a high level of accuracy associated with the information supplied as design inputs. Vehicular traffic loading is one of the key factors that may cause not only pavement structural failures, such as fatigue cracking and rutting, but also functional surface distresses, including friction and smoothness. In particular, truck load spectra play a critical role in all aspects of the pavement structure design. Inaccurate traffic information will yield an incorrect estimate of pavement thickness, which can either make the pavement fail prematurely in the case of under-designed thickness or increase construction cost in the case of over-designed thickness. The primary objective of this study was to update the traffic design input module, and thus to improve the current INDOT pavement design procedures. Efforts were made to reclassify truck traffic categories to accurately account for the specific axle load spectra on two-lane roads with low truck traffic and interstate routes with very high truck traffic. The traffic input module was updated with the most recent data to better reflect the axle load spectra for pavement design. Vehicle platoons were analyzed to better understand the truck traffic characteristics. The unclassified vehicles by traffic recording devices were examined and analyzed to identify possible causes of the inaccurate data collection. Bus traffic in the Indiana urban areas was investigated to provide additional information for highway engineers with respect to city streets as well as highway sections passing through urban areas. New equivalent single axle load (ESAL) values were determined based on the updated traffic data. In addition, a truck traffic data repository and visualization model and a TABLEAU interactive visualization dashboard model were developed for easy access, view, storage, and analysis of MEPDG related traffic data.			
<b>17. Key Words</b> truck traffic, axle load spectra, pavement design, MEPDG, vehicle platoon, ESAL, visualization, weigh-in-motion, vehicle classification, automatic traffic recorder, AADTT, AADT, truck volume distribution		<b>18. Distribution Statement</b> No restrictions. This document is available through the National Technical Information Service, Springfield, VA 22161.	
<b>19. Security Classif. (of this report)</b> Unclassified	<b>20. Security Classif. (of this page)</b> Unclassified	<b>21. No. of Pages</b> 94 including appendices	<b>22. Price</b>

## EXECUTIVE SUMMARY

### Introduction

*The Mechanistic-Empirical Pavement Design Guide* (MEPDG) has been employed for pavement design by the Indiana Department of Transportation (INDOT) since 2009 and has generated efficient, lower cost pavement designs. The MEPDG is capable of analyzing the impacts of varying traffic loads on a pavement structure and providing a more realistic design for the pavement structure of interest. However, it has been demonstrated that the success of MEPDG implementation depends largely on a high level of accuracy associated with the information supplied as design inputs. Truck traffic volume distribution and axle load spectra play a critical role in all respects of the pavement structure design. Inaccurate traffic information will yield an incorrect estimate of pavement thickness, which can either make the pavement fail prematurely, in the case of under-designed thickness, or increase construction cost, in the case of over-designed thickness. The traffic input module in the current INDOT MEPDG pavement design procedures was developed with traffic data collected through weigh-in-motion stations between 2000 to 2004. Over the past 10 years, the Indiana highway network has changed significantly through new construction, roadway expansion projects, data collection improvement, and safety enhancement. Consequently, these changes have impacted the statewide traffic in every respects, such as traffic volume, speed, class distribution, truck percentage, lane distribution, and growth rate. However, the current traffic design input module does not reflect the impact of these improvements and changes. The primary objective of this study was to update the traffic design input module, therefore improving the current INDOT pavement design procedures.

### Results and Findings

#### *Truck Traffic Distributions and Axle Load Spectra*

The traffic data recorded at 143 ATR and WIM stations over the past 3 years and annual traffic data maintained by INDOT were utilized in the analysis. The current truck traffic and the truck traffic in 2008 were compared, and it was found that traffic volumes and truck traffic volumes had mostly increased, considerably, on the Indiana highway network. Truck traffic data in terms of Average Annual Daily Truck Traffic (AADTT) and axle load spectra were compiled and stored for MEPDG pavement design. Bus traffic data on traffic volumes and axle load distributions were obtained through WIM and public transportation information. The equivalent single axle load (ESAL) values were calculated based on the updated truck volumes and truck axle load data at WIM sites. Analysis was performed to evaluate the shifts in truck traffic and axle load spectra for low and high truck volume roadways, and more reasonable subcategories were determined. All results and findings were combined to update the traffic variables in the current traffic design input module, including average annual daily truck traffic; truck volume monthly adjustment factors; truck volume lane distribution factors; truck volume directional distribution factors; truck volume class distributions; traffic volume hourly distribution factors; distributions of single-, tandem-, tridem-, and quad-axle loads; average axle weight; average axle spacing; and average number of axle types.

### *Vehicle/Truck Platoon Analysis*

Analysis was performed to better understand the traffic characteristics when vehicles travel in groups with relatively short headways between vehicles. The critical intervals were established to define vehicle platoons. Various types of platoons and their features were analyzed in terms of platoon lengths, leading vehicle types, and composition of vehicles.

### *Unclassified Vehicles*

Analysis of unclassified vehicles was performed with the ATR/WIM recorded data. A neural network model was established to determine the appropriate allocations of unclassified vehicles to truck classes. Since the number of unclassified vehicles is often fairly high at some ATR or WIM stations, the allocations will help to improve the accuracy of truck traffic data and thus improve pavement design. Video records of traffic on an interstate section and traffic data from a nearby WIM station were utilized to identify some causes for vehicle misclassifications.

### *Traffic Database Repository and Visualization*

A truck traffic data repository and visualization model and a Tableau interactive visualization dashboard model were developed for easy access, view, storage, and analysis of the updated MEPDG related traffic data.

### Implementation

The following recommendations are provided for future implementation of the research results:

- The updated truck traffic information should be used to replace the information produced from the last study for MEPDG pavement design. The information includes average annual daily truck traffic; truck volume monthly adjustment factors; truck volume lane distribution factors; truck volume directional distribution factors; truck volume class distributions; traffic volume hourly distribution factors; distributions of for single-, tandem-, tridem-, and quad-axle loads; average axle weight; average axle spacing; and average number of axle types.
- The subcategories for low truck volume roads (Group A) and high truck volume roads (Group D) should be utilized for pavement design to reflect more realistic traffic situations.
- Unclassified vehicles should not be discarded or arbitrarily assigned to truck classes. The developed allocation proportions should be applied to appropriately allocate unclassified vehicles to vehicle classes for pavement design.
- The updated ESAL values should be adopted for INDOT applications in areas such as pavement asset management and construction cost estimate.
- The truck traffic data repository and visualization model and a Tableau interactive visualization dashboard model can be used for easy access and analysis and for a visualized view of the MEPDG related traffic data.



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## 1. INTRODUCTION AND LITERATURE REVIEW

### 1.1 Background

*The Mechanistic-Empirical Pavement Design Guide* (MEPDG) has been employed for pavement design by the Indiana Department of Transportation (INDOT) since 2009 and has generated efficient pavement designs with a lower cost (Nantung, 2010). The MEPDG is capable of analyzing the impacts of varying traffic loads on a pavement structure and providing a more realistic design for the pavement structure of interest. However, it has been demonstrated that the success of MEPDG implementation depends largely on a high level of accuracy associated with the information supplied as design inputs (Jiang, Nantung, Mangold, et al., 2008; Li et al., 2005). Vehicular traffic loading is one of the key factors that may cause not only pavement structural failures such as fatigue cracking and rutting, but also functional surface distresses, including friction and smoothness. In particular, truck load spectra play a critical role in all aspects of the pavement structure design. Inaccurate traffic information will yield an incorrect estimate of pavement thickness, which can either make the pavement fail prematurely in the case of under-designed thickness or increase construction cost in the case of over-designed thickness.

The traffic input module in the current INDOT MEPDG pavement design procedures was developed from traffic data collected solely at 47 weigh-in-motion (WIM) stations over a time period of 2000 to 2004 (Jiang, Nantung, & Chen, 2008). Several major issues have been raised about the traffic input module by INDOT pavement engineers over the past years. First, the current truck traffic volume categories (A, B, C, D) could not characterize the real truck traffic on INDOT roadways accurately in many cases. Second, the MEPDG requires FHWA Class 4 (bus) and above for the analysis of the impact of truck traffic. However, there is a serious lack of information on bus traffic in the current traffic design input module, particularly in urban areas. This is because INDOT WIM stations were mostly installed on roads in rural areas. Consequently, the current traffic design input module cannot accurately reflect the characteristics of bus traffic in urban areas, particularly on downtown streets.

Over the past 10 years, great efforts such as I-69 expansion project, Hoosier Heartland project, and “Major Moves” projects have been made to significantly improve and expand Indiana’s highway infrastructure. In 2006, the oversight responsibility of Indiana Toll Road (ITR) was turned over to the ITR Concession Company LLC (ITRCC). There is no doubt that all of the above efforts can have diverse impacts on regional traffic, such as traffic volume, speed, class distribution, truck percentage, lane distribution, and growth rate. However, the current traffic design input module does not reflect the impact of these improvements and changes. In addition, traffic data collected by permanently installed automatic traffic recorder (ATR) systems is also readily available across the entire state.

It was necessary to assess and utilize the ATR traffic data to improve the traffic input module for two-lane roads carrying low truck traffic volume and urban streets. Evidently, there was an urgent need to review the traffic data in the recent years and to update the traffic characteristics for the purpose of accuracy in designing pavement using the MEPDG.

The primary objective of this study was to update the traffic design input module, and thus to improve the current INDOT pavement design procedures. Efforts were made to reclassify truck traffic categories to accurately account for the specific axle load spectra on two-lane roads and interstate routes with very high truck traffic volume. The traffic input module was updated with the most recent data to better reflect the axle load spectra for pavement design. Vehicle platoons were analyzed to better understand the truck traffic characteristics. The unclassified vehicles by WIM/ATR devices were examined and analyzed to identify possible causes of the inaccuracy of data collection. Bus traffic in the Indiana urban areas was investigated to provide additional information for highway engineers with respect to city streets as well as highway sections passing through urban areas. New equivalent single axle load (ESAL) values were determined based on the updated traffic data. In addition, a truck traffic data repository and visualization model and a Tableau interactive visualization dashboard model were developed for easy access, view, storage, and analysis of MEPDG related traffic data.

### 1.2 Literature Review

Since the MEPDG was developed and utilized by highway agencies, much research has been conducted in many aspects related to the pavement design method. Weigh-in-Motion (WIM) systems, are widely applied on US highways to record real-time traffic data, including time, lane, vehicle class, speed and axle features (Jiang, Nantung, & Chen, 2008). Classification results of vehicle types from the WIM sensors are determined from screening vehicles in traffic streams and recording traffic patterns (Nichols & Bullock, 2004). However, the WIM devices have failed to produce completely accurate vehicle classification data due to various causes including system malfunction, traffic conjunction, and adverse weather conditions. Error reduction of vehicle classification record in WIM traffic data will affect prediction of pavement longitudinal cracking in pavement design. The bias of predicted cracking based on inaccurate vehicle class distribution lead to over-estimation or underestimation of pavement thickness (Tarefder & Rodriguez-Ruiz, 2013).

The Federal Highway Administration (FHWA) schema on highway vehicle classification is based on the number of vehicle axles and vehicle units (FHWA, 2016). Computer vision techniques have been employed to process images and videos for visual detection and inspection on civil infrastructure systems (Spencer et al., 2019). Convolution neural networks (CNNs)

have been rapidly growth and wildy applied on automation on data recognition (Ng et al., 2015). Li et al. (2014) analyzed and compared four clustering approaches to generate traffic load inputs. A Wisconsin study (Titi et al., 2018) used the MEPDG to evaluate pavement damage and deterioration caused by overload heavy truck traffic. Papagiannakis et al. (2006) used clustering techniques to establish similarities in vehicle classification and axle load distributions between traffic data collection sites. Cluster analysis methodologies were also utilized by Wang et al. (2011) to identify truck loading groups in order to ease the preparation of the traffic load spectra inputs for the MEPDG procedure.

Ziedan et al. (2017) compared the design output using site-specific traffic input data to the design output using national default values. It was found in the study that the national input values overestimated the pavement distresses. Yang et al. (2017) explored the correlations between distress predictions and various potential temperature indices and verified the effects of temperature indices on pavement designs. Various types of theories and methodologies were applied in the MEPDG related research, including the finite element analysis (Gungor, et al., 2017), statistical analysis (TaghaviGhalesari & Chang-Albitres, 2019; Yang & Wu, 2012), and support vector regression (SVR) method (Castro-Neto et al., 2009).

Generally, traffic vehicle platoon can be defined as a group of vehicles that drive closely with one another and virtually linked as a whole, either voluntarily or involuntarily (Bhoopalam et al., 2018; Karim et al., 2014). The reason of the formation and separation of platoons varies and can be influenced by different factors and targets of research, such as the benefits on traffic congestion, fuel/time save, and driving safety (Zhao et al., 2018). Many studies have been focused on modeling vehicle platoons, especially truck only platoons. In order to group vehicles into platoons, time headway is the most wildy used threshold factors (Karim et al., 2014). The autonomous truck platoon behaviors were analyzed in highway exits by Mesa-Arango and Fabregas (2017). Jiang et al. (2006) developed an algorithm of traffic signal timing in terms of real time platoon detections.

### 1.3 Main Tasks

The following tasks were accomplished in this study:

1. Review of the existing INDOT's traffic classification practices. This included a review of the existing ATR/WIM databases maintained by INDOT, previous studies related to the accuracy and reliability of INDOT's ATR/WIM data, INDOT annual traffic volume reports by ATR and WIM system, and Indiana Average Annual Daily Traffic (AADT) data and related GIS maps.
2. Extracting traffic information from the binary ATR/WIM data files and transferring the data into a format for data analysis and validation. A computer program was developed to extract the necessary information from the huge

amount of ASCII raw ATR/WIM data for the purpose of data validation and MEPDG requirements.

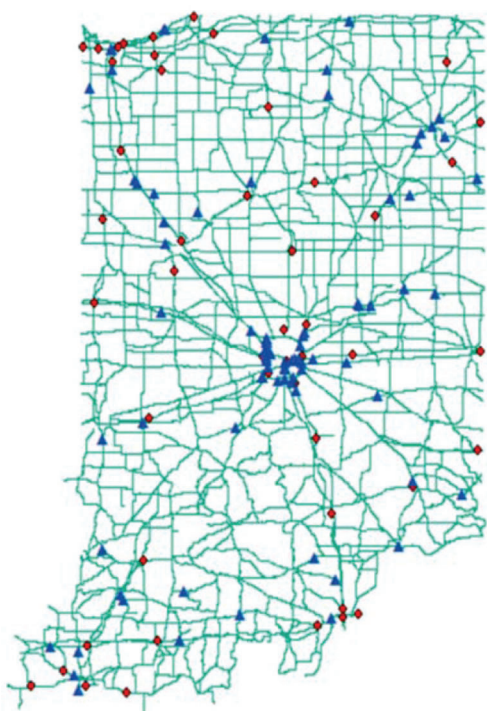
3. Analysis of INDOT's ATR/WIM traffic data. ATR/WIM and AADT data maintained by INDOT were compiled, examined, and analyzed. The data collected over the most recent 3 years were utilized in the analysis.
4. Determination of possible subcategories for low and high truck traffic volume roads. An in-depth analysis was performed on ATR/WIM data and more reasonable subcategories were determined. Analysis was performed to evaluate the shifts in truck traffic and axle load spectra for low and high truck volume roadways.
5. Examination of truck traffic and load conditions. The truck traffic data in terms of Average Annual Daily Truck Traffic (AADTT) and axle load spectra were compiled and illustrated.
6. Creation of bus traffic data. Bus traffic data with respect of traffic volumes and axle load distributions were obtained through WIM and public transportation information.
7. Vehicle/Truck platoon analysis: Analysis was performed to define the characteristics of vehicle/truck platoons on Indiana roadways.
8. Analysis of unclassified vehicles in ATR/WIM recorded data. A neural network model was established to determine the appropriate allocations of unclassified vehicles to truck classes. Since the number of unclassified vehicles is often fairly high at some ATR or WIM stations, the allocations will help to improve the accuracy of truck traffic data and thus improve pavement design.
9. Update on traffic design input module. All results and findings were included and combined to update the traffic variables in the current traffic design input module, including average annual daily truck traffic, truck volume monthly adjustment factors, truck volume lane distribution factors, truck volume directional distribution factors, truck volume class distributions, traffic volume hourly distribution factors, distributions of for single-, tandem-, tridem-, and quad-axle loads, average axle weight, average axle spacing, and average number of axle types.
10. Determination of ESAL categories. The updated truck axle load data at WIM sites were utilized to calculate ESALs at all WIM stations.
11. Traffic database with the most recent WIM/AVC data. A truck traffic data repository and visualization model and a Tableau interactive visualization dashboard model were developed for easy access, view, storage, and analysis of MEPDG related traffic data.

## 2. DATABASE AND TRAFFIC VOLUME DISTRIBUTION

### 2.1 WIM and ATR Database

Two types of automatic traffic data recording devices, weigh-in-motion (WIM) and automatic traffic recorder (ATR), have been employed on Indiana roadways. In 2018, there were 95 ATR stations and 63 WIM stations in Indiana. Figure 2.1 illustrates the distribution of the 158 ATR and WIM stations in Indiana in 2018, where ATR stations are denoted by blue triangles and WIM stations are denoted by red squares.

The ATR and WIM data from 2016 to 2018 was retrieved for data analysis in this study. ATR and WIM devices are designed to record traffic data continuously.



**Figure 2.1** Distribution of ATR/WIM stations in Indiana.

Ideally, an ATR and WIM station would provide complete traffic data of every vehicle passing the station at any time. However, it was found during the data retrieving that the traffic data in many stations were not complete due to either device problems or road constructions. In some stations, the ATR or WIM devices failed to record traffic data for a long period of time, even as long as a few months. Tables 2.1 and 2.2 display the number of sites with complete and incomplete data and sites without data during the 3 years for ATR and WIM respectively. Figure 2.2 shows the percent of the

ATR and WIM stations with complete traffic data within the 3 years. Therefore, only minority of the ATR and WIM stations recorded complete data within the 3-year period.

## 2.2 Statewide Traffic Volume Distributions

The first step of data processing was to download traffic data of the 3 years—2016, 2017, and 2018—from the ATR and WIM systems. The ATR and WIM data were stored in binary format. In order to read the traffic data from the binary files, iAnalyze software was utilized to decode and to convert the binary data into the American Standard Code for Information Interchange (ASCII) data. The generated output through iAnalyze is in the form of Comma-Separated Values (CSV) files, which includes traffic information on vehicle passing time, speed, axle weight, axle spacing, and air temperature. A computer program in Python was developed and utilized to extract the necessary information for analyzing traffic data with respect to volume distribution, axle load spectra, and vehicle classifications. The retrieved traffic data were stored in Excel format.

Vehicles are classified as 13 classes by the Federal Highway Administration (FHWA), as shown in Figure 2.3. In the 13 classes of vehicles, traffic volumes of Classes 4 through 13 vehicles, including buses and various types of trucks, are denoted as truck traffic volumes. Truck traffic volumes are the primary input for pavement design since the vehicles in the group exert a significant impact on pavement structure and are the main forces causing pavement structure damages and distresses.

In addition to ATR and WIM database, a base map of Indiana traffic volumes is available. The base map is updated annually based on INDOT's statewide traffic data collection mechanism. It contains traffic volumes on the roadway network in Indiana in terms of AADT and AADTT. The base map traffic data can be processed

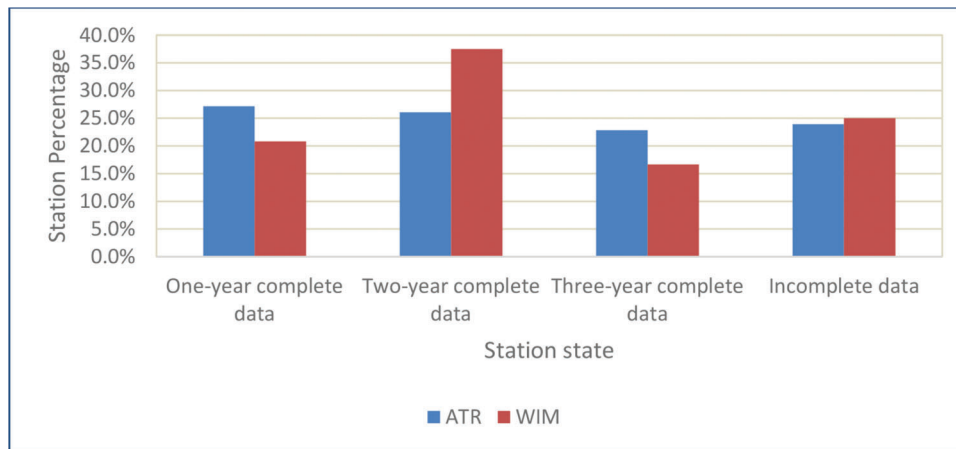
**TABLE 2.1**  
**Status of ATR sites**

Data Availability	Number of Sites
Sites with complete 3 years of data (2016, 2017, 2018)	21
Sites with incomplete data (2016, 2017, 2018)	71
Sites without data (2016, 2017, 2018)	3
<i>Total</i>	95

**TABLE 2.2**  
**Status of WIM sites**

Data Availability	Number of Sites
Sites with complete 3 years of data (2016, 2017, 2018)	8
Sites with incomplete data (2016, 2017, 2018)	43
Sites without data (2016, 2017, 2018)	6
Sites with ZIP/CSV format data (unreadable)	6
<i>Total</i>	63





**Figure 2.2** Proportions of ATR/WIM stations with complete traffic data.

<b>Class 1</b> Motorcycles		<b>Class 7</b> Four or more axle, single unit	
<b>Class 2</b> Passenger cars			
		<b>Class 8</b> Four or less axle, single trailer	
<b>Class 3</b> Four tire, single unit		<b>Class 9</b> 5-Axle tractor semitrailer	
		<b>Class 10</b> Six or more axle, single trailer	
<b>Class 4</b> Buses			
		<b>Class 11</b> Five or less axle, multi trailer	
		<b>Class 12</b> Six axle, multi-trailer	
<b>Class 5</b> Two axle, six tire, single unit		<b>Class 13</b> Seven or more axle, multi-trailer	
<b>Class 6</b> Three axle, single unit			

**Figure 2.3** FHWA vehicle classification (FHWA, 2016).

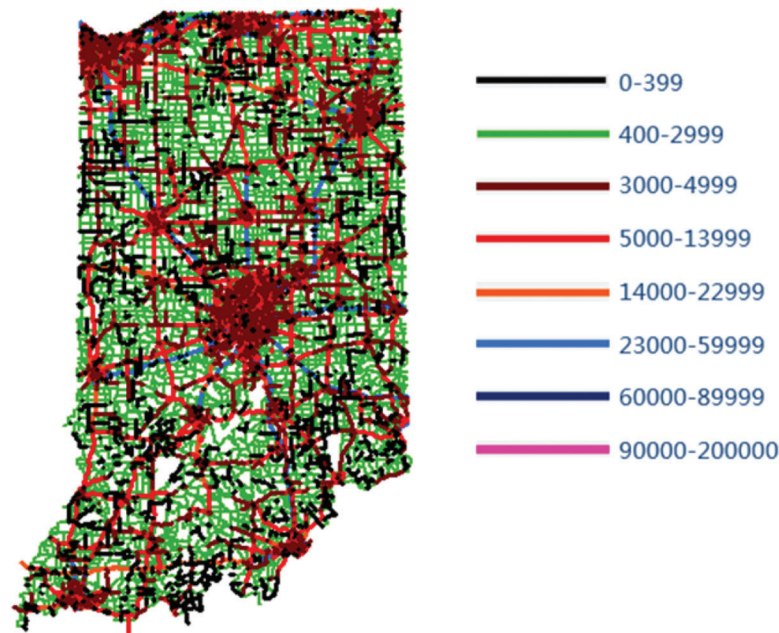
with GIS software to show statewide traffic volume distributions in 2D or 3D graphs. Using the base map in 2017, the AADT distributions were obtained as exhibited in Figure 2.4 and Figure 2.5. The 2D and 3D graphs in the two figures present a clear illustration of the statewide AADT distribution. The areas, locations, and roadways with different levels of traffic volumes can be visually identified by using the two graphs together. Similar to traffic volume distributions, the statewide truck traffic distributions in terms of AADTT are plotted in Figure 2.6 and Figure 2.7. In these two figures, the relative magnitudes of truck traffic volumes are visualized in both 2D and 3D images.

In Figure 2.4 and Figure 2.6, the GIS maps include and display all values of AADT and AADTT, respectively. In order to show different levels of AADT or AADTT, a GIS map can be divided into a number of maps with different levels (layers). The individual layer GIS maps for AADT are shown in Figure 2.8 and those for AADTT are shown in Figure 2.9. These GIS maps exhibit more detailed visual information on the statewide traffic and truck traffic distributions in various levels.

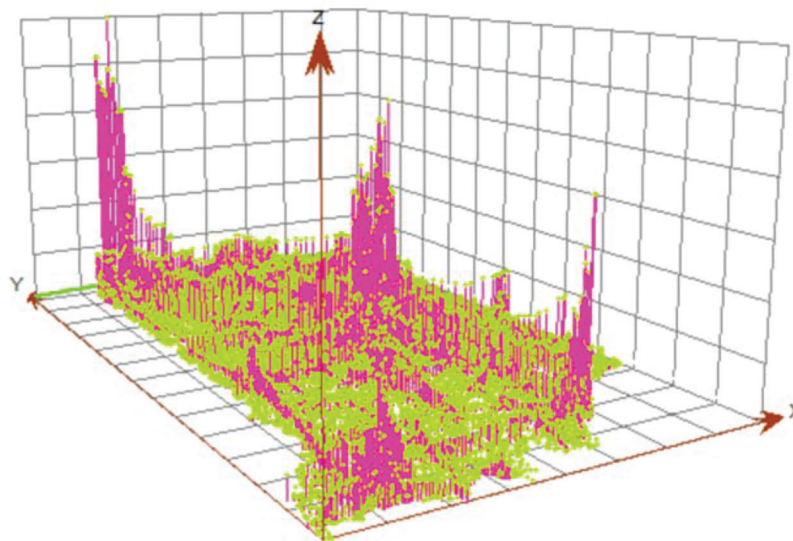
### 2.3 Traffic Volume Changes

The current truck traffic input for INDOT's mechanistic-empirical pavement design is based on the previous study (Jiang, Li, Nantung, & Chen, 2008) with 5-year WIM data up to 2004. It was expected that the traffic volumes should have changed significantly since then. Therefore, the WIM data in 2004 were compared to the WIM data in 2016, 2017, and 2018. There were 26 common WIM stations that existed in 2004 as well as in 2018. The recorded traffic volumes at these WIM sites in 2004 and 2018 are listed in Table 2.3. As shown in the table, the traffic volumes (AADT) increased at 17 out of the 26 WIM sites, ranging from 1% to 162%. The truck traffic volumes (AADTT) increased at 19 out of the 26 WIM sites, ranging from 3% to 130%. During the period of 15 years, the average increases in AADT and AADTT are 15% and 17%, respectively. The magnitudes of the increases in traffic volumes, especially in truck traffic volumes, indicate that there was a significant need to update the statewide traffic for appropriate pavement design in Indiana.

To further illustrate the changes in traffic conditions, the traffic data in Table 2.3 are presented in graphs. The AADT volumes in 2004 and 2018 at the 26 WIM sites are plotted in Figure 2.10. The corresponding percentages of AADT changes are shown in Figure 2.11. Similarly, the comparisons of truck traffic volumes (AADTT) in 2004 and 2018 are displayed in Figures 2.12 and 2.13. These figures indicate that traffic volumes and truck traffic volumes increased in the



**Figure 2.4** Average annual daily traffic (AADT) distribution map (2017).



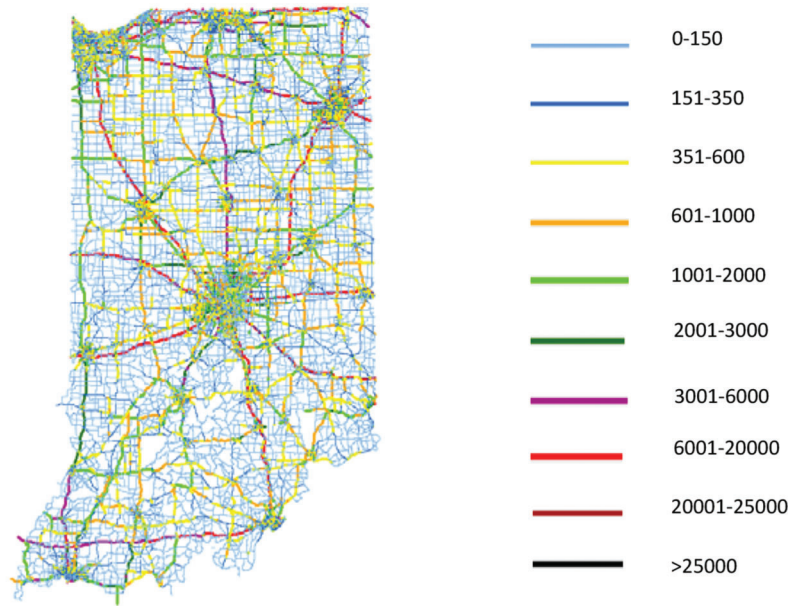
**Figure 2.5** Average annual daily traffic (AADT) distribution in 3D (2017).

15 years at most of the WIM sites. At some of the WIM sites, the traffic volumes or truck traffic volumes decreased. However, the magnitudes of the increases are much greater than those of the decreases as shown in Figures 2.11 and 2.13. It is interesting to notice in Table 2.3 and in the figures that there were a few cases that the traffic volume increased while the truck traffic volume decreased and vice versa at same WIM site.

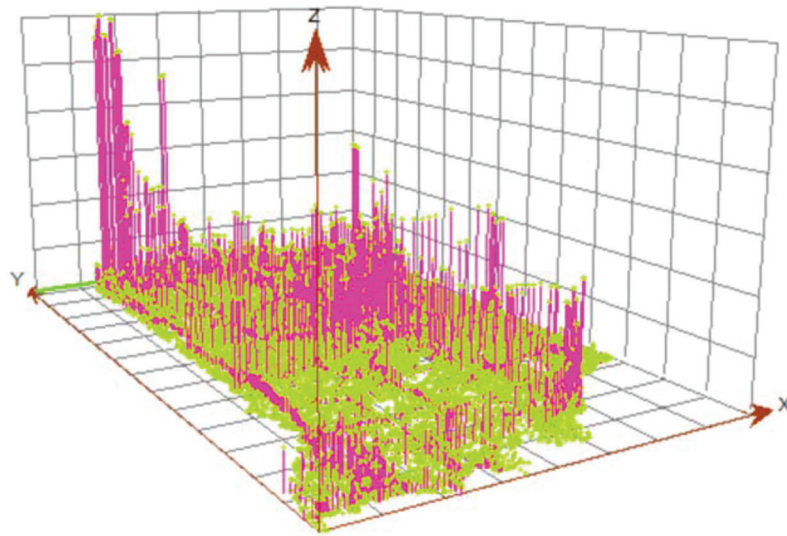
The distributions of traffic volumes and truck traffic volumes in 2004 were compared with those in 2016,

2017. An example of such a comparison is demonstrated in Figures 2.14 and 2.15 with the traffic data at WIM Site 351 on I-465 in Indianapolis. The differences are clearly shown in terms of the average hourly traffic volumes and the average hourly truck traffic volumes between 2004 and 2016 through 2018. Not only the hourly volumes had increased significantly since 2004, but also the volume distributions had changed, as reflected in the relative volume proportions and the time periods of peak volumes along the 24 hours.

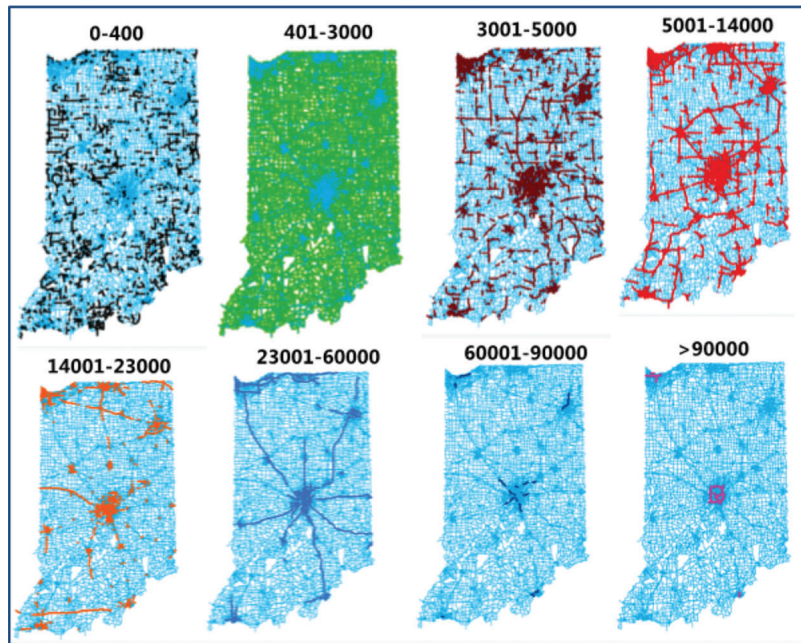




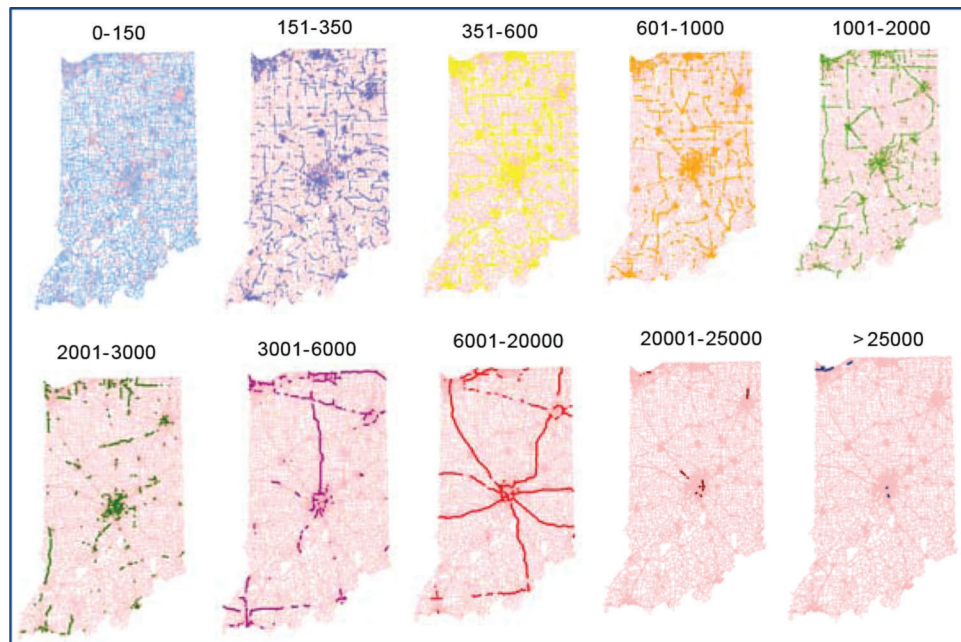
**Figure 2.6** Average annual daily truck traffic (AADTT) distribution map (2017).



**Figure 2.7** Average annual daily truck traffic (AADTT) distribution in 3D (2017).



**Figure 2.8** AADT range maps (2017).



**Figure 2.9** AADTT range maps (2017).

TABLE 2.3  
Comparison of traffic volumes in 2004 and 2018

Site Number	AADT			AADTT		
	2004	2018	Change	2004	2018	Change
100	1,863	3,537	90%	659	1,258	91%
120	16,507	18,144	10%	5,257	3,671	-30%
200	30,121	26,952	-11%	7,654	8,156	7%
210	7,379	10,080	37%	1,587	2,133	34%
220	10,112	10,955	8%	1,914	1,794	-6%
230	24,340	30,054	23%	7,676	9,036	18%
310	35,479	34,881	-2%	3,055	2,067	-32%
340	88,704	48,957	-45%	14,948	9,109	-39%
351	43,427	94,294	117%	5,638	11,302	100%
352	36,067	83,206	131%	4,109	9,461	130%
360	37,536	41,996	12%	11,797	16,235	38%
370	39,655	33,743	-15%	11,942	14,112	18%
420	38,780	101,761	162%	8,383	14,730	76%
430	45,302	15,028	-67%	11,952	12,558	5%
450	8,800	6,634	-25%	1,052	1,012	-4%
470	23,584	32,298	37%	3,455	4,963	44%
520	4,511	3,219	-29%	1,003	725	-28%
530	31,217	35,605	14%	7,957	7,522	-5%
540	29,514	32,562	10%	4,900	6,835	40%
600	9,191	9,033	-2%	1,643	2,054	25%
610	16,609	16,516	-1%	5,095	5,838	15%
620	6,824	7,647	12%	2,168	2,564	18%
630	13,903	9,202	-34%	1,429	1,388	-3%
640	7,664	9,297	21%	519	695	34%
650	23,764	25,829	9%	2,284	2,577	13%
660	20,995	10,254	-51%	2,641	871	-67%

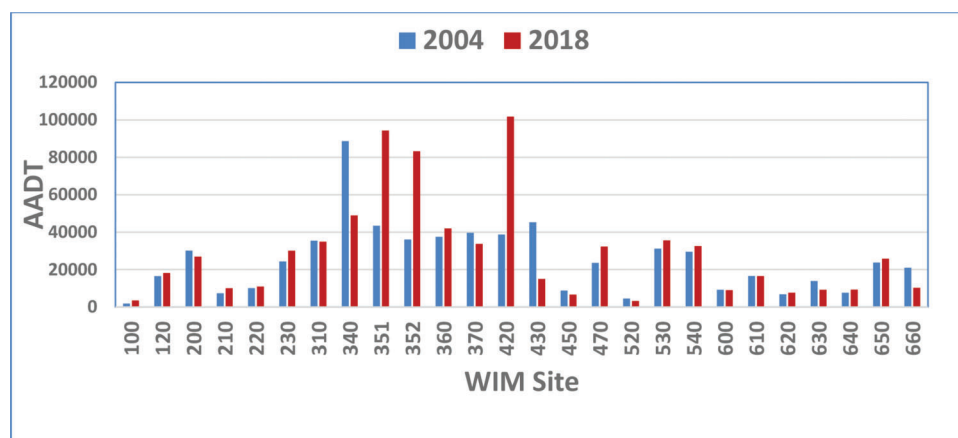
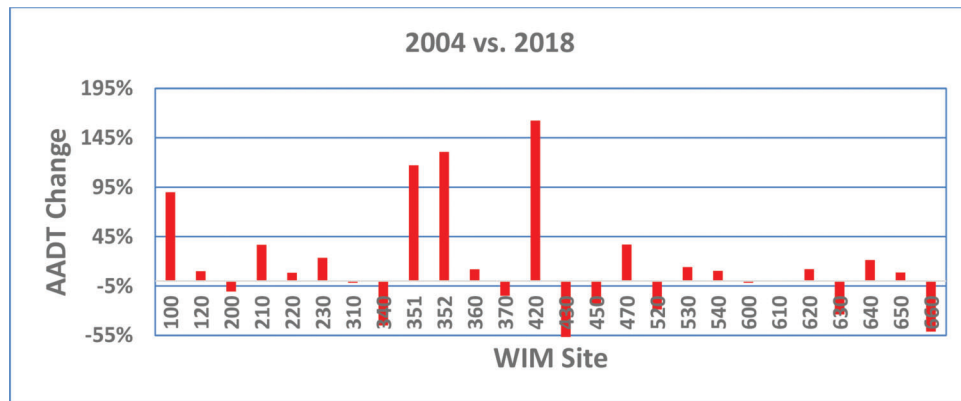
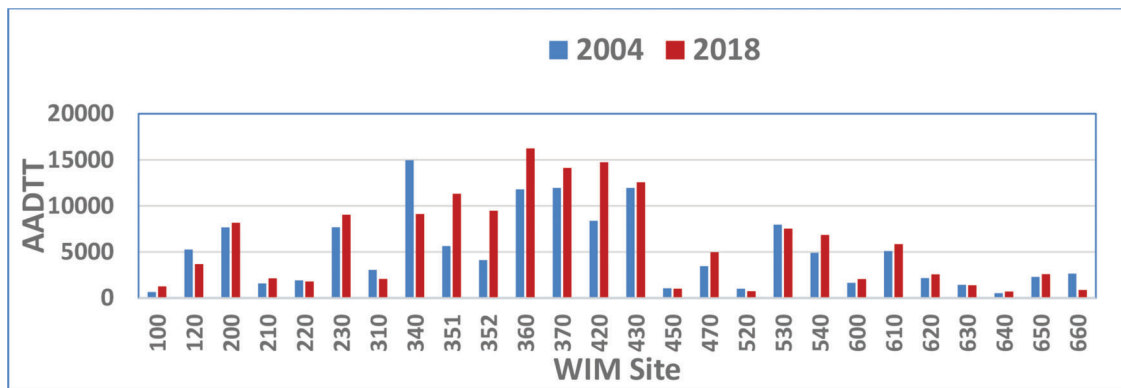


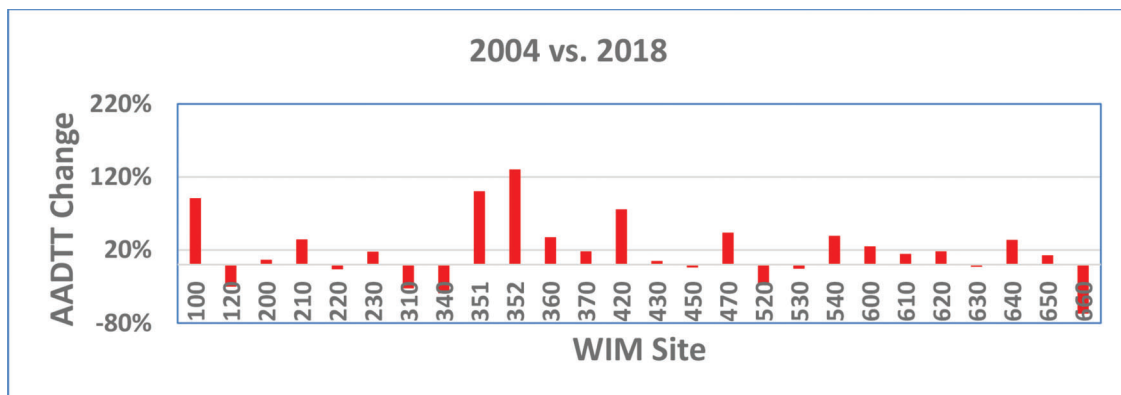
Figure 2.10 Traffic volumes in 2004 and 2018.



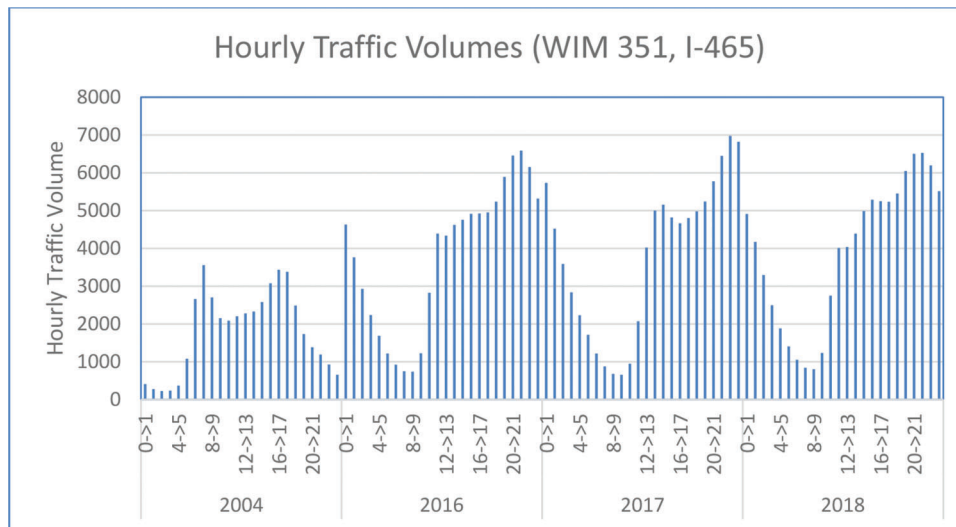
**Figure 2.11** Traffic volume changes (2004 vs. 2018).



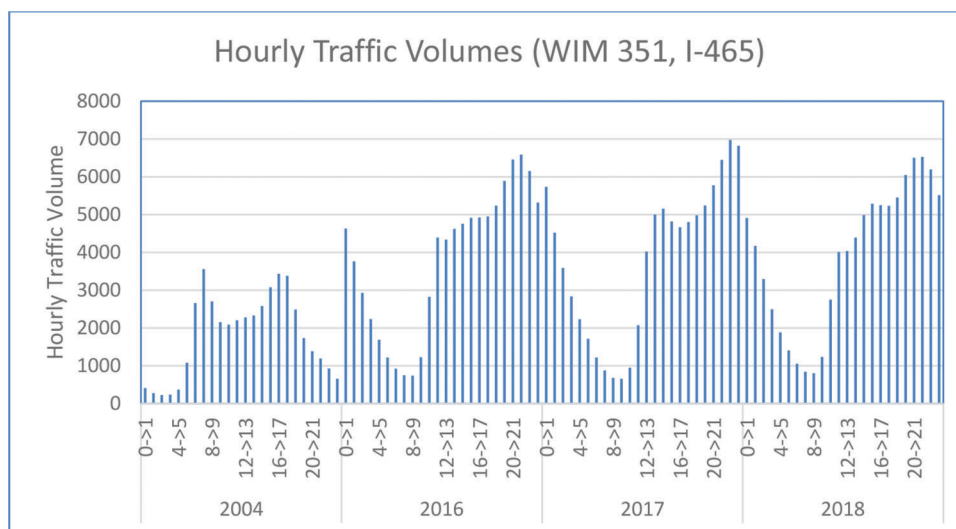
**Figure 2.12** Truck traffic volumes in 2004 and 2018.



**Figure 2.13** Truck traffic volume changes (2004 vs. 2018).



**Figure 2.14** Average hourly traffic volumes (2004 vs. 2016, 2017, and 2018).



**Figure 2.15** Average hourly truck traffic volumes (2004 vs. 2016, 2017, and 2018).

### 3. TRUCK TRAFFIC AND AXLE LOAD SPECTRA

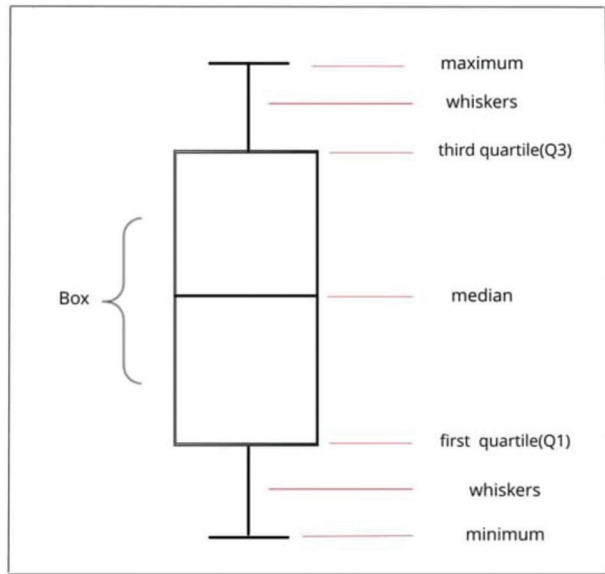
#### 3.1 Truck Traffic Volumes

In the 13 classes of vehicles in the FHWA classification system (FHWA, 2016), Class 4 through Class 13 vehicles are denoted as trucks. It should be noted that the buses (Class 4) are included in the truck traffic. Truck traffic volumes are the primary input for pavement design since the vehicles in the group exert a significant impact on pavement structure and are the main forces causing pavement structure damages and distresses.

Box plots are utilized to illustrate the truck traffic distribution patterns on different types of roadways. A box plot, also known as box-and-whisker plot, is often used to study the distribution of data and to visualize the spread and skew of the data (Subramanian, 2020).

A box plot uses the following values to depict the distribution of a dataset: minimum, first quartile, median, third quartile, and maximum. As shown in the diagram in Figure 3.1, the box plot contains a box and some horizontal and vertical lines. The box represents the range from the first quartile to the third quartile. Fifty percent of the data points are contained inside of the box. The horizontal line inside the box represents the median of the data. If the median is not in the middle of the box, then the distribution is skewed. The distribution is positively skewed if the median is closer to the bottom. If the median is closer to the top, then the distribution is negatively skewed. The first quartile (Q1) is the 25th percentile value of the data. It is also called the lower quartile. The third quartile (Q3) is the 75th percentile of the data. It is also called the upper quartile. Quartiles are a special case of a type of





**Figure 3.1** Box and whiskers plot (Subramanian, 2020).

statistics called quantiles, which are numbers dividing data into quantities of equal size. Extending from both the ends of the box plot are called whiskers, which extends till the adjacent values. The lower adjacent value is the furthest data point that is within 1.5 times of the interquartile range (IQR) of the lower end of the box, and the upper adjacent value is the furthest data that is within 1.5 times of the IQR of the upper end of the box. The interquartile range is calculated as  $IQR = Q_3 - Q_1$ . Any data points past the whisker ends are considered as outliers and represented with circles or diamonds.

The recorded ATR and WIM data in 2016, 2017, and 2018 were retrieved, compiled, and analyzed to examine the characteristics of truck traffic in Indiana. The truck traffic distributions were analyzed for interstate highways, US routes, and state roads. The box plots for the interstate highways with four to twelve lanes are depicted in Figure 3.2 for the period of 3 years. As shown in the figure, on four-lane interstate highways, the truck traffic changed from a relatively symmetric distribution in 2016 to positively skewed (skewed toward the bottom) distributions in 2017 and 2018. In addition, the sizes of the boxes and ranges (distances between minimum to maximum) of the four-lane interstate highways experienced only minor changes during the 3 years. The median values of the truck traffic volumes remained relatively stable on four-lane, six-lane, and eight-lane interstates, while the median values on ten-lane and twelve-lane sections experienced a decreasing trend in the 3 years. The distributions of the truck traffic volumes are negatively skewed for the eight-lane and twelve-lane interstates. It should be noted that the truck traffic distribution on ten-lane interstate highways changed from a negatively distribution in 2016 to symmetric distributions in 2017 and 2018. In terms of the distribution medians, the truck traffic volumes on the four-lane, six-lane, and eight-lane interstate highways remained consistent, while

those on the ten-lane and twelve-lane interstate highways moved downward in the 3 years.

The box plots for the US routes and state roads are displayed in Figure 3.3 and 3.4, respectively. The box plots in Figure 3.3 indicate that the truck traffic distributions in 2016 and 2017 are similar for both two-lane and four-lane US routes. However, the truck traffic volume distributions shifted up with increased maximum values on two-lane US routes and shifted down with decreased median and maximum values on four-lane US routes in 2018.

As shown in Figure 3.4, the medians for two-lane and four-lane state roads remained in the same levels during the 3 years. The maximum values, however, experienced apparent changes for two-lane state roads.

The 3-year ATR and WIM data of 2016, 2017, and 2018 were used for the data processing and analysis to update the required traffic inputs for the MEPDG. All of the required traffic inputs for the MEPDG were obtained from all the ATR and WIM stations. To illustrate the truck traffic and axle load spectra, a WIM station on I-70 (WIM Site 315) was utilized in this report to present the processed traffic data. The WIM station was located on I-70 in Indianapolis as shown in Figure 3.5. The WIM device recorded traffic data of five eastbound lanes at this location where the lanes were numbered with the driving lane as Line 1 and the lane adjacent to the highway median as Line 5. The traffic inputs for the MEPDG include the following:

- average annual daily truck traffic,
- truck volume monthly adjustment factors,
- truck volume lane distribution factors,
- truck volume directional distribution factors,
- truck volume class distributions, and
- traffic volume hourly distribution factors.

Truck traffic can be expressed in different forms, including average annual daily truck traffic (AADTT), average monthly daily truck traffic (AMDTT), and average hourly truck traffic (AHTT). The obtained values of the truck traffic are in the forms of average monthly daily truck traffic (AMDTT) and average hourly truck traffic (AHTT) of a year. Table 3.1 presents the monthly AMDTT values at the I-70 WIM station. It should be noted that the average values shown in the last row of Table 3.1 are the values of AADTT of the corresponding lanes. With the AMDTT values, the monthly adjustment factors (MAF) can be calculated by the following equation (ARA, 2004):

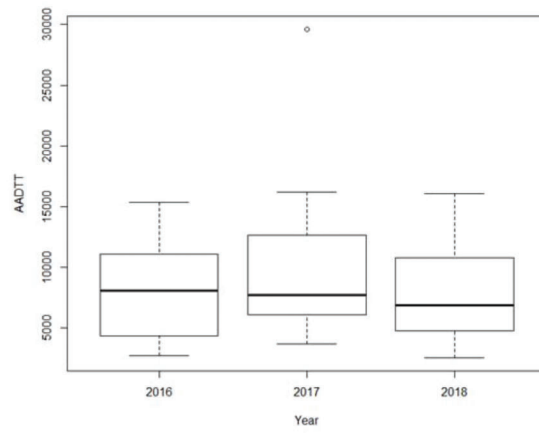
$$MAF_i = \frac{AMDTT_i}{\sum_{i=1}^{12} AMDTT_i} \times 12 \quad (\text{Eq. 3.1})$$

Where:

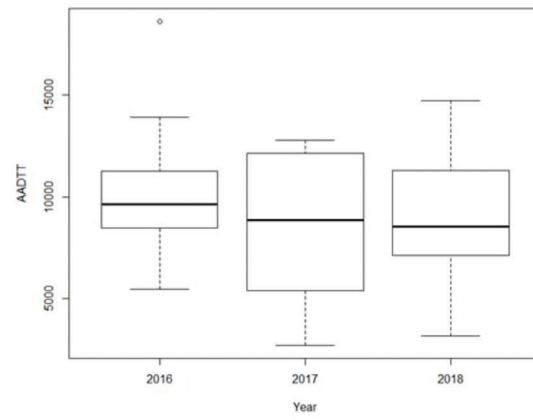
$MAF_i$ : monthly adjustment factor for month  $i$ .

$AMDTT_i$ : average monthly daily truck traffic for month  $i$ .

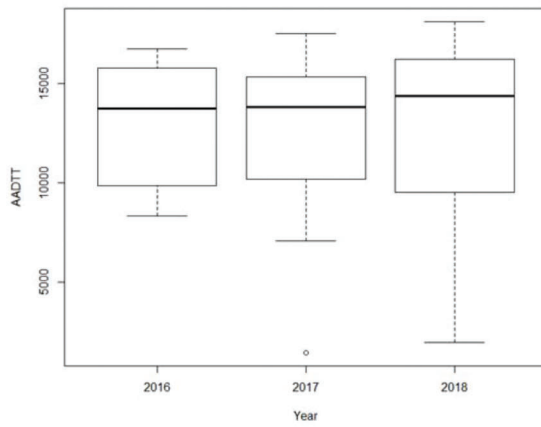
The monthly adjustment factors calculated with the data in Table 3.1 are plotted in Figure 3.6. The MAF values reflect the monthly as well as seasonal impact of truck traffic on pavement structures.



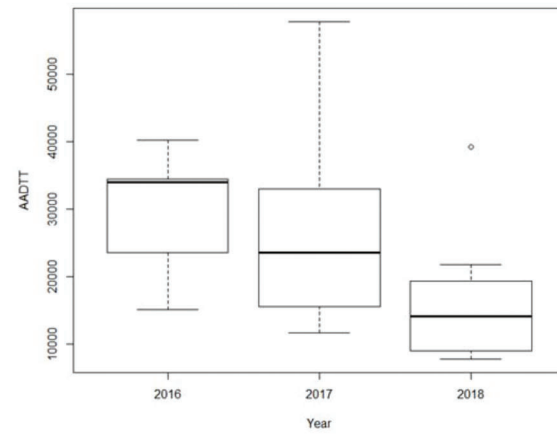
(a) Four-lane interstate



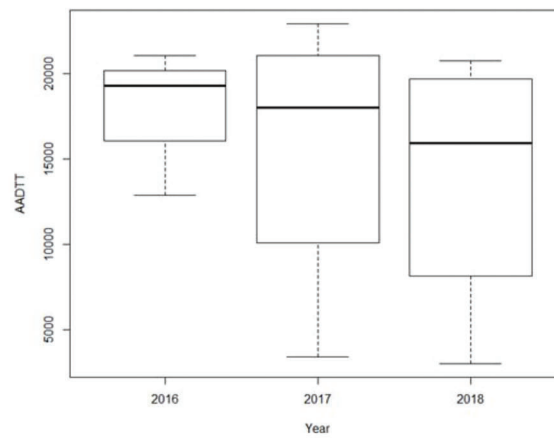
(b) Six-lane interstate



(c) Eight-lane interstate

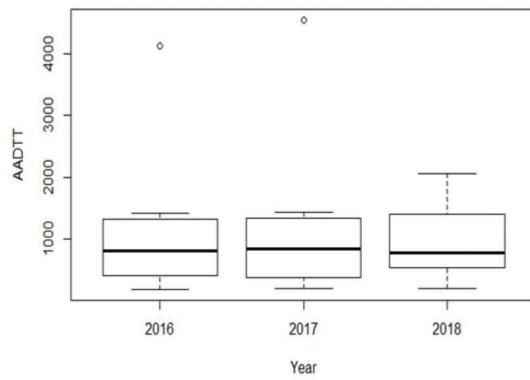


(d) Ten-lane interstate

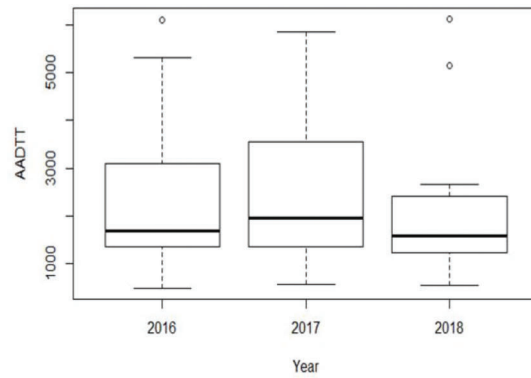


(e) Twelve-lane interstate

**Figure 3.2** Truck traffic distributions on interstate highways.

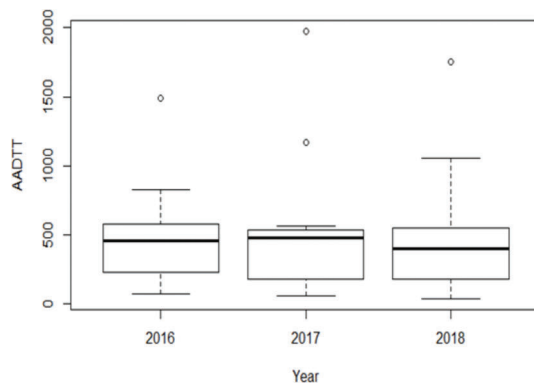


(a) Two-lane US routes

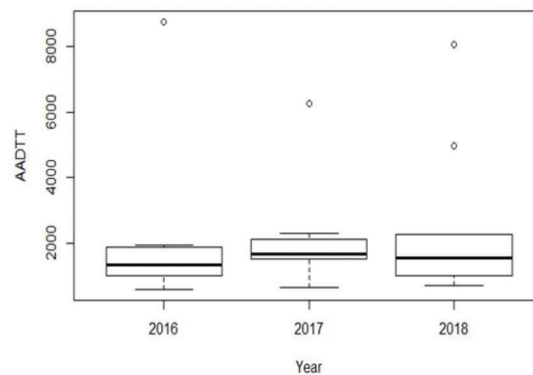


(b) Four-lane US routes

**Figure 3.3** Truck traffic distributions on US routes.

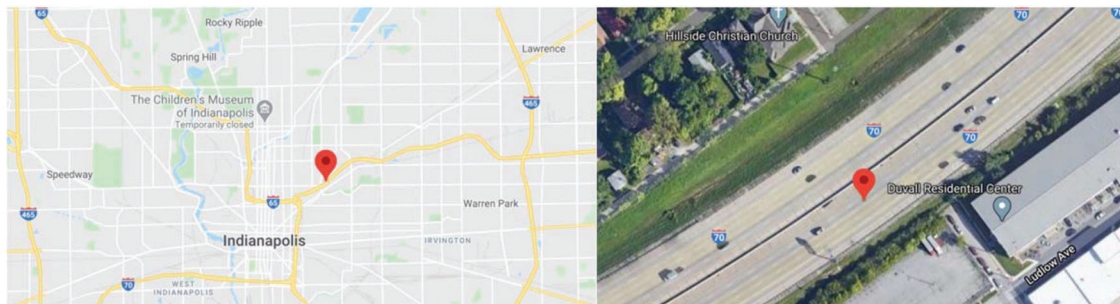


(a) Two-lane state roads



(b) Four-lane state roads

**Figure 3.4** Truck traffic distributions on state roads.



**Figure 3.5** WIM Station 315 on I-70 (Google, n.d.).

Through processing the WIM data, the average hourly truck volumes at the I-70 WIM station were obtained as graphically illustrated in Figure 3.7. The variations of the hourly truck volumes during the 24 hours at the site are clearly shown in the graph. Using the average hourly truck volumes, the hourly distributions factors can be calculated. Figure 3.8 displays the hourly distribution factors. The hourly distribution factors are the percentages of truck traffic at each hour out of the total truck volume during the 24-hour period. Thus, the sum of the 24 hourly distribution factors should be equal to 100%.

The truck traffic contains ten types of trucks, Classes 4 through 13, as defined by the FHWA vehicle classifications (FHWA, 2016). The truck volumes of the vehicle types are of interest to highway engineers for MEPDG pavement design. The truck volumes of the ten vehicle types in each month at the WIM station are presented in Table 3.2. In order to visually illustrate the distribution of the truck traffic, the truck volumes by truck classes are drawn in Figure 3.9. The truck volumes in the figure indicate that most of the trucks at this location were Class 5 vehicles, followed by Class 9 vehicles. It is interesting to note that in most cases

Class 9 truck volume would be higher than Class 5 truck volume on freeways. The reason for the higher Class 5 truck volume at this location is probably that the WIM site is inside Indianapolis where Class 5 trucks, including

delivery and construction trucks, are more active for urban commercial and residential services.

Distributions of truck traffic on roadway lanes at this WIM site were obtained. Figure 3.10 presents the average daily truck volumes in each month. Based on the data in Figure 3.10, the lane distribution factors of truck traffic can be computed as shown in Figure 3.11.

The lane distribution factors in Figure 3.11 are the proportions of all trucks (Class 4 through Class 13) on the five lanes. It is of interest to highway engineers to know the lane distributions of individual classes of trucks. Figure 3.12 and Figure 3.13 display the lane distributions of individual truck classes in two different ways. Apparently, the lane distributions of different vehicle classes are notably different.

The lane distribution factors for the individual vehicle types are displayed in Figures 3.14 through 3.23. These lane distribution factors provide specified information on the impact of individual types of vehicles on roadway lanes. The lane distribution factors reveal that Lane 2 and Lane 3 carried most of the truck traffic for almost

TABLE 3.1  
Average monthly truck traffic at the I-70 WIM site

Month	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	AMDTT <sub>i</sub>
January	1,807	3,424	2,280	1,439	1,336	10,286
February	1,400	2,985	2,123	1,210	1,440	9,158
March	967	2,621	1,665	1,637	1,097	7,987
April	971	1,955	2,866	1,527	1,568	8,887
May	1,053	1,614	2,346	431	971	6,415
June	1,126	2,077	2,622	591	1,159	7,575
July	900	2,860	2,050	333	544	6,687
August	1,142	3,102	2,321	1,078	1,398	9,041
September	971	3,430	3,107	1,923	1,429	10,860
October	1,033	3,239	3,544	2,318	1,435	11,569
November	941	3,291	2,574	2,268	1,573	10,647
December	1,013	3,028	3,261	1,948	1,813	11,063
Average	1,110	2,802	2,563	1,392	1,314	—

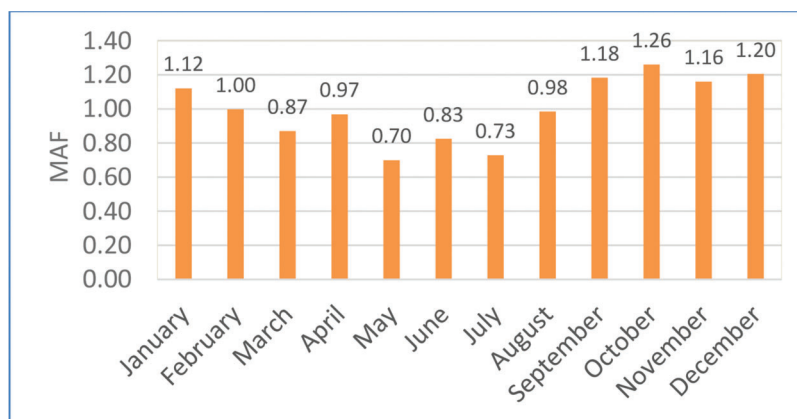


Figure 3.6 Monthly adjustment factors.

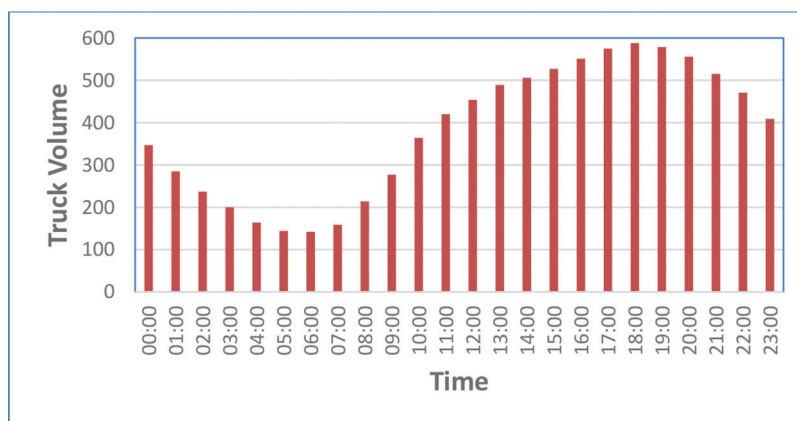
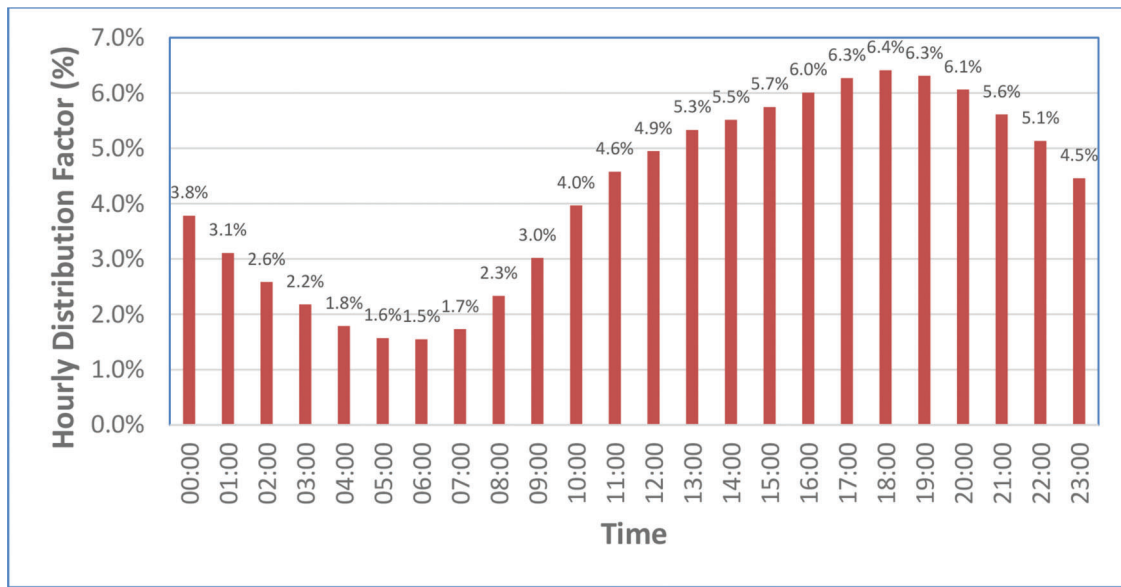


Figure 3.7 Average hourly truck traffic.



**Figure 3.8** Hourly distribution factors of truck traffic.

**TABLE 3.2**  
Average monthly daily truck volumes of different vehicle classes

Month	Vehicle Class									
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
January	271	6,205	221	39	568	2,787	22	105	57	13
February	262	5,270	209	32	561	2,664	16	89	52	5
March	231	4,380	214	43	550	2,418	16	77	49	10
April	272	4,839	235	50	703	2,604	13	107	56	9
May	199	3,668	167	35	503	1,697	8	72	37	30
June	232	3,983	211	46	678	2,264	8	88	44	22
July	221	3,011	216	59	602	2,428	9	76	41	25
August	281	4,412	281	67	570	2,923	16	94	55	50
September	348	4,839	376	84	608	4,233	30	131	81	131
October	395	4,802	438	100	649	4,654	33	156	93	249
November	308	4,680	347	84	454	3,525	19	105	79	1,046
December	243	4,685	235	51	316	2,541	10	62	56	2,863
Average	272	4,564	262	57	563	2,895	17	97	58	371

all of the truck classes. A unique case is that the majority of Class 13 trucks traveled on Lane 3 (83%) and Lane 5 (15%) (Figure 3.23).

Similarly, the directional distributions can be obtained as shown in Figure 3.24. A directional distribution factor represents the higher proportion of a given vehicle type among the two travel directions of the roadway. For example, in Figure 3.24 the directional distribution factor for C9 is 0.58 because 0.58 is greater than 0.42 among the two proportions of 0.58 (westbound) and 0.42 (eastbound). At this WIM site, for all of the vehicle classes, except for C13, the westbound truck proportions are the directional distribution factors as they are greater than the eastbound proportions. Using the higher values of the directional proportions, the directional distribution factors for all classes of trucks are shown in Figure 3.25. The lane and directional distribution factors are essential

for highway engineers to design appropriate pavement structures.

### 3.2 Axle Load Spectra

In addition to truck traffic volumes, truck axle loads are also part of the key requirements for MEPDG. The truck axle load data for MEPDG, often denoted as axle load spectra, include the following:

- single-axle load distributions,
- tandem-axle load distributions,
- tridem-axle load distributions,
- quad-axle load distributions,
- all-axle load distributions,
- average axle weight (kips) and average axle spacing (feet); (note: 1.0 kip = 1,000 pounds), and
- average number of axle types.



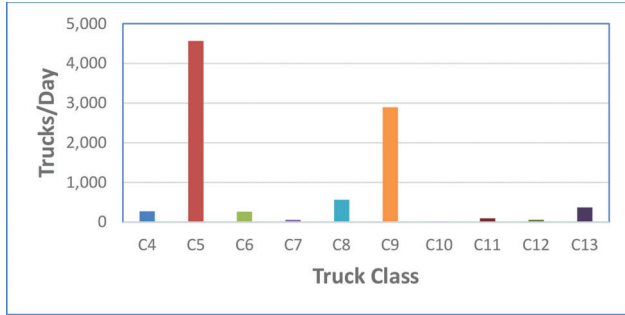


Figure 3.9 Truck volume distribution by vehicle classes.

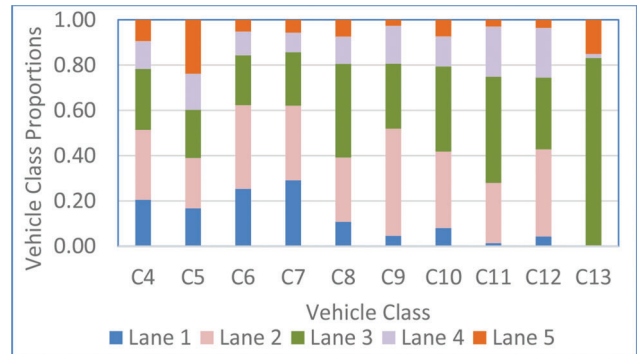


Figure 3.13 Proportions of vehicle classes on roadway lanes.

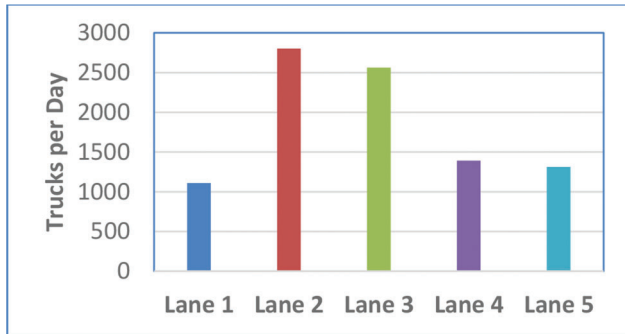


Figure 3.10 Truck traffic distribution on roadway lanes.

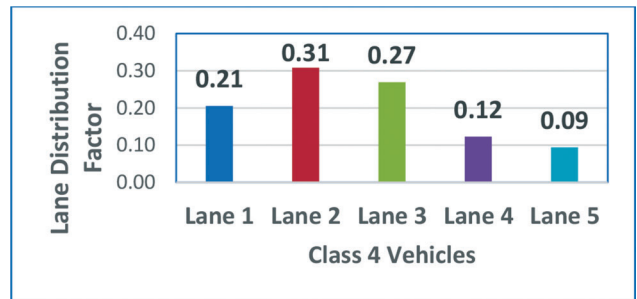


Figure 3.14 Lane distribution factors of Class 4 vehicles.

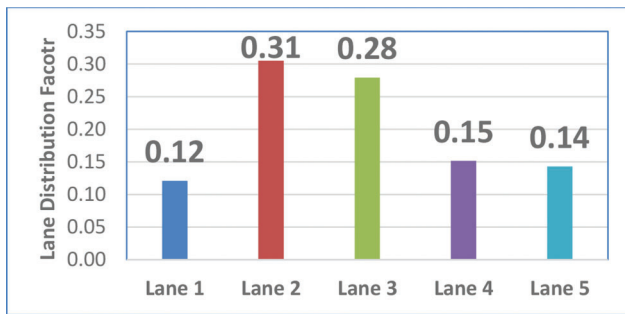


Figure 3.11 Lane distribution factors.

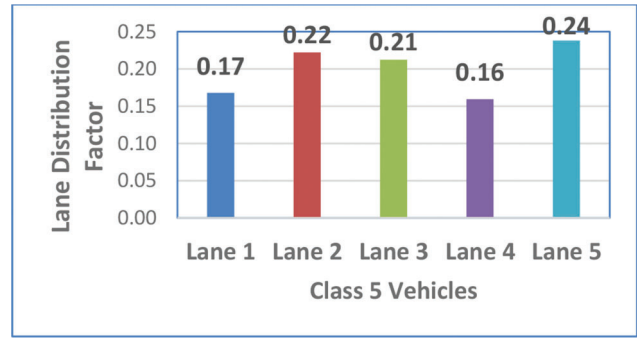


Figure 3.15 Lane distribution factors of Class 5 vehicles.

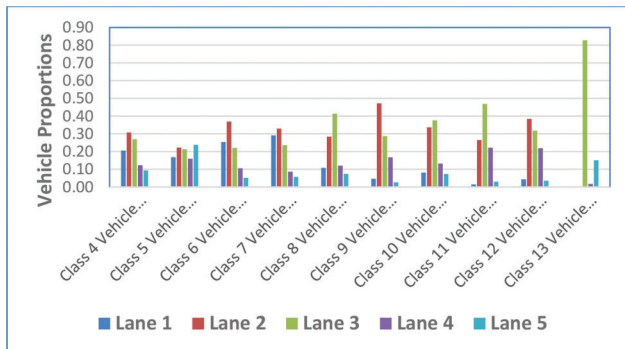


Figure 3.12 Lane distribution of vehicle classes.

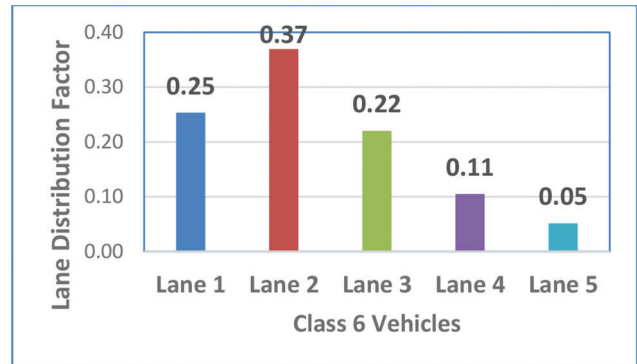
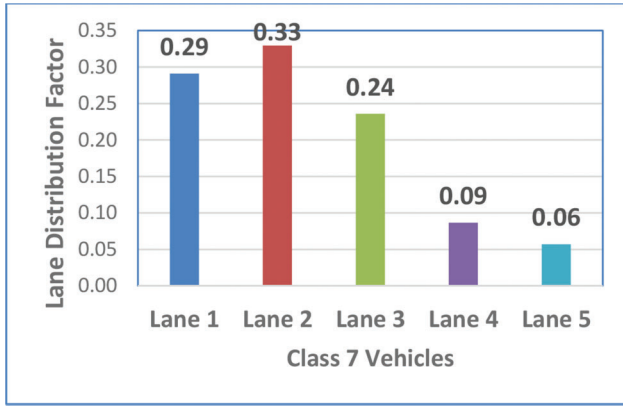
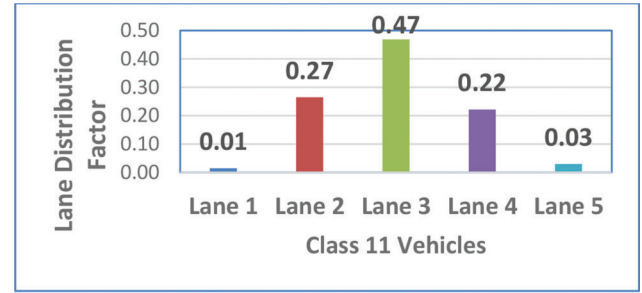


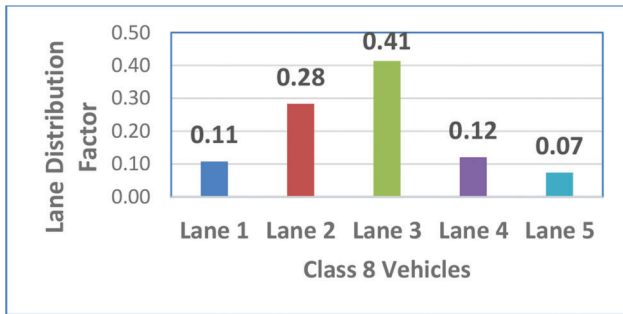
Figure 3.16 Lane distribution factors of Class 6 vehicles.



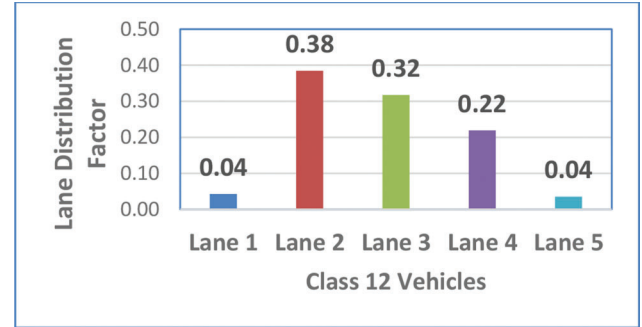
**Figure 3.17** Lane distribution factors of Class 7 vehicles.



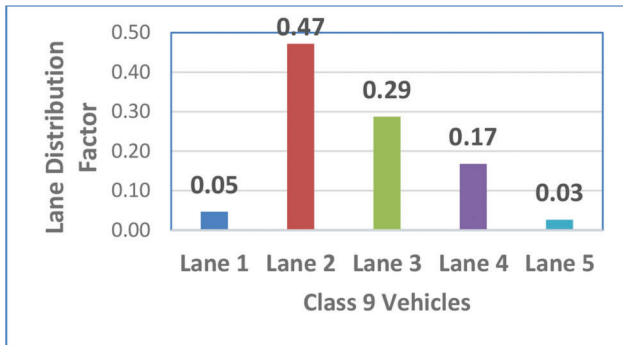
**Figure 3.21** Lane distribution factors of Class 11 vehicles.



**Figure 3.18** Lane distribution factors of Class 8 vehicles.



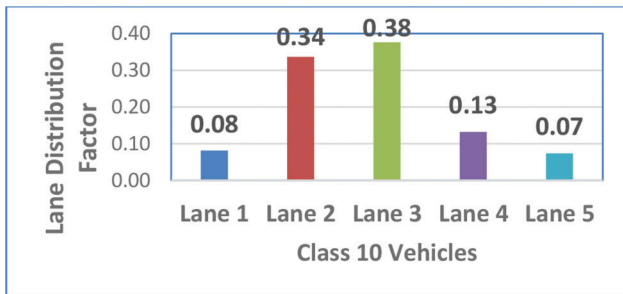
**Figure 3.22** Lane distribution factors of Class 12 vehicles.



**Figure 3.19** Lane distribution factors of Class 9 vehicles.



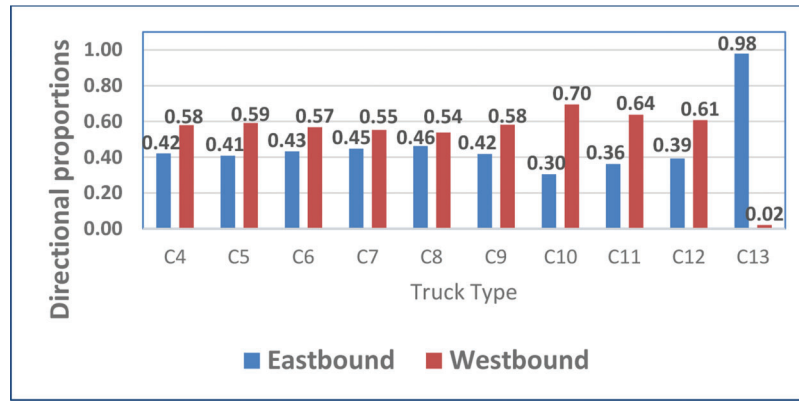
**Figure 3.23** Lane distribution factors of Class 13 vehicles.



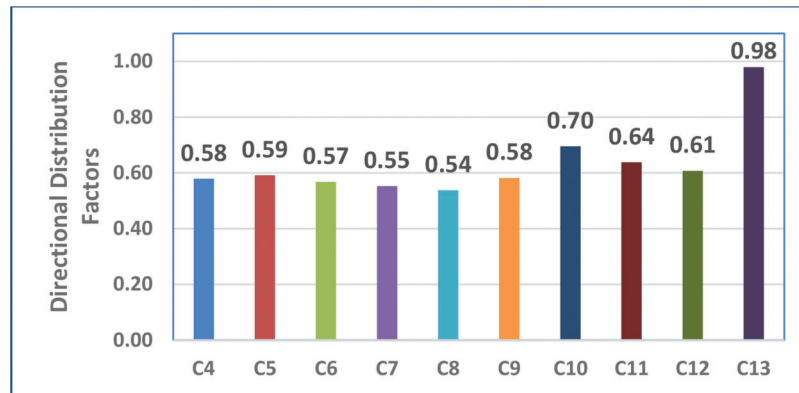
**Figure 3.20** Lane distribution factors of Class 10 vehicles.

Same as in the previous section, WIM Site 315 on I-70 was also selected to demonstrate axle load spectra. Through processing the WIM data files, the values of average axle weights, average axle spacing, and average numbers of axle types were obtained as listed in Table 3.3 for the I-70 WIM station. In the table,  $W_i$  denotes the average weight of the  $i$ th axle of the vehicle class,  $S_{i-j}$  is the average spacing between the  $i$ th and  $j$ th axles, and the low part of the table shows the average numbers of a particular type of axles (single, tandem, etc.) per vehicle. For example, from Table 3.3 the following values can be seen for the vehicles in Class 6:

- There are three axles with average weights of 12.50 kips (W1), 8.40 kips (W2), and 7.82 kips (W3).



**Figure 3.24** Directional distributions.



**Figure 3.25** Directional distribution factors.

- The average axle spacing is 16.83 feet between the first and second axles (S1-2) and 4.34 feet between the second and third axles (S2-3).
- The average number of single axles is 1.0 per vehicle, the average number of tandem axles is 2.0 per vehicle, and the average numbers of tridem and quad axles are both 0.

The number of average axle weights in the table implies the maximum number of axles in each class of trucks. As indicated in Table 3.3, the maximum number of axles of Class 6 vehicles is three because there are three weights (W1, W2, and W3), while the maximum number of axles of Class 13 vehicles is twelve because there are twelve weights (W1 through W12).

The magnitudes of axle loads are a major parameter for pavement design. To quantify axle loads, the MEPDG requires the axle load distributions for all classes of trucks. The axle load distributions are the percentages of axle loads in specified weight intervals, such as zero to three kips, three to four kips, and four to five kips. The axle load distributions include the axle weights for all-axle loads, single-axle loads, tandem-axle loads, tridem-axle load, and quad-axle loads. The values of the all-axle load distributions are shown in Tables A.1. The values in the table are the percentages of the vehicle classes with axle loads within the given load ranges. For example, in Table A.1, the value corresponding to vehicle class C4 and axle load

range 0–3 kips is 3.98; meaning that 3.98% of Class 4 vehicles have axle loads less than 3 kips. The value 1.71 (corresponding to C4 and axle load 3–4 kips) indicates that 1.71% of Class 4 vehicles have axle load between 3 kips and 4 kips.

Similarly, the values of the single-axle load distributions, tandem-axle load distributions, and tridem-axle load distributions are presented in Tables A.2, A.3, and A.4, respectively. Because no quad-axle vehicles were recorded in the WIM data at this site, a table for quad-axle load distributions is not presented here. In Table A.2, the value corresponding to vehicle class C6 and load range 3–4 kips is 8.33, indicating that 8.33% single axles of Class 6 vehicles have axle loads between 3–4 kips.

### 3.3 A Complete Set of Truck Traffic and Axle Load Spectra at the I-70 WIM Station

Truck Traffic information was obtained from all of the ATR and WIM station that recorded sufficient data and processed to provide the required traffic input for the MEPDG. The compiled truck traffic data for MEPDG from all the ATR and WIM sites, including the truck traffic distributions and axle load spectra, will be provided in Excel files for INDOT. As an example, the complete truck traffic input for the MEPDG at the I-70 WIM

TABLE 3.3  
Average axle weight, axle spacing, and number of axle types by vehicle classes

Weight (kips)	Vehicle Classes									
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
W1	11.86	4.90	12.50	14.61	9.16	11.96	12.16	11.46	12.17	18.32
W2	12.92	4.29	8.40	11.17	10.81	12.29	11.40	16.63	10.18	17.59
W3	10.63	—	7.82	13.10	8.29	11.75	11.29	16.02	9.81	19.99
W4	—	—	—	13.77	7.8	11.68	7.58	13.28	12.46	17.69
W5	—	—	—	10.46	—	11.39	9.73	13.20	12.39	17.66
W6	—	—	—	10.83	—	—	9.41	—	11.36	18.48
W7	—	—	—	—	—	—	6.25	—	—	17.89
W8	—	—	—	—	—	—	8.77	—	—	17.20
W9	—	—	—	—	—	—	—	—	—	17.17
W10	—	—	—	—	—	—	—	—	—	16.97
W11	—	—	—	—	—	—	—	—	—	16.49
W12	—	—	—	—	—	—	—	—	—	15.87
<i>Spacing (feet)</i>										
S1-2	22.68	12.57	16.83	11.45	14.53	16.69	16.45	12.95	15.48	3.31
S2-3	4.45	—	4.34	9.35	19.49	4.58	4.59	21.09	4.51	3.25
S3-4	—	—	—	4.29	11.08	32.99	23.48	9.35	19.80	3.50
S4-5	—	—	—	4.33	—	4.70	8.47	20.97	9.11	3.28
S5-6	—	—	—	4.07	—	—	4.31	—	21.12	3.32
S6-7	—	—	—	—	—	—	4.80	—	—	3.34
S7-8	—	—	—	—	—	—	4.41	—	—	3.27
S8-9	—	—	—	—	—	—	—	—	—	3.20
S9-10	—	—	—	—	—	—	—	—	—	3.18
S10-11	—	—	—	—	—	—	—	—	—	3.12
S11-12	—	—	—	—	—	—	—	—	—	3.04
<i>Axle Type</i>										
Single	1.81	2.00	1.00	1.22	2.14	1.19	1.47	4.75	3.79	0.26
Tandem	0.37	—	2.00	1.66	1.69	3.80	2.82	0.09	1.99	1.25
Tridem	—	—	—	1.27	0.01	0.01	1.74	0.16	0.21	9.41
Quad	—	—	—	—	—	—	—	—	—	—

site is presented in Appendix B to show the format and information on the truck traffic. The truck traffic presented was obtained using the WIM recorded data in 2018.

#### 4. URBAN AREA BUS TRAFFIC

Although bus traffic is recorded at the ATR and WIM stations as Class 4 vehicles, the bus services within urban areas are mostly not included in the ATR and WIM database because the majority of the ATR and WIM stations are located on the roadways outside urban areas. The information on bus traffic inside cities would be useful for pavement design in urban areas. Effort was therefore made to obtain necessary bus traffic data in the Indiana urban areas to provide additional information for highway engineers with respect to city streets as well as highway sections passing through urban areas.

The Indiana Public Transit System consists of the following peer groups: Group One: large fixed route systems, Group Two: small fixed route systems, Group Three: urban demand response systems, Group Four: rural demand response systems, and the Northern Indiana Commuter Transportation District (INDOT, 2019). Transit systems included in Group One are large fixed route systems that operate an average of more than 1 million total vehicle miles per year, with more

than 50% of the total vehicle miles operated in fixed route service. Group Two systems are small fixed route systems that operate less than 1 million total vehicle miles per year, with more than 50% of the total vehicle miles operated in fixed route service. The transit systems in Group Three operate in urbanized areas with populations greater than 50,000. Fifty percent or more of their total vehicle miles are operated in demand response or deviated fixed route service. Group Four systems include transit systems in urban areas with populations less than 50,000 and rural countywide and multi-county systems with varying population sizes. These systems operate 50% or more of their total vehicle miles in demand response or deviated fixed route service. The Northern Indiana Commuter Transportation District (NICTD) provides commuter rail service between South Bend, Indiana, and Chicago, Illinois. The cities and counties served by the peer groups are listed in Table 4.1.

Since Group Four systems operate mainly in demand response and the NICTD system is a commuter rail service, they are excluded from the urban bus traffic analysis. There was no existing database of bus traffic in Indiana urban areas. The Indiana public transit annual report (INDOT, 2019) and the bus schedule and route information of Indiana cities were utilized as the main sources of the urban bus traffic data. The bus

TABLE 4.1  
Service areas of the Indiana public transit systems

Peer Group	Service Area
Group One: large fixed route systems	Bloomington; Evansville; Fort Wayne; Indianapolis; Lafayette; Muncie; South Bend
Group Two: small fixed route systems	Anderson; Central Indiana; Columbus; Elkhart-Goshen; East Chicago; Gary; Michigan City; New Albany, Clarksville & Jeffersonville; Richmond; Terre Haute
Group Three: urban demand response systems	Kokomo; LaPorte; Northwestern Indiana; Valparaiso
Group Four: rural demand response systems	Bedford; Boone County; Cass County; Clinton County; Crawford, Harrison, Scott & Washington Counties; Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley & Switzerland Counties; DeKalb County; Fayette County; Franklin County; Fulton County; Hamilton County; Hancock County; Hendricks & Morgan Counties; Huntingburg; Huntington County; Jasper, Pulaski, Starke & Newton Counties; Jay, Randolph, Blackford & Henry Counties; Johnson, Shelby & Brown Counties; Knox County; Kosciusko County; LaGrange County; Madison County; Marion; Marshall County; Miami County; Mitchell; Monroe, Lawrence, Owen & Putnam Counties; New Castle; Noble County; Orange County; Rush County; Seymour; Southern Indiana (Davies, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan & Warrick Counties); Steuben County; Union County; Vigo County; Wabash County; Washington; Waveland; Wells County; White County; Whitley County
Northern Indiana commuter transportation district	Rail Corridor between South Bend, IN and Chicago, IL

TABLE 4.2  
Bus traffic in Lafayette/West Lafayette

Bus Route No.	Number of Daily Services			AADTT
	Monday–Friday	Saturday	Sunday	
1A	64	50	20	56
1B	72	50	35	63
2A	56	22	0	43
2B	56	22	0	43
3	59	26	20	49
4A	63	55	20	56
4B	64	48	20	55
5	80	0	0	57
6A	56	46	20	49
6B	50	44	0	42
7	63	46	20	54
9	44	0	0	31
10	54	22	0	42
21A	89	16	0	66
23	96	24	0	72
24	57	0	0	41
35	128	10	0	93
13	112	0	0	80

schedule and route information of each city is available on the bus service's web site. Table 4.2 presents the average annual daily bus traffic in Lafayette (including West Lafayette) obtained from the bus schedule and route information as an example of the city bus volume calculations on the fixed bus routes.

In addition to the bus traffic volumes, the bus axle load spectra are also needed for pavement design with MEPDG. The bus axle load values were obtained from the Indiana public transit annual report (INDOT, 2019) and from the information provided by bus manufacturers. The generated bus axle load data include vehicle capacity, engine type, curb weight, full-seat weight,

full-bus weight, and gross vehicle weight rating (GVWR). The curb weight of a bus is the bus weight without any passengers on the bus. The full-seat weight represents the bus weight when all seats are occupied without standing passengers. The full-bus weight refers to the bus weight when the bus is full of seated and standing passengers. The gross vehicle weight rating expresses the bus maximum operating weight. The gross vehicle weight rating (GVWR) is the maximum operating weight of a vehicle as specified by the manufacturer, including the vehicle's chassis, body, engine, engine fluids, fuel, accessories, driver, and passengers. Some of the bus weights involve the number of passengers and their estimated body weights. The mean body weights of different age groups, races, and genders in the National Health Statistics Reports (Fryar et al., 2018) were used as passenger weights for estimating the full-seat weights and the full-bus weights. The typical types of buses serving in the three public transit peer groups are shown in Figure 4.1. These buses have different vehicle weights, axle arrangements, capacities, and other characteristics. The bus weight related data for the buses in the urban areas were obtained in terms of peer groups and types of buses. The data in public transit system Group One are presented in Table 4.3 and those for Group Two and Group Three are in Table 4.4.

MEPDG requires the axle loads in pavement design, thus the bus weights must be appropriately allocated to the bus axles. In order to allocate a bus weight to the bus axles, the weight distributions on the axles should be determined. It was found that one of the WIM stations was located on a city bus route. The WIM station was located on I-65, 8.2 miles north of Indiana and Kentucky state line. On this bus service route, the type of public transit bus has two single axles. Comparing the scheduled time that the service bus past the WIM site and the WIM recorded vehicle data, the





(a) Group One (large fixed route systems) bus



(b) Group Two (small fixed route systems) bus



(c) Group Three (urban demand response systems) bus

**Figure 4.1** Typical public transit buses.

bus axle weights were identified. The distribution of vehicle weights was determined for the bus with two single axles as illustrated in Figure 4.2. As can be seen from the figure, the front axle bears 43% of the bus weight, and the remaining 57% of the bus weight falls on the rear axle.

In addition to buses with two axles, buses with three axles were also in service in some cities. However, there were no WIM stations on the bus transit routes for

those buses with three axles. Since the buses with three axles did not pass any WIM sites, their axle loads were not directly measured and recorded. In order to estimate the load distribution over the three axles, all buses with three axles were extracted from the WIM database and the load distributions were calculated. The mean load distributions for the buses with three axles were calculated as 62%, 26%, and 12% for the front axle, the middle axle, and the rear axle, respectively. These calculated load distributions are utilized to represent the axle load distribution of the three-axle buses in the public transit system. Figure 4.3 displays the three-axle bus configuration and axle load allocations.

The generated public transit bus traffic information in the Indiana urban areas is stored in ArcMap, which is an ArcGIS based platform (Esri, 2020). ArcGIS is a geographic information system (GIS) for working with maps and geographic information maintained by the Environmental Systems Research Institute (Esri). ArcMap, a component of ArcGIS, represents geographic information as a collection of layers and other elements on a map. Figure 4.4 shows the ArcMap interface of the public transit bus traffic information.

In the ArcMap program, the statewide public transit GIS bus traffic map (Figure 4.5) contains all public transit bus routes in Indiana. In the map, the bus routes of the urban areas are stored in the green clusters and each green cluster represents the bus information on a set of bus routes in a given area. The ArcMap software also provides a bus traffic distribution map as shown in Figure 4.6. This map displays the bus traffic levels in Indiana in different colors. It can be seen in Figure 4.6 that the bus traffic volumes in Indianapolis, Lafayette, and Bloomington areas are relatively higher than other urban areas.

To find detailed bus traffic information, including street sections, bus volumes, and axle loads, the location can be selected on the GIS map shown in Figure 4.5 by clicking the corresponding cluster. For example, the Indianapolis bus routes can be displayed as shown in Figure 4.7.

A particular route can be selected to display the information of that route. As an example, bus route 13 in Indianapolis is selected on the program interface (Figure 4.8) and the route 13 is displayed on a new map in blue color (Figure 4.9). The bus traffic information can be retrieved and displayed as shown in Figure 4.10.

TABLE 4.3  
Bus weights in peer group one

Peer Group	City	Vehicle Capacity	Engine Type	Number of Vehicles	Curb Weight (lbs)	Full-Seal Weight (lbs)	Full-Bus Weight (lbs)	Gross Vehicle Weight Rating (GVWR) (lbs)
Group One: Large Fixed Route Systems	Lafayette	11	Diesel	1	7,500	9,685	10,414	12,000
		13	CNG	5	10,000	12,549	13,460	15,000
		35	Diesel	5	25,100	31,656	38,029	40,000
		40	CNG/Diesel	39	28,500	35,966	43,250	45,000
		42	CNG	15	30,000	37,830	45,479	47,000
		45	Diesel	3	27,000	35,377	43,571	45,000
		54	CNG	1	38,000	48,016	57,849	59,000
	Indianapolis	60	Diesel	8	39,000	50,108	61,034	63,000
		38	Diesel	123	25,700	32,802	39,722	41,000
		39	Electric/Diesel	55	31,200	38,484	45,586	47,000
		54	Diesel	11	35,000	45,016	54,849	56,000
	Bloomington	13	CNG	1	10,000	12,549	13,460	15,000
		16	CNG	1	13,000	16,096	17,553	19,000
		29	Electric/Hybrid/Diesel	3	29,000	34,463	37,012	39,000
		31	Diesel	2	24,500	30,327	35,972	37,000
		32	Electric/Hybrid/Diesel	23	29,300	35,309	41,137	43,000
	Evansville	40	Diesel	9	26,000	33,466	40,750	42,000
		12	Diesel	3	8,000	10,367	11,278	13,000
		15	Diesel	1	11,000	13,914	15,188	17,000
		17	Diesel	7	11,900	15,178	16,635	18,000
		18	Diesel	6	12,000	15,460	17,099	19,000
		21	Diesel	2	14,000	18,006	19,827	21,000
		22	CNG	1	15,500	19,688	21,691	23,000
		26	Electric/Diesel	20	21,000	25,917	28,284	30,000
		29	Diesel	2	21,500	26,963	29,512	31,000
		31	Diesel	6	24,500	30,327	35,972	37,000
	Fort Wayne	14	Diesel	6	10,000	12,732	13,824	15,000
		26	Diesel	3	17,500	22,417	24,784	26,000
		32	Hybrid/Diesel	25	27,000	33,009	38,837	40,000
		37	Diesel	3	25,000	31,920	38,658	40,000
		38	Hybrid	5	28,500	35,602	42,522	44,000
	Muncie	13	CNG/Diesel	15	10,000	12,549	13,460	15,000
		27	Diesel	3	18,000	23,099	25,466	27,000
		32	Electric/Diesel	20	29,300	35,309	41,137	43,000
		33	Electric/Diesel	10	29,400	35,591	41,601	43,000
	South Bend	35	Diesel	1	25,100	31,656	38,029	40,000
		11	Diesel	16	7,500	9,685	10,414	12,000
		12	Diesel	1	8,000	10,367	11,278	13,000
		29	CNG/Diesel	48	24,000	29,463	32,012	34,000

TABLE 4.4  
Bus weights in peer group two and group three

Peer Group	City	Vehicle Capacity	Engine Type	Number of Vehicles	Curb Weight (lbs)	Full-Seat Weight (lbs)	Full-Bus Weight (lbs)	Gross Vehicle Weight Rating (GVWR) (lbs)
Group Two: Small Fixed Route Systems	Anderson	11	Diesel	4	7,500	9,685	10,414	12,000
		17	Diesel	7	11,900	15,178	16,635	18,000
		18	Diesel	7	12,000	15,460	17,099	19,000
	Columbus	12	CNG	4	8,800	11,167	12,078	14,000
		15	CNG	1	12,500	15,414	16,688	18,000
		22	Diesel	5	14,100	18,288	20,291	22,000
		44	Diesel	4	26,500	34,695	42,707	44,000
	Elkhart-Goshen	22	Diesel	1	14,100	18,288	20,291	22,000
		25	Diesel	10	17,000	21,735	23,920	25,000
		26	Diesel	2	17,500	22,417	24,784	26,000
	Gary	25	Diesel	17	17,000	21,735	23,920	25,000
		31	Diesel	3	24,500	30,327	35,972	37,000
	Michigan City	14	Diesel	1	10,000	12,732	13,824	15,000
		16	Diesel	2	11,900	14,996	16,453	18,000
		30	Diesel	9	24,000	29,645	35,108	37,000
	Richmond	11	CNG	2	8,250	10,435	11,164	13,000
		16	CNG	11	13,100	16,196	17,653	19,000
		17	CNG	1	13,150	16,428	17,885	19,000
	New Albany, Clarksville, & Jeffersonville	28	Diesel	33	21,000	26,281	28,830	30,000
		35	Electric/Diesel	11	31,000	37,556	43,929	45,000
		36	Electric/Diesel	9	31,300	38,038	44,593	46,000
		38	Electric/Diesel	38	31,500	38,602	45,522	47,000
	Terre Haute	40	Electric/Diesel	185	32,000	39,466	46,750	48,000
		14	CNG	1	11,000	13,732	14,824	16,000
		16	Diesel	1	11,900	14,996	16,453	18,000
		22	CNG/Diesel	6	15,600	19,788	21,791	23,000
		26	Diesel	6	17,500	22,417	24,784	26,000
Group Three: Urban Demand Response Systems	Kokomo	12	CNG/Diesel	17	8,800	11,167	12,078	14,000
		14	CNG	6	11,000	13,732	14,824	16,000
		31	Diesel	4	24,500	30,327	35,972	37,000
		45	Diesel	3	27,000	35,377	43,571	45,000
	Valparaiso	16	CNG	5	13,100	16,196	17,653	19,000
		53	Diesel	5	34,600	44,433	54,085	56,000



Figure 4.2 Axle load distribution on two axles.

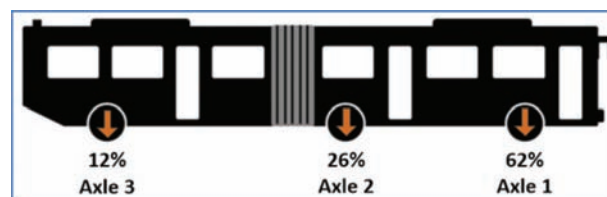
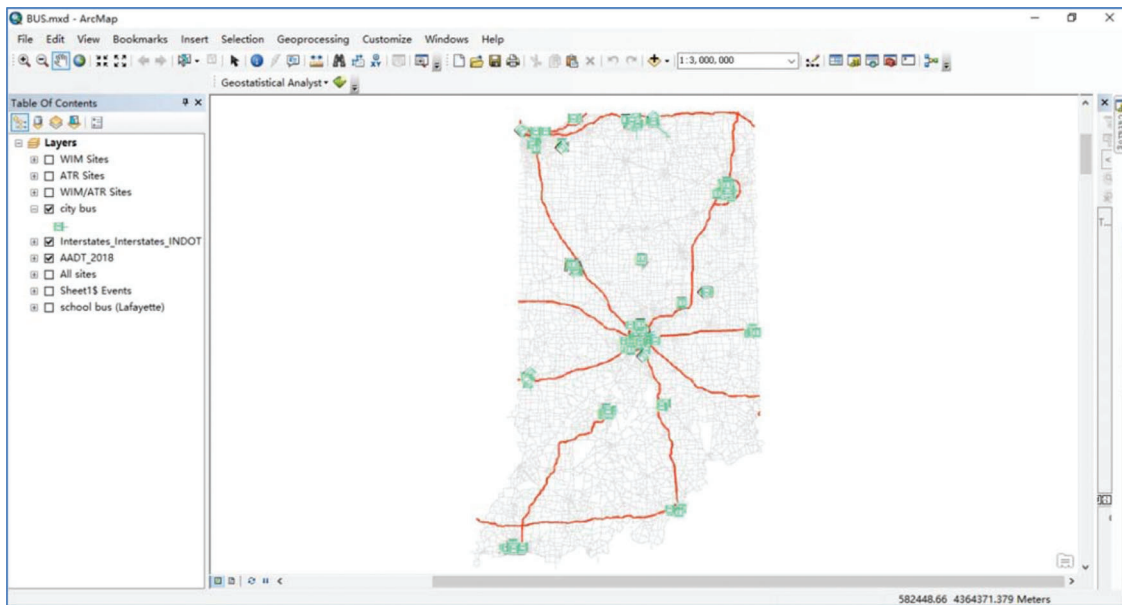
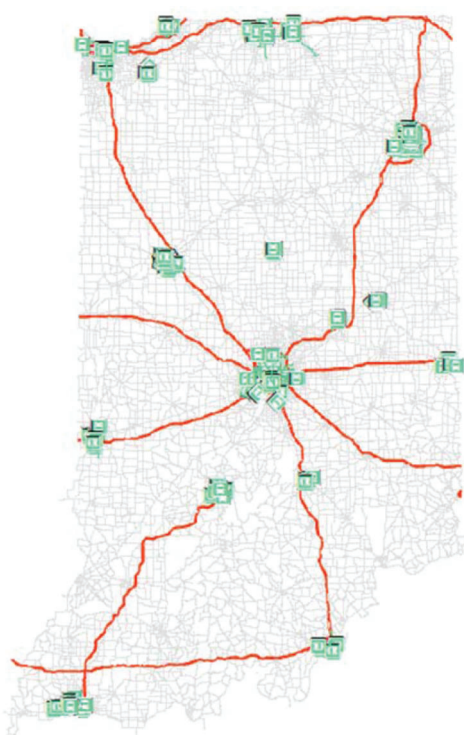


Figure 4.3 Axle load distribution on three axles.

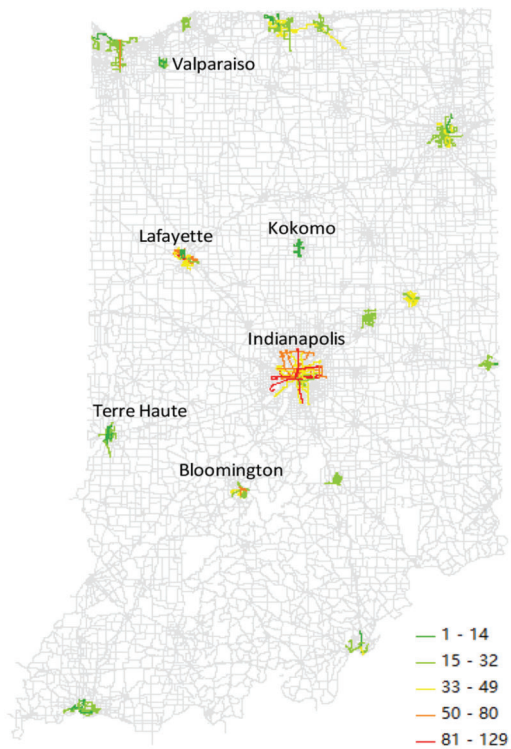




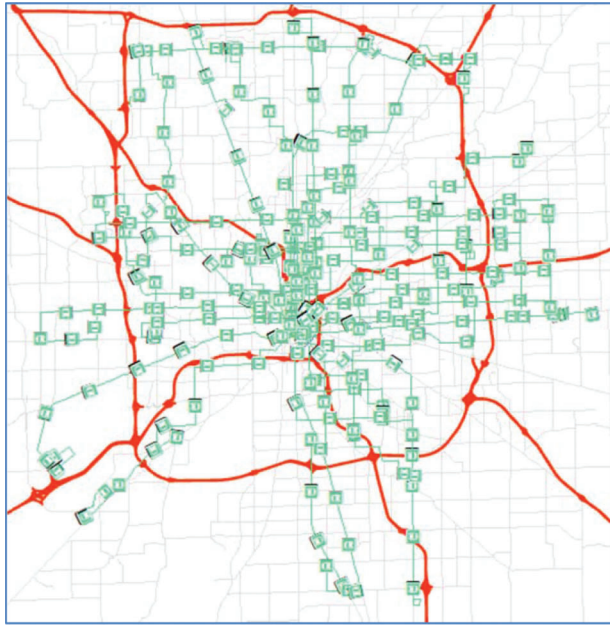
**Figure 4.4** ArcMap interface of the public transit bus traffic information.



**Figure 4.5** GIS public transit bus map in Indiana.



**Figure 4.6** Public transit bus traffic volume distribution.



**Figure 4.7** Indianapolis public transit bus routes.

Select By Attributes

Layer: ☐ city bus

Method: Create a new selection

OBJECTID  
City  
Bus\_No\_  
Mon\_Fri\_  
Sat\_

= <> Like '12'  
> >= And '13'  
< <= Or '14'  
\_ % ( ) Not '15'  
Is In Null < >

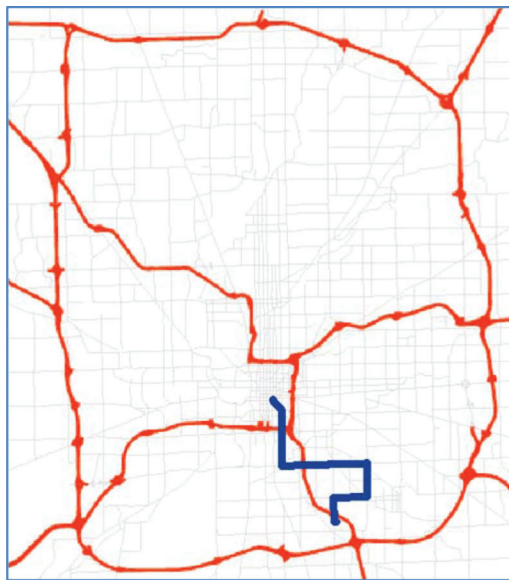
Get Unique Values Go To:

SELECT \* FROM City\_bus WHERE:  
City = 'Indianapolis' AND Bus\_No\_ = '13'

Clear Verify Help Load... Save...

OK Apply Close

**Figure 4.8** Bus route selection.



**Figure 4.9** Bus route 13 displayed on map.

Table									
city bus selection									
	OBJECTID *	SHAPE *	City	Bus_No_	Mon_Fri_	Sat_	Sun_	AADTT	SHAPE_Length
	128	Polyline	Indianapolis	13	25	18	17	23	13614.950245

**Figure 4.10** Bus traffic information.

## 5. TRUCK WEIGHT ROAD GROUPS

The primary objective of this study is to update the traffic design input module, and thus to improve the current INDOT pavement design procedures. The current Truck Weight Road Groups (TWRG) are specified in 2013 Indiana Design Manual (page 44 in Chapter 304) (INDOT, 2013) as presented in Table 5.1. The AADTT values in the table include the truck traffic on all lanes and in both directions. It had been observed that the truck traffic volumes on many two-lane roads were much lower than 2,000 AADTT. On the other hand, the truck traffic volumes in some interstate segments were much higher than 20,000 AADTT. Therefore, it was necessary to examine groups A and D and determine if the groups should be further divided into more subgroups to accurately reflect the updated truck traffic and axle load spectra with respect to very low truck traffic on two-lane roads as well as very high truck traffic on interstate routes.

### 5.1 Truck Class Distributions

The truck traffic data from 90 ATR stations and 51 WIM stations in 2016, 2017, and 2018 were utilized to reveal the truck traffic distributions in terms of the truck weight road groups. The large amount of the truck traffic volumes in the 3 years from the 141 ATR and WIM stations were processed and sorted to examine their patterns and features. The processed data indicate that about 85% of the AADTT values on two-lane road are lower than 3,000. On the other hand, the truck traffic volumes on some interstate sections are

TABLE 5.1  
INDOT truck weight road groups

Group	Truck Traffic
A	$AADTT \leq 3,000$
B	$3,000 < AADTT \leq 6,000$
C	$6,000 < AADTT \leq 20,000$
D	$AADTT > 20,000$

much higher than 20,000 trucks per day. The statewide distribution of vehicle classes in the 3 years is shown in Figure 5.1. As can be seen in the figure, the highest number of trucks on Indiana highways are Class 9 vehicles followed by Class 5 vehicles.

The truck traffic data were then sorted according to the TWRG groups shown in Table 5.1 so that the truck class distributions in the TWRG groups can be examined separately. The truck class distributions for Groups A, B, C, and D are plotted in Figures 5.2, 5.3, 5.4, and 5.5, respectively. The most significant difference among the five groups is that in Group A ( $AADTT \leq 3,000$ ) the Class 5 volumes are much higher than Class 9 volumes as can be seen in Figure 5.2. That is, most of the trucks on low volume roads are Class 5 vehicles. Although the truck class distributions are all different in Groups B, C, and D, the general patterns of their vehicle class distributions are similar as illustrated in Figures 5.3, 5.4, and 5.5.

### 5.2 Truck Weight Road Group A

To further investigate truck volumes in Group A, the truck traffic data from the INDOT GIS maps in the same 3 years (2016, 2017, and 2018) were also utilized in addition to the ATR and WIM recorded truck traffic data. The GIS data contain of 21,506 data points with  $AADTT \leq 3,000$ . The frequency distribution of the 21,506 data points is presented in Figure 5.6. The frequency distribution reveals that most of the truck volumes in Group A are concentrated in the lower end of the range. The mean value of AADTT in Group A is 58. The four quartiles of 25%, 50%, 75%, and 100% are 16, 27, 73, and 3,000, respectively. Apparently, the truck traffic distribution in Group A is significantly skewed toward the very low end of the truck traffic.

The locations of ATR and WIM sites with lower than 3,000 AADTT are displayed in Figure 5.7. There are 43 ATR sites and 14 WIM sites with lower than 3,000 AADTT in the map. The truck traffic distributions in the ATR sites and in the WIM sites are shown in Figure 5.8. This figure indicates that at the ATR sites

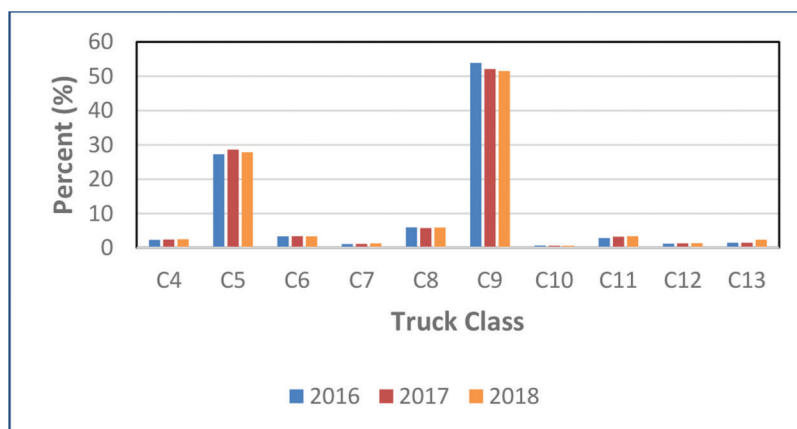
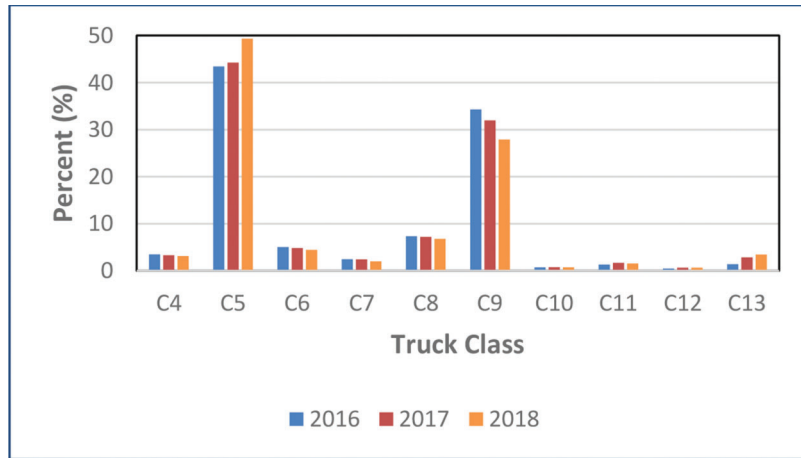
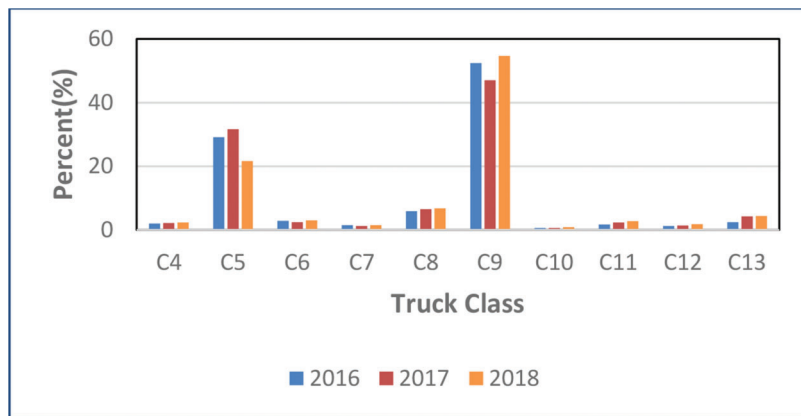


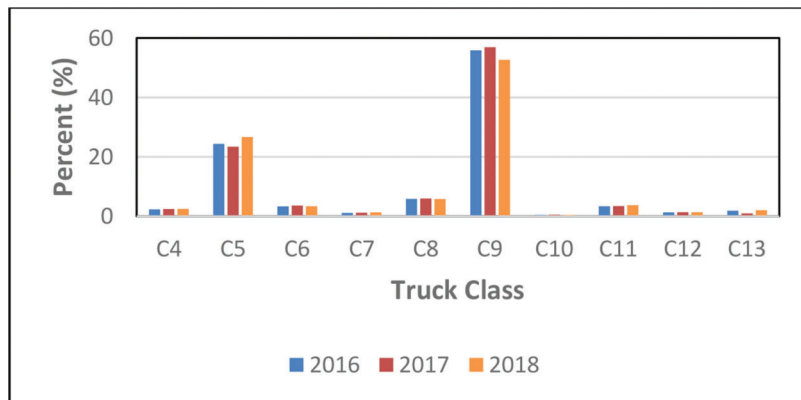
Figure 5.1 Statewide truck class distribution.



**Figure 5.2** Statewide Group A truck class distribution (AADTT ≤ 3,000).



**Figure 5.3** Statewide Group B truck class distribution (3,001 < AADTT ≤ 6,000).



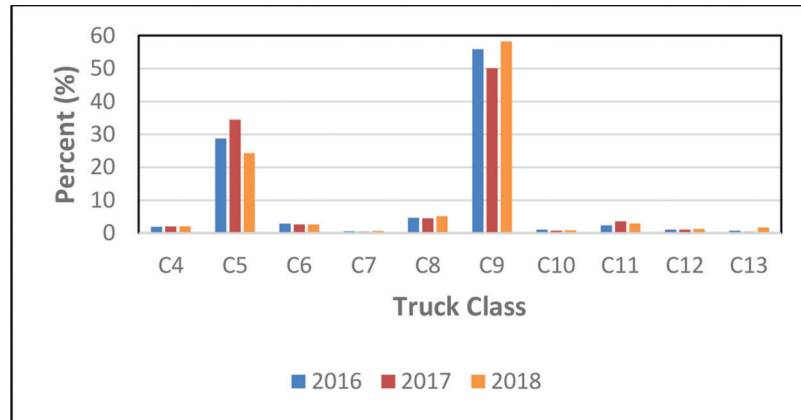
**Figure 5.4** Statewide Group C truck class distribution (6,001 < AADTT ≤ 20,000).

the highest frequencies of the truck volumes are in the truck traffic volume range less than 500. However, at the WIM sites the highest frequencies are within the AADTT range from 1,000 to 2,000.

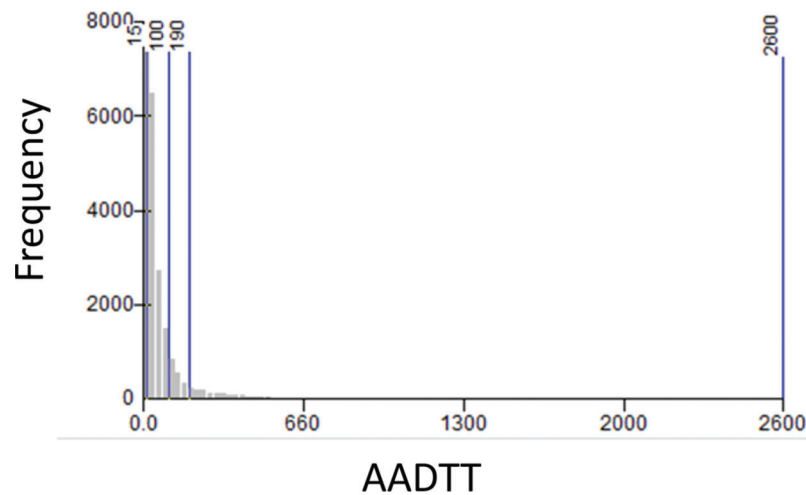
Based on the above analysis and the practical experience of the Study Advisory Committee members, the subgroups of Group A as listed in Table 5.2 are proposed for future use in MEPDG pavement design.

The truck class distributions with respect to the proposed subgroups are drawn in Figure 5.9. As can be seen in the figure, Class 5 vehicles are the dominating type of trucks in all subgroups. As the truck volume increases, the proportion of Class 9 vehicles increases and that of Class 5 vehicles decreases. The patterns of the truck class distributions are generally similar for all four subgroups.





**Figure 5.5** Statewide Group D truck class distribution (AADTT > 20,000).



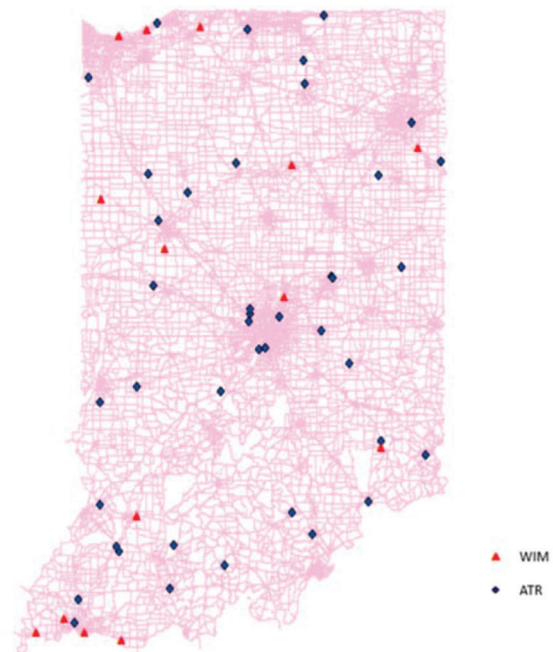
**Figure 5.6** Group A truck volume distribution (AADTT ≤ 3,000).

### 5.3 Truck Weight Road Group D

Group D is the truck weight road group with the highest truck volumes (AADTT > 20,000). The truck traffic volumes more than 20,000 occurred only on interstate highways as depicted in Figure 5.10, in which the locations of the Group D sites are marked in terms of WIM, ATR, and GIS data points. There were 136 road sections on interstate highways recorded AADTT values greater than 20,000. The truck traffic data in 2016, 2017, and 2018 indicate that the AADTT values at most of the sites in Group D were in the range between 20,000 and 40,000. An exception is the WIM site 402 on I-80 where the AADTT exceeded 70,000.

The statistical characteristics of the truck traffic data were calculated in order to explore the appropriate divisions of Group D truck traffic into subgroups. The calculated values of mean ( $\mu$ ), standard deviation ( $\sigma$ ),  $\mu-0.5\sigma$ , and  $\mu+0.5\sigma$  are shown in Table 5.3.

If the truck traffic volumes in Group D were divided into the three subgroups in terms of mean and standard deviation:  $0 < \text{AADTT} \leq \mu-0.5\sigma$ ,  $\mu-0.5\sigma < \text{AADTT} \leq$



**Figure 5.7** Locations of ATR and WIM stations in Group A (AADTT ≤ 3,000).



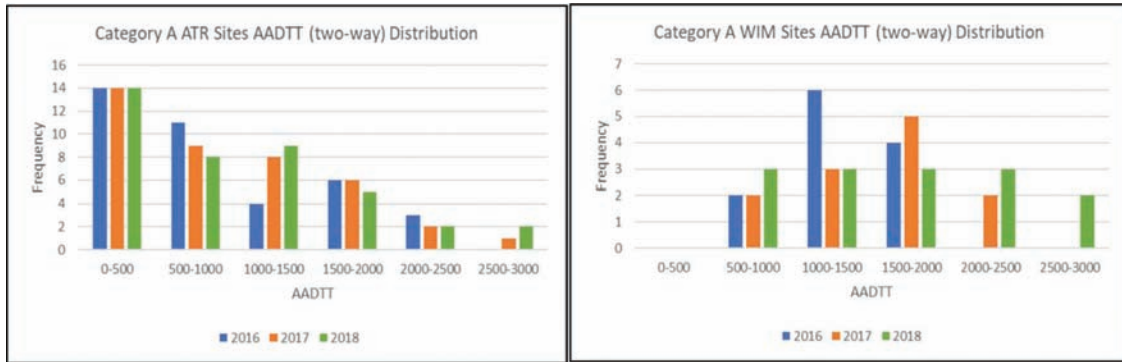


Figure 5.8 Truck traffic distributions at ATR sites and WIM sites in Group A.



Figure 5.9 Truck class distributions with combined ATR and WIM data in Group A.

TABLE 5.2  
Truck weight road subgroups of Group A

Group A (AADTT ≤ 3,000)	
Subgroup	Truck Traffic
A1	0 < AADTT ≤ 100
A2	100 < AADTT ≤ 500
A3	500 < AADTT ≤ 1,000
A4	1,000 < AADTT ≤ 3,000

$\mu + 0.5\sigma$ , and  $AADTT > \mu + 0.5\sigma$ , the ranges of the three subgroups would be as follows:

- Subgroup 1:  $0 < AADTT \leq 25,810$
- Subgroup 2:  $25,810 < AADTT \leq 39,697$
- Subgroup 3:  $AADTT > 39,697$

TABLE 5.3  
Truck traffic statistics in Group D

$\mu$	$\sigma$	$\mu-0.5\sigma$	$\mu+0.5\sigma$
32,753.5	13,887	25,810	39,697

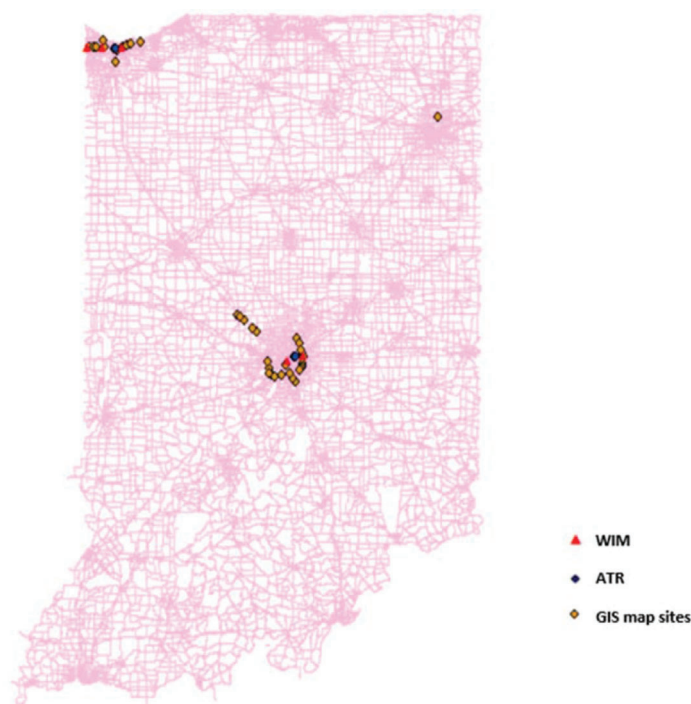
The truck traffic volumes were also arranged in terms of quartiles to further inspect the ranges of the subgroups in a different way. The recorded truck traffic data in Group D are displayed as a scatter plot in Figure 5.11 to assess their spread along the four quartiles. The corresponding AADTT values of the quartiles are 25,027 for 25% quartile, 27,542 for 50% quartile, and 33,121 for 75% quartile. It should be noted that the 50% quartile is also the median of the data set. That is, in the Group D data set, half of the AADTT values are greater than 27,148 and half of those are less than 27,148.

Similar to the method using mean and standard deviation, Group D can be divided into the following three subgroups according to quartiles:

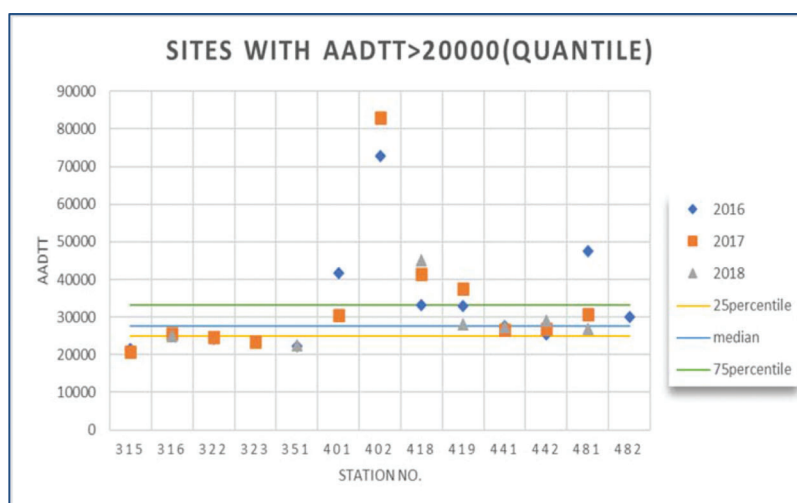
1.  $20,000 < \text{AADTT} \leq 25\% \text{ quartile}$
2.  $25\% \text{ quartile} < \text{AADTT} \leq 75\% \text{ quartile}$
3.  $\text{AADTT} > 75\% \text{ quartile}$

The specific values of the three subgroups in terms of quartiles are as follows:

- Subgroup 1:  $20,000 < \text{AADTT} \leq 25,027$
- Subgroup 2:  $25,027 < \text{AADTT} \leq 33,121$
- Subgroup 3:  $\text{AADTT} > 33,121$



**Figure 5.10** Locations of in Group D (AADTT > 20,000).



**Figure 5.11** Scatter plot of Group D truck volumes.

The subgroups obtained through mean and standard deviation as well as quartiles are presented in Table 5.4. The values of the subgroups from the two methods are actually quite close except for the up values in Subgroup 2 with 39,697 from the mean and standard deviation method and 33,121 from the quartile method. In fact, the ATR and WIM recorded truck traffic data actually showed the AADTT values at most of the sites in Group D were in the range between 20,000 and 40,000. Therefore, the value of 39,697 from the mean and standard deviation method should be a reasonable choice. For the purpose of practical and easy to use, the values are rounded to the nearest thousand for

the proposed truck road subgroups of Group D in Table 5.5.

The truck class distributions of the proposed subgroups D1, D2, and D3 are illustrated in Figures 5.12, 5.13, and 5.14, respectively. All three figures demonstrate that Class 9 vehicles are the dominating type of trucks in all three subgroups. The patterns of the truck class distributions of the subgroups are generally similar. Group D truck traffic sections are all on interstate highways. The truck weight road groups, including subgroups D1, D2, and D3, are exhibited in a three-dimensional graph in Figure 5.15. The graph clearly indicates that Group D road groups are primarily located in three concentrated areas.

TABLE 5.4  
Possible subgroups of Group D

Subgroup	AADTT Range	
	Mean and Standard Deviation	Quartile
1	20,000–25,810	20,000–25,027
2	25,810–39,697	25,027–33,121
3	> 39,697	> 33,121

TABLE 5.5  
Truck weight road subgroups of Group D

Group D (AADTT $\geq$ 20,000)	
Subgroup	Truck Traffic
D1	20,000 < AADTT $\leq$ 25,000
D2	25,000 < AADTT $\leq$ 40,000
D3	AADTT > 40,000

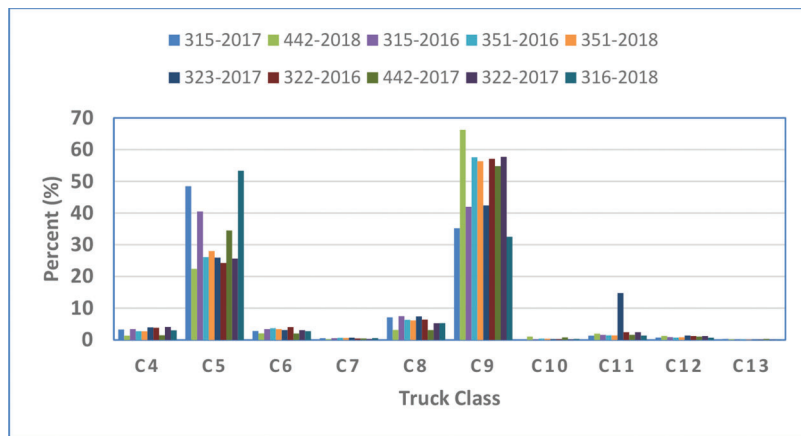


Figure 5.12 Truck class distribution of Subgroup D1 (20,000 < AADTT  $\leq$  25,000).

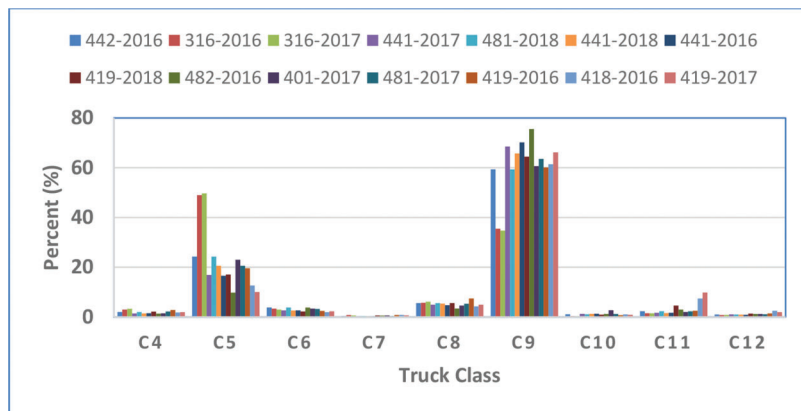
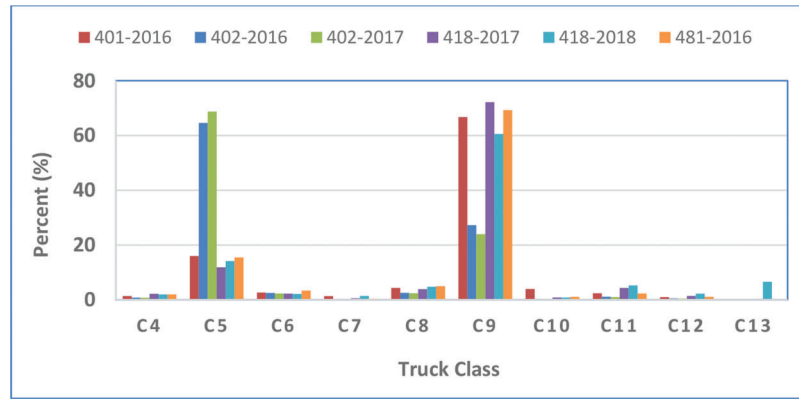
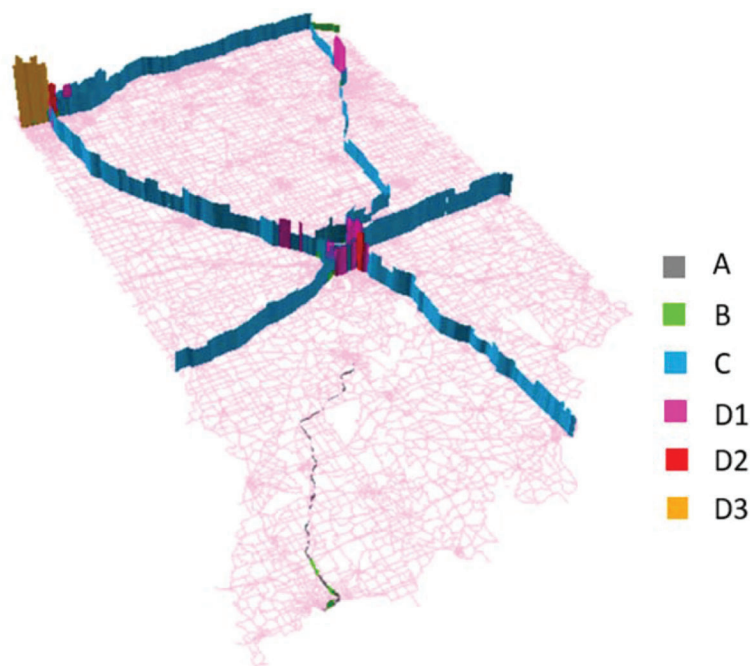


Figure 5.13 Truck class distribution of Subgroup D2 (25,000 < AADTT  $\leq$  40,000).



**Figure 5.14** Truck class distribution of Subgroup D3 (AADTT > 40,000).



**Figure 5.15** Three-dimensional display of truck weight road groups on Indiana interstate.

## 6. EQUIVALENT SINGLE AXLE LOAD VALUES

The Equivalent Single Axle Load (ESAL) values have been utilized in the American Association of State Highway and Transportation Officials pavement design method (AASHTO, 1993) to establish a damage relationship for comparing the effects of axles carrying different loads. In order to assess the impact of different types of vehicles on a pavement structure on a common basis, all vehicle axle loads are converted to a number of 18,000-lbs (80 kN) Equivalent Single Axle Loads (ESALs). WIM data were used 20 years ago to determine ESAL values for INDOT pavement design (Gulen et al., 2000). Although ESAL values are no longer used in pavement design with MEPDG, they are still useful in

such areas as pavement asset management, pavement pay item calculation, safety analysis, and financial analysis. Therefore, it was desired to update ESAL values with the most recent available traffic data. In this study, new ESAL values were determined through two methods, the AASHTO equation method (AASHTO, 1993) and the axle group divisor method (Indiana Administrative Code, 2020), as described in the following sections.

### 6.1 AASHTO Equations

ESAL values are affected by not only the weights of individual axles, but also the configurations and arrangements of axles, such as single axles, tandem axles, and tridem axles. In order to use the traffic data for ESAL

calculation, the WIM data were processed to group axle weights in terms of axle configurations. Because the vehicle loads impact rigid and flexible pavement differently, the ESAL equations for the two types of pavements are different. The WIM stations with axle load data on rigid (Portland cement concrete pavement or PCCP) and flexible (hot mix asphalt or HMA) pavements are listed in Table 6.1.

The AASHTO ESAL equation for rigid pavement is as follows (Pavement Interactive, n.d.a):

$$\frac{W_x}{W_{18}} = \left( \frac{L_{18} + L_{2s}}{L_x + L_{2x}} \right)^{4.62} \left( \frac{10^{G/\beta_x}}{10^{G/\beta_{18}}} \right) (L_{2x})^{3.28} \quad (\text{Eq. 6.1})$$

Where:

$W_{18}$  = predicted number of 18,000 lb single axle load applications

$W_x$  = predicted number of  $x \times 1,000$  lb single axle load applications. e.g.,  $W_{30}$  = number of 30,000 lb single axle applications

$L_x$  = axle load being evaluated (kips). e.g.,  $L_{30} = 30$

$L_{18} = 18$  (standard axle load in kips)

$L_{2x}$  = code for axle configuration: 1 for single axle; 2 for tandem axle; 3 for triple axle

$L_{2s}$  = code for standard axle = 1 (single axle)

$G = \log \left( \frac{4.5 - p_t}{4.5 - 1.5} \right)$ , a function of the ratio of loss in serviceability at time,  $t$ , to the potential loss taken at a point where  $p_t = 1.5$

$p_t$  = “terminal” serviceability index (point at which the pavement is considered to be at the end of its useful life)

$$\beta = 1.0 + \left( \frac{3.63(L_x + L_{2x})^{5.20}}{(D + 1)^{8.46} L_{22x}^{3.52}} \right), \text{ function which}$$

determines the relationship between serviceability and axle load applications. Where  $D$  = slab depth in inches.

The AASHTO ESAL equation for flexible pavement is as follows (Pavement Interactive, n.d.b):

$$\frac{W_x}{W_{18}} = \left( \frac{L_{18} + L_{2s}}{L_x + L_{2x}} \right)^{4.79} \left( \frac{10^{G/\beta_x}}{10^{G/\beta_{18}}} \right) (L_{2x})^{4.33} \quad (\text{Eq. 6.2})$$

Where:

$W_{18}$  = number of 18,000 lb single axle load applications

$W_x$  = predicted number of  $x \times 1,000$  lb single axle load applications. e.g.,  $W_{30}$  = number of 30,000 lb single axle applications

$L_x$  = axle load being evaluated (kips). e.g.,  $L_{30} = 30$

$L_{18} = 18$  (standard axle load in kips)

$L_{2x}$  = code for axle configuration: 1 for single axle; 2 for tandem axle; 3 for triple axle

$L_{2s}$  = code for standard axle = 1 (single axle)

$G = \log \left( \frac{4.2 - p_t}{4.2 - 1.5} \right)$ , a function of the ratio of loss in serviceability at time,  $t$ , to the potential loss taken at a point where  $p_t = 1.5$

$p_t$  = “terminal” serviceability index (point at which the pavement is considered to be at the end of its useful life)

$$\beta = 0.4 + \left( \frac{0.081(L_x + L_{2x})^{3.23}}{(SN + 1)^{5.19} L_{2x}^{3.23}} \right), \text{ function which}$$

determines the relationship between serviceability and axle load applications. Where  $SN$  = structure number

In addition to the WIM traffic data, the slab thickness ( $D$ ) and terminal serviceability index ( $p_t$ ) are needed to calculate the ESAL values for rigid pavement. The PCCP slab thickness of 10 inches and terminal serviceability index of 2.5 were assumed in ESAL calculation. For flexible pavement, the structural number ( $SN$ ) of 5 and the terminal serviceability index ( $p_t$ ) of 2.5 were utilized in the ESAL calculation of HMA pavements.

## 6.2 Axle Group Divisors

The Indiana Administrative Code specifies the following axle group divisor method for calculating ESAL values (Indiana Administrative Code, 2020):

1. The ESAL value for each axle group shall be calculated as follows:
  - a. The ESAL value for each axle shall be calculated as the actual axle weight, divided by the axle group divisor (as defined in (4), below), all raised to the fourth power ((weight/divisor)<sup>4</sup>).
  - b. The numerator for each axle group is the sum of the axle weights of all individual axles within that axle group, or the combined gross axle weight (GAW).
  - c. The divisor for each axle group depends on the number of axles in the group.
  - d. Divisors shall be as follows:
    - i. If the axle group consists of a single axle, the divisor is eighteen thousand (18,000) pounds.
    - ii. If the axle group consists of a tandem axle (that is, two (2) individual axles), the divisor is thirty-three thousand two hundred (33,200) pounds.
    - iii. If the axle group consists of a tridem axle (that is, three (3) individual axles), the divisor is forty-six thousand (46,000) pounds.

TABLE 6.1  
WIM stations on rigid and flexible pavements

Pavement Type	WIM Station No.
Rigid (PCCP)	120, 200, 230, 351, 352, 401, 402, 420, 441, 442, 481, 482, 560, 630, 990, 999
Flexible (HMA)	100, 102, 106, 109, 210, 220, 270, 310, 315, 316, 321, 325, 326, 331, 332, 340, 360, 370, 406, 430, 436, 450, 460, 470, 490, 507, 520, 530, 540, 600, 610, 620, 640, 650, 660



- iv. If the axle group consists of a quad axle (that is, four (4) individual axles), the divisor is fifty-seven thousand (57,000) pounds.
  - v. If the axle group consists of a quintuple axle (that is, five (5) individual axles), the divisor is sixty-five thousand (65,000) pounds.
  - e. The resultant fraction quantity is raised to the fourth power.
2. ESAL value for the sum of all axles of the vehicle shall be calculated as follows: (ESAL = Axle1 ESAL + Axle2 ESAL + Axle3 ESAL +...+ AxleN ESAL).

For example, if a Class 9 vehicle has the following axle load data:

- GAW = 71.2 kips
- Axle 1: single axle, axle load = 9.2 kips
- Axle 2: tandem axle, axle loads = 14.2 kips and 13.9 kips
- Axle 3: tandem axle, axle loads = 17.4 kips and 16.6 kips

The ESAL of the Class 9 truck can be calculated with the axle group divisors:

$$\text{ESAL} = \text{ESAL}(9.2 \text{ kips, single}) + \text{ESAL}(14.2 + 13.9 \text{ kips, tandem}) + \text{ESAL}(17.4 + 16.6 \text{ kips, tandem}) = (9.2/18)^4 + [(14.2 + 13.9)/33.2]^4 + [(17.4 + 16.6)/33.2]^4 = 1.681353$$

### 6.3 ESAL Values

The 3-year WIM data of 2016, 2017, and 2018 were used for the data processing and analysis to calculate ESAL values. ESAL values were calculated for all of the WIM stations listed in Table 6.1 using both the AASHTO method and axle group divisor method. To describe the ESAL calculations, a WIM station on I-70 (WIM Site 106) was utilized to present the ESAL results. The location of the WIM station is shown in Figure 6.1. This section of the interstate highway has four lanes with HMA pavement. The ESAL values were calculated in groups of gross vehicle weight (GVW) consistent with the current INDOT practice. The maximum GVW of 126 kips, which is the current GVW limit for INDOT ESAL groups, was applied in the ESAL calculation. The ESAL values obtained with the AASHTO method and the axle load divisor method are shown in Table 6.2 and Table 6.3, respectively.

As can be seen in Tables 6.2 and 6.3, the ESAL values are presented in terms of GVW groups and vehicle classes. The vehicle class C0 represents the unclassified vehicles and C1, C2, and C3 are the first three types of the FHWA vehicle classification or the lightweight vehicles, including motorcycles, passenger cars, and four-tire single unit vehicles as depicted in Figure 6.2. It should be pointed out that the number of unclassified vehicles (C0) could be substantial in many WIM sites. Although they were not classified into particular types of vehicles due to various reasons, their axle loads were captured and recorded in the WIM database. In addition, the axle loads of unclassified vehicles tend to be considerably large. Therefore, it is essential to include unclassified vehicles in ESAL calculations.

The ESAL values on individual lanes at this WIM site were also obtained through the two calculation methods as listed in Table 6.2. This table includes the ESALs on all four lanes and the average of the four ESALs. The critical ESAL value in the last column of the table is defined as the highest lane ESAL value among the ESALs of the four lanes. It is important to identify the critical lane and its corresponding critical ESAL because the critical lane controls the pavement design, performance, and management. As shown in Table 6.2, the critical lane at this WIM site is Lane 3 (the eastbound driving lane) with a critical ESAL of 15,986,424 from the AASHTO method or a critical ESAL of 14,386,275 from the axle group divisor method.

With the traffic data at WIM 106, the average annual ESALs per truck for all types of trucks (C4 through C13) and for all types of trucks combined were also calculated with AASHTO and axle group divisor methods as presented in Table 6.3.

The ESAL values contained in Tables 6.2, 6.3, A.5, and A.6 are included in the final database along with truck volume and axle load spectra for this WIM site. Similar ESAL values for all WIM sites were obtained and will be provided for INDOT to use.

With all WIM sites combined, the obtained statewide average annual ESAL values for state roads, US routes, and interstate highways are included in Table 6.4. The values in the table contains ESAL values in terms of average of all ESALs as well as average of critical ESALs.

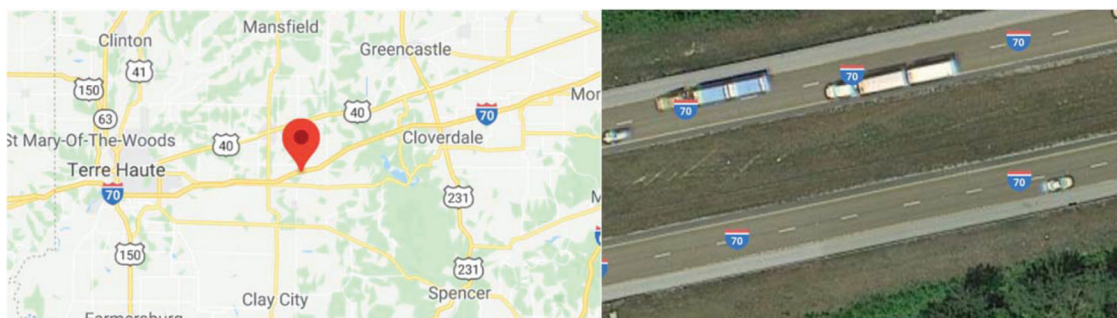


Figure 6.1 WIM Station 106 on I-70 (Google, n.d.a).

TABLE 6.2  
Annual ESAL values on roadway lanes (WIM Site 106)

Method	Lane 1	Lane 2	Lane 3	Lane 4	Average	Critical
AASHTO	2,595,924	1,419,681	15,986,424	675,872	5,169,475	15,986,424
Axle Group Divisor	2,599,606	1,258,462	14,386,275	635,848	4,720,048	14,386,275

TABLE 6.3  
Average annual ESALs per truck (WIM Site 106)

Method	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	All Types
AASHTO	0.67	0.14	0.67	2.58	0.40	1.49	1.35	3.08	1.28	1.77	1.32
Axle Group Divisor	0.69	0.15	0.69	2.70	0.43	1.53	1.44	3.29	1.34	1.89	1.36

TABLE 6.4  
Average annual ESALs on different highways (all WIM sites)

	State Roads	US Routes	Interstate	All Roads Combined
All ESALs (AASHTO)	5,145,581	2,097,309	34,249,589	21,817,344
All ESALs (Axle Group Divisor)	4,425,600	1,850,587	24,497,963	15,794,815
Critical ESALs (AASHTO)	4,102,108	1,461,136	20,894,434	13,480,725
Critical ESALs (Axle Group Divisor)	3,491,718	1,257,990	14,654,550	9,595,831

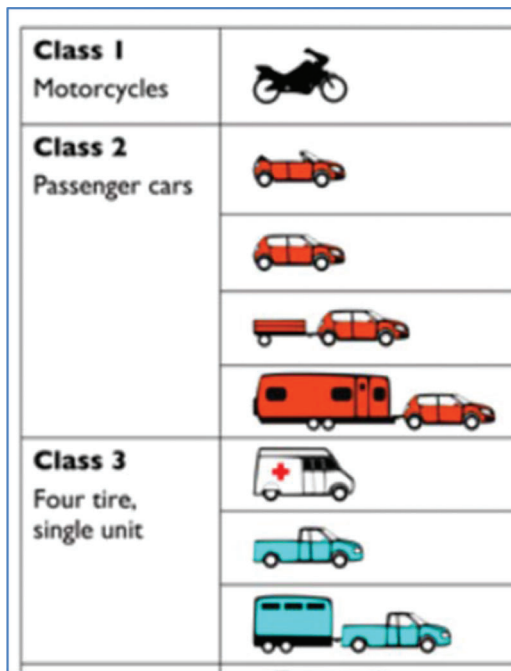


Figure 6.2 Lightweight vehicles (C1, C2, C3).

## 6.4 Analysis and Observations

### 6.4.1 Comparison of the Two ESAL Calculation Methods

As described above, two methods were utilized to calculate the ESAL values at WIM Site 106. To

compare the two methods, the ESAL values from the two methods are listed in Table 6.5 along with the calculated differences. The ESAL differences (%) between the two methods are plotted in Figure 6.3.

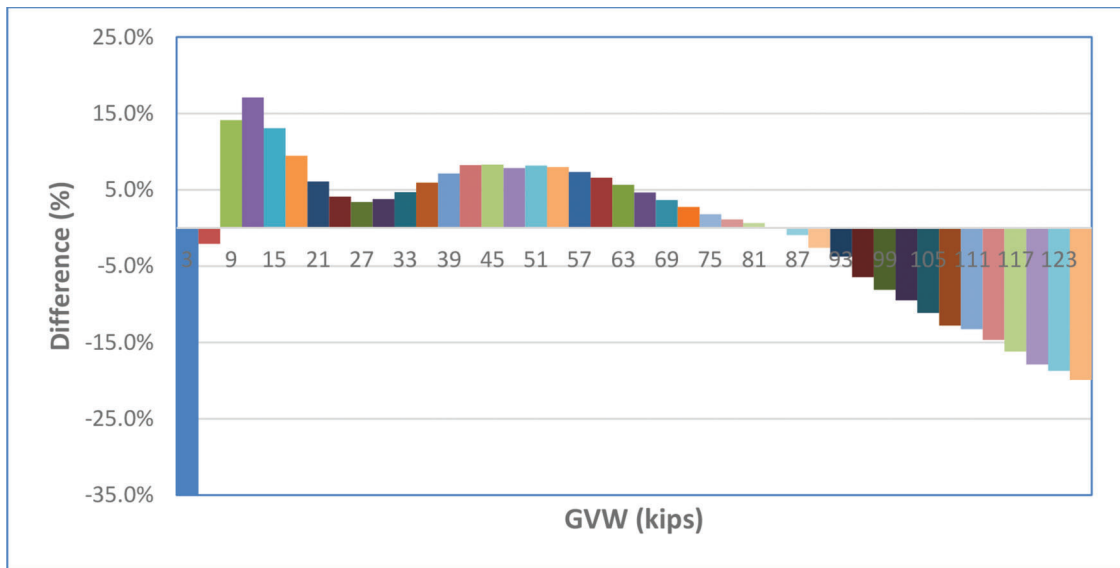
If the first two points (GVW < 6 kips) are excluded as outliers, it is shown in Table 6.5 and Figure 6.3 that, compared with the AASHTO method, the axle group divisor method yielded greater ESALs up to about 80 kips of GVW and smaller ESALs beyond 80 kips. The maximum of the differences is about 20%.

### 6.4.2 Effect of Unclassified Vehicles

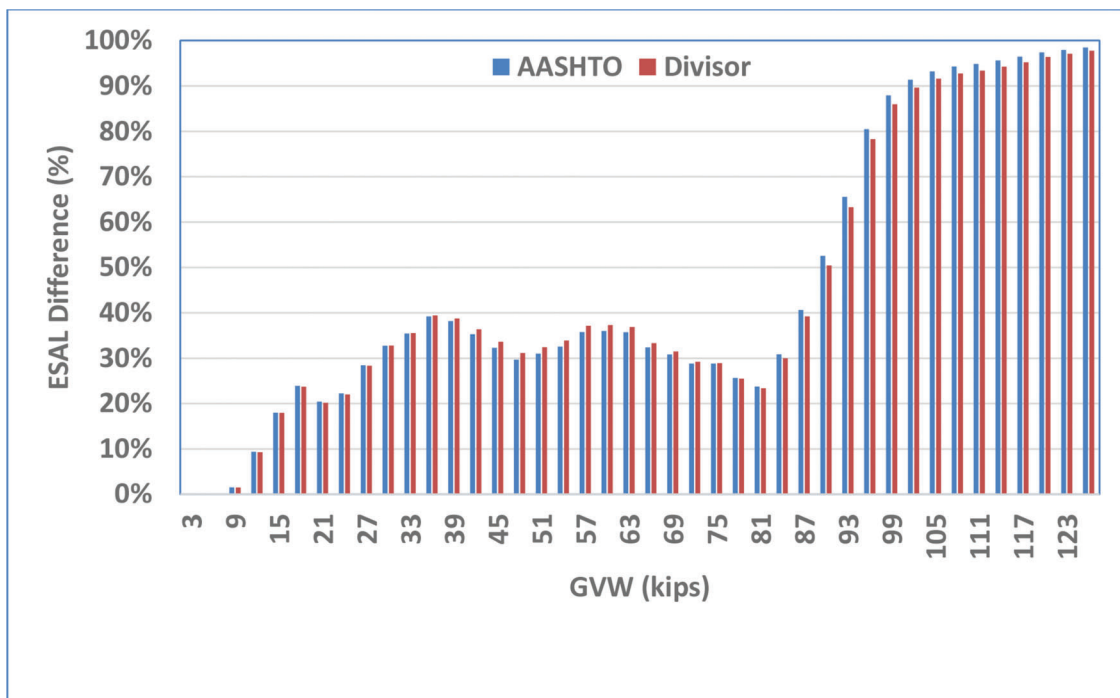
The WIM data at Site 106 as well as at many other WIM sites contain a sizable number of unclassified vehicles. It was observed that most of the unclassified vehicles tend to have axle loads similar to heavy trucks. Furthermore, ESAL calculations use axle loads but do not require vehicle classifications. Therefore, unclassified vehicles should be included in the ESAL calculations to reflect the actual vehicle load impact on pavement structures. The ESAL values and the ESAL differences between with and without unclassified vehicles are included in Table 6.6 for both AASHTO and axle group divisor methods. The ESAL differences are illustrated in Figure 6.4 for the two ESAL calculation methods. It is apparent that the ESAL differences are generally larger when GVW is greater than 90 kips. It is also apparent that most of the differences are significant, from 30% to near 100%. The graph in Figure 6.4 shows that percent differences in the AASHTO

TABLE 6.5  
Comparison of ESALs from two methods

GVW (kips)	AASHTO ESAL	Axle Group Divisor ESAL	Difference	% Difference
	(A)	(B)	(B-A)	(B-A)/A
3	31	20	-11	-35.1%
6	3,108	3,043	-65	-2.1%
9	3,801	4,338	537	14.1%
12	2,876	3,368	492	17.1%
15	3,339	3,775	436	13.1%
18	5,981	6,546	565	9.5%
21	12,824	13,606	782	6.1%
24	19,271	20,064	794	4.1%
27	23,756	24,562	807	3.4%
30	31,474	32,666	1,192	3.8%
33	41,675	43,630	1,955	4.7%
36	56,665	60,028	3,363	5.9%
39	65,705	70,399	4,694	7.1%
42	80,915	87,579	6,664	8.2%
45	101,453	109,884	8,431	8.3%
48	125,889	135,785	9,896	7.9%
51	139,144	150,533	11,389	8.2%
54	156,611	169,099	12,489	8.0%
57	179,363	192,524	13,162	7.3%
60	209,774	223,580	13,806	6.6%
63	251,389	265,599	14,210	5.7%
66	302,622	316,712	14,090	4.7%
69	378,500	392,335	13,835	3.7%
72	469,329	482,229	12,900	2.7%
75	604,400	615,399	10,999	1.8%
78	761,022	769,659	8,637	1.1%
81	891,603	897,404	5,801	0.7%
84	882,049	881,451	-598	-0.1%
87	785,073	777,672	-7,401	-0.9%
90	736,137	717,072	-19,065	-2.6%
93	633,135	609,340	-23,795	-3.8%
96	620,597	580,651	-39,945	-6.4%
99	646,601	594,248	-52,353	-8.1%
102	710,163	642,883	-67,280	-9.5%
105	831,802	739,189	-92,614	-11.1%
108	982,091	856,504	-125,587	-12.8%
111	1,066,800	925,419	-141,381	-13.3%
114	1,159,984	989,977	-170,007	-14.7%
117	1,346,141	1,128,282	-217,859	-16.2%
120	1,644,927	1,350,679	-294,248	-17.9%
123	1,736,871	1,411,937	-324,934	-18.7%
126	1,973,012	1,580,520	-392,492	-19.9%



**Figure 6.3** ESAL differences between AASHTO and axle group divisor methods.



**Figure 6.4** Differences between ESAL values with and without unclassified vehicles.

method and in the axle group divisor are fairly close. It is evident that unclassified vehicles must be included in ESAL calculation. Otherwise, the ESAL values would be considerably underestimated.

#### 6.4.3 Effect of Lightweight Vehicles

Lightweight vehicles (C1, C2, C3) were included in the ESAL calculations as the WIM data also contain axle load values of lightweight vehicles. To evaluate the effect of lightweight vehicles on ESALs, the ratios of

ESAL from lightweight vehicles to ESAL from trucks are calculated and show in Table 6.7. The values indicate that, except for a few of low GVW values, the majority of the ratios are as low as 0 or close to 0. Therefore, it appears that the lightweight vehicles contribute to ESAL values insignificantly.

It should be emphasized that the analysis in this section was based on the traffic data from WIM Site 106. It is site specific and might not draw general conclusions. However, it provides a set of procedural steps for analyzing effects of different factors.

TABLE 6.6  
ESALs with and without unclassified vehicles

GVW (kips)	AASHTO			Axle Group Divisor		
	ESAL with C0	ESAL w/o C0	% Diff	ESAL with C0	ESAL w/o C0	% Diff
	(A)	(B)	(A-B)/A	(A)	(B)	(A-B)/A
3	31	31	0%	20	20	0%
6	3,108	3,104	0%	3,043	3,040	0%
9	3,801	3,741	2%	4,338	4,272	2%
12	2,876	2,606	9%	3,368	3,055	9%
15	3,339	2,738	18%	3,775	3,097	18%
18	5,981	4,550	24%	6,546	4,993	24%
21	12,824	10,202	20%	13,606	10,861	20%
24	19,271	14,982	22%	20,064	15,649	22%
27	23,756	16,994	28%	24,562	17,600	28%
30	31,474	21,161	33%	32,666	21,952	33%
33	41,675	26,905	35%	43,630	28,125	36%
36	56,665	34,432	39%	60,028	36,353	39%
39	65,705	40,604	38%	70,399	43,110	39%
42	80,915	52,340	35%	87,579	55,708	36%
45	101,453	68,687	32%	109,884	72,918	34%
48	125,889	88,499	30%	135,785	93,461	31%
51	139,144	95,951	31%	150,533	101,717	32%
54	156,611	105,596	33%	169,099	111,763	34%
57	179,363	115,189	36%	192,524	121,005	37%
60	209,774	134,226	36%	223,580	140,123	37%
63	251,389	161,479	36%	265,599	167,608	37%
66	302,622	204,544	32%	316,712	211,122	33%
69	378,500	261,864	31%	392,335	268,758	31%
72	469,329	334,082	29%	482,229	341,368	29%
75	604,400	430,157	29%	615,399	437,525	29%
78	761,022	565,664	26%	769,659	573,261	26%
81	891,603	679,638	24%	897,404	687,371	23%
84	882,049	609,944	31%	881,451	616,987	30%
87	785,073	466,068	41%	777,672	472,559	39%
90	736,137	349,153	53%	717,072	355,371	50%
93	633,135	217,996	66%	609,340	223,706	63%
96	620,597	120,996	81%	580,651	126,163	78%
99	646,601	78,173	88%	594,248	83,364	86%
102	710,163	61,302	91%	642,883	66,595	90%
105	831,802	56,537	93%	739,189	62,109	92%
108	982,091	56,106	94%	856,504	62,226	93%
111	1,066,800	54,694	95%	925,419	61,168	93%
114	1,159,984	50,565	96%	989,977	56,930	94%
117	1,346,141	47,518	96%	1,128,282	53,798	95%
120	1,644,927	42,630	97%	1,350,679	48,517	96%
123	1,736,871	35,673	98%	1,411,937	40,880	97%
126	1,973,012	30,379	98%	1,580,520	35,005	98%



TABLE 6.7  
Effect of lightweight vehicles on ESALs

GVW (kips)	AASHTO			Axle Group Divisor		
	Truck	Lightweight	Ratio	Truck	Lightweight	Ratio
	(A)	(B)	B/A	(A)	(B)	B/A
3	0	31	—	0	20	—
6	40	3,067	76.34	43	3,000	69.35
9	1,124	2,677	2.38	1,303	3,035	2.33
12	2,117	759	0.36	2,482	886	0.36
15	2,810	529	0.19	3,180	595	0.19
18	5,436	545	0.10	5,959	587	0.10
21	12,237	587	0.05	12,991	615	0.05
24	18,646	624	0.03	19,422	642	0.03
27	23,169	587	0.03	23,961	601	0.03
30	30,740	734	0.02	31,906	759	0.02
33	40,822	853	0.02	42,738	892	0.02
36	55,437	1,228	0.02	58,710	1,317	0.02
39	64,646	1,059	0.02	69,250	1,149	0.02
42	79,403	1,512	0.02	85,891	1,688	0.02
45	99,722	1,731	0.02	107,916	1,968	0.02
48	124,302	1,586	0.01	133,976	1,810	0.01
51	137,421	1,723	0.01	148,571	1,963	0.01
54	154,210	2,401	0.02	166,378	2,722	0.02
57	178,955	407	0.00	192,067	458	0.00
60	209,660	114	0.00	223,452	128	0.00
63	251,251	138	0.00	265,443	156	0.00
66	302,473	150	0.00	316,542	170	0.00
69	378,480	20	0.00	392,312	23	0.00
72	469,220	109	0.00	482,103	126	0.00
75	604,316	84	0.00	615,303	95	0.00
78	760,931	92	0.00	769,555	104	0.00
81	891,563	40	0.00	897,358	46	0.00
84	881,993	56	0.00	881,386	64	0.00
87	784,962	111	0.00	777,544	128	0.00
90	736,069	67	0.00	716,995	77	0.00
93	633,135	0	0.00	609,340	0	0.00
96	620,597	0	0.00	580,651	0	0.00
99	646,601	0	0.00	594,248	0	0.00
102	710,163	0	0.00	642,883	0	0.00
105	831,802	0	0.00	739,189	0	0.00
108	982,091	0	0.00	856,504	0	0.00
111	1,066,800	0	0.00	925,419	0	0.00
114	1,159,984	0	0.00	989,977	0	0.00
117	1,346,141	0	0.00	1,128,282	0	0.00
120	1,644,927	0	0.00	1,350,679	0	0.00
123	1,736,871	0	0.00	1,411,937	0	0.00
126	1,973,012	0	0.00	1,580,520	0	0.00

## 7. VEHICLE PLATOON ANALYSIS

Automated vehicle platooning has emerged as a new potential way to increase road capacity and improve travel efficiency. However, in this study, the analysis dealt with only the naturally formed vehicle platoons. As can be often observed, vehicles often move in groups or platoons with relative short headways between them (Figure 7.1). Vehicle platoons affect not only traffic flows and highway operations, but also the mechanism of axle loads impacting pavement. Platoon analysis in this study focused on the longitudinal vehicle platoons because they are directly related to loading conditions of highway pavement. In the longitudinal platoon analysis, traffic flows on individual lanes were examined and analyzed with respect to the distances or time headways between leading and following vehicles.

### 7.1 Platoon Critical Intervals

The critical interval must be first established for conducting vehicle platooning analysis (Aziza et al., 2014). A critical interval (CI) is the time headway between two consecutive moving vehicles that is used to define if the two vehicles belong to a vehicle platoon. A small CI would result in very few vehicle platoons. On the other hand, a large CI would involve more vehicles in the traffic flow into vehicle platoons. Therefore, it is important to choose a reasonable CI value in platoon analysis.

In statistics, ordinary least squares (ols) is a type of linear least squares method for estimating the unknown parameters in a linear regression model (Neter et al., 1996). As a critical interval increases, the percent of vehicles on the roadway increases. A critical interval should be at a point where a increased time headway would not cause a large percent increase of platooned vehicles. In order to establish such a pattern, the ols regression model was utilized to analyze cumulative traffic flow data from all WIM sites. A series of time headways (in seconds) were applied to examine the proportions of vehicles in platoons. At each step, a headway increase of 0.05 seconds was used and the percent of vehicles belonging to platoons was recorded. Thus, a diagram of the grouped vehicle percentages versus the corresponding headway thresholds can be plotted as displayed with the blue line in Figure 7.2.

The data points in the blue line in Figure 7.2 were then separated into two sets: one including the left side portion and the other including the right side portion. Ols regressions were conducted with the left set of the data points and with the right set of the data points. The data separations and consequent ols regressions were repeated several times. The regression line with the highest  $r^2$  value was selected from the left side and another was similarly selected from the right side. The headway value corresponding to the intersection of the two selected regression lines was then determined as the critical interval. As indicated in Figure 7.2, the critical interval in this example is about 2.7 seconds. The graph

on the right side of Figure 7.2 shows that, with a critical interval of 2.7 seconds, the increase of platooned vehicles is relatively low.

Through this method, the critical interval (rounded to the nearest 0.5 seconds) is 2.5 seconds for Lines 1, 2, 3, and 5 are 2.5 seconds, and 1.5 seconds for Line 5. A lower critical interval for Line 5 could be attributed to the fact that traffic flow on Line 5 was comprised of more lightweight and faster moving vehicles than other lanes. Using the critical intervals as platoon thresholds, it was found that on average about 50%–58% of all vehicles and about 35%–49% of trucks are grouped into platoons and the platoon sizes range from 3 to 17 vehicles.

### 7.2 Platoon Characteristics

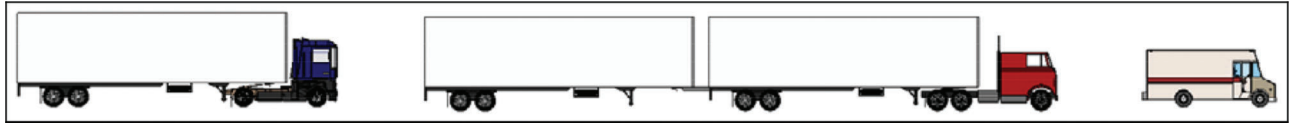
The behavior of a vehicle platoon is largely determined by the leader of the platoon. The most commonly observed vehicles in Indiana are led by lightweight vehicles (Classes 1, 2, and 3). Some of the typical platoons in terms of leading vehicles are illustrated in Figure 7.3.

With the established critical intervals, the vehicle volume and platoon distributions by leading vehicle types were obtained using a month of data from one WIM station as shown in Figure 7.4. The figure indicates that vehicle volumes and platoons are directly related for all types of leading vehicles. As most of the vehicles in the traffic flow were lightweight vehicles, the largest portion of the platoons were led by lightweight vehicles. It is interesting to note in Figure 7.4 that Class 13 vehicle volume was higher than other types of trucks at this location. In fact, it was observed Class 13 volumes were fairly high during the winter months on interstate highways.

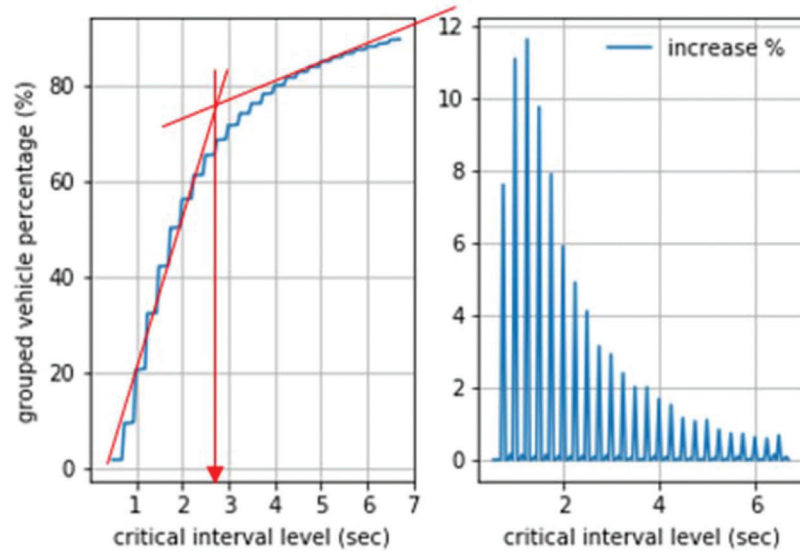
The relationships between leading vehicle weights and platoon sizes were explored to reveal the effect of leading vehicles. Figure 7.5 shows these relationships for platoons led by lightweight vehicles (top left chart), Class 5 vehicles (top right), Class 9 vehicles (bottom left), and Class 13 vehicles (bottom right). The four graphs in Figure 7.5 demonstrate the following effects:

1. Platoons led by lightweight vehicles (Classes 1, 2, and 3 vehicles) spread widely in platoon sizes, ranging from 2 to 17 vehicles.
2. The maximum platoon sizes of platoons led by trucks are smaller than those of platoons led by lightweight vehicles.
3. For a given platoon size, platoons led by trucks cover a wide range of GVW values.

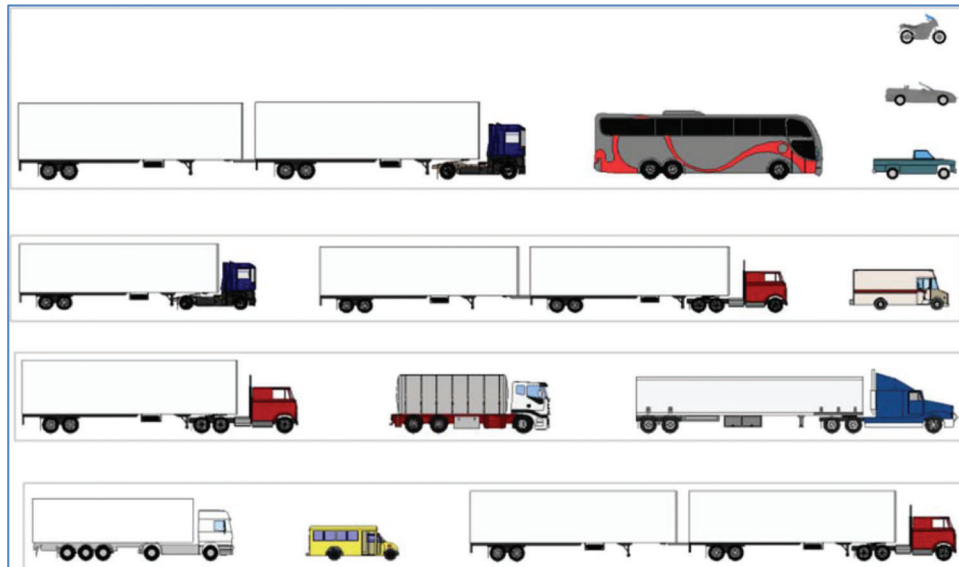
Similarly, the relationships between leading vehicle weights and platoon travel speeds were also examined. It was expected that platoon speeds would decrease as the GVW of leading vehicles increase. However, it was not always the case as displayed in Figure 7.6 for platoons led by lightweight vehicles and Class 13 trucks. For these two types of platoons, the platoon speeds were in an upward trend as the vehicle weights increase.



**Figure 7.1** An example of vehicle platoon.



**Figure 7.2** Relationship between headway and percent of vehicles in platoons.



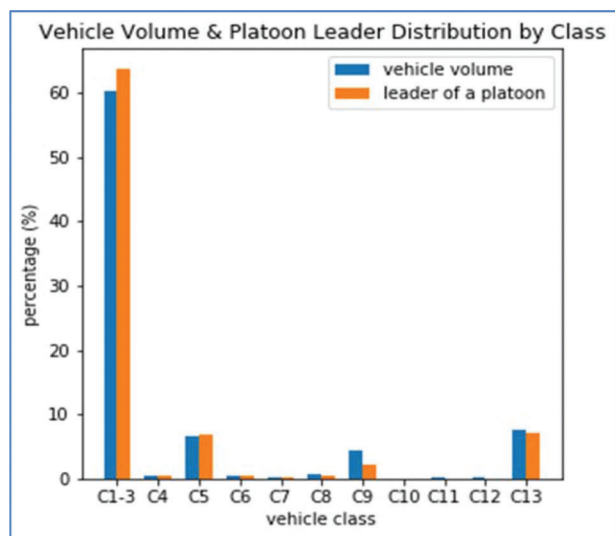
**Figure 7.3** Platoons led by lightweight, Class 5, Class 9, and Class 13 Vehicles.

The distributions of axle load with respect to the for cases of platoons are shown in Figures 7.7 and 7.8, where Cases 1, 2, 3, and 4 represent the platoons led by lightweight, Class 5, Class 9, and Class 13 vehicles, respectively. Figure 7.7 shows the distribution of individual axle loads, while Figure 7.8 is the distribution of average axle load per platoon with respect to the four cases of platoons. The observations in the figures include the following:

1. In Figure 7.7, platoons of Cases 1, 2, and 3 appear in high proportions within axle load less than 4 kips, indicating all three types of platoons are mix of trucks and lightweight vehicles.
2. Figure 7.8 shows very low proportion of Case 3 platoons are in the average platoon axle load less than 4 kips range. This means that most of the vehicles in platoons led by Class 9 trucks are trucks rather than lightweight vehicles.
3. Figure 7.7 and Figure 7.8 demonstrate that both the individual axle load and the average platoon axle load of Case

4 platoons spread beyond 14 kips, which implies that most platoons led by Class 13 trucks are truck only platoons.

The WIM traffic data showed that vehicle platoons in rural areas, especially in rural areas adjacent to urban areas, consist of more trucks. In order to examine the platoon patterns in rural areas, the traffic data from WIM Site 507 on I-65 near Seymour and WIM Site 430

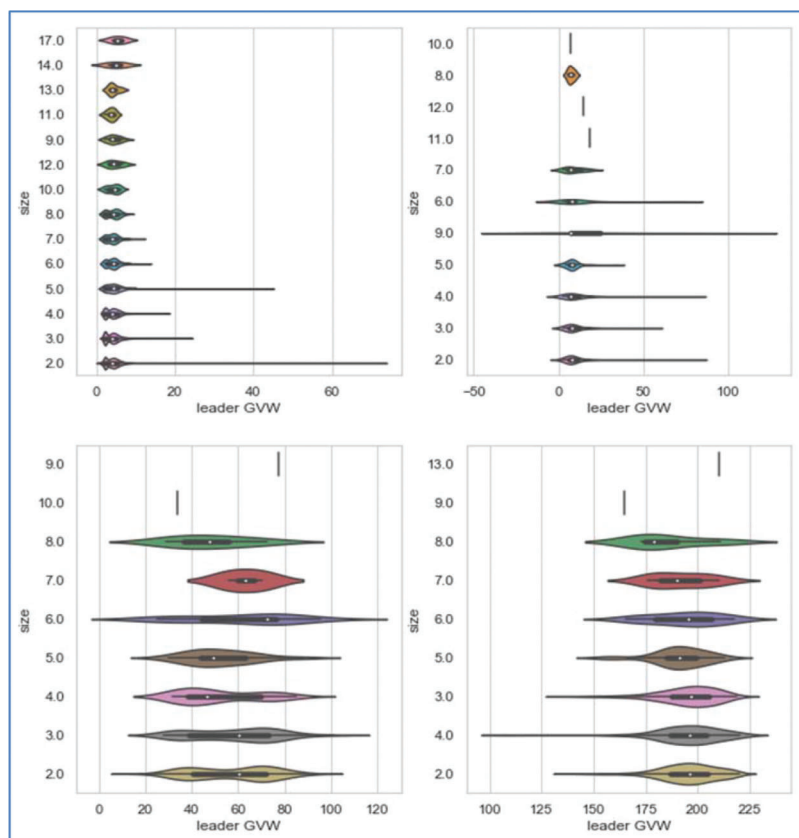


**Figure 7.4** Platoon distributions by type of leading vehicles.

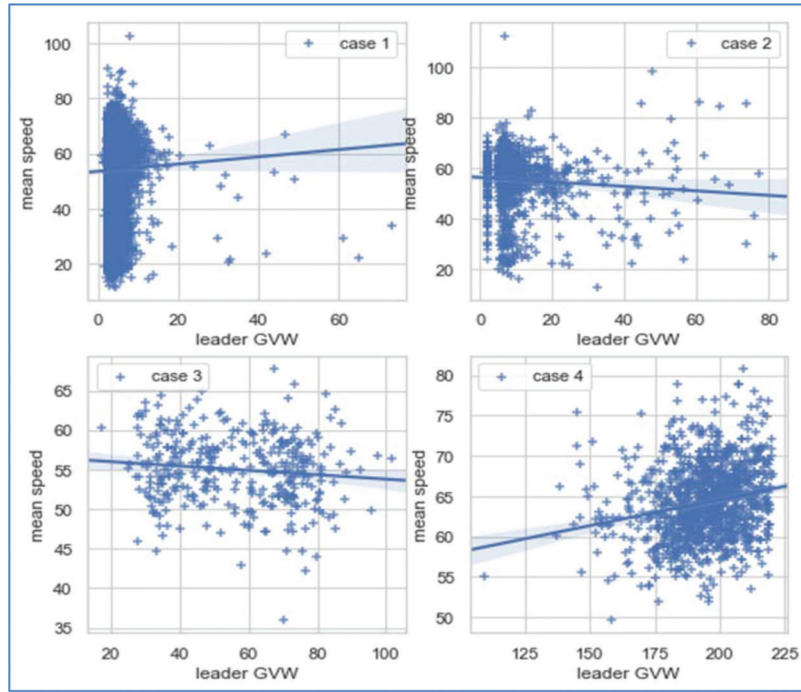
on I-94 near Michigan City were utilized for the analysis. The traffic volumes on the two sections are high at the two sections of interstate highways. To show the platoon patterns in different time periods (morning and afternoon) and on different lanes, the proportions of Class 9 trucks that were grouped into platoons were calculated. Class 9 trucks were used because their volumes were the highest among all types of trucks. The critical intervals from 2.0 seconds to 4.5 seconds were applied to reflect the effects of vehicle headways on platoons. The proportions of Class 9 vehicles grouped into platoons based on traffic volumes as well as truck volumes are plotted in Figures 7.9, 7.10, 7.11, and 7.12 for the two WIM sites. The plots indicate that higher proportions of trucks travel in platoons in the afternoon than in the morning on both driving lane (Lane 1) and passing lane (Lane 2). The plots also exhibit that trucks on passing lane are more likely to move in platoons than on driving lane.

### 7.3 Statistical Tests of Highway Vehicle Platoons

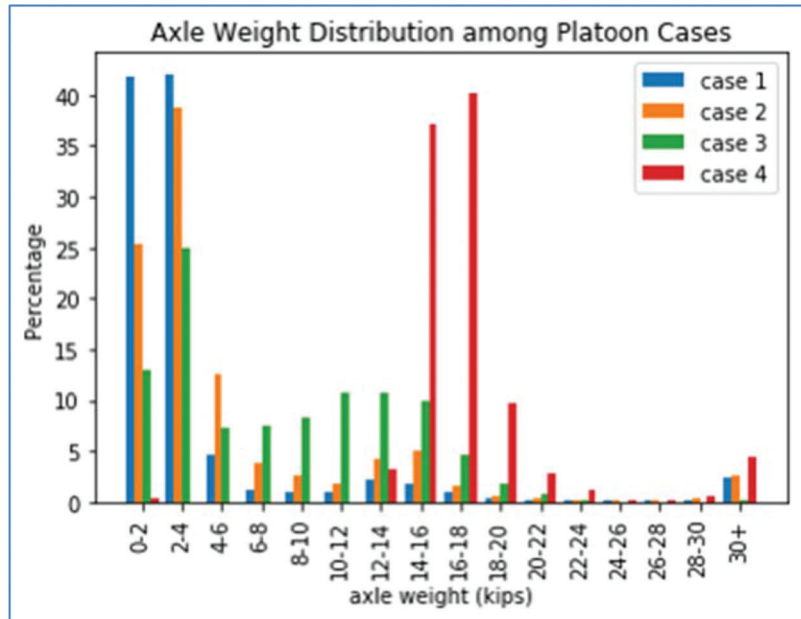
In order to analyze the variations of platoons, weekly platoons were obtained for each month in 2018 at WIM Site 315 on I-70 in Indianapolis. Three weekly platoon distributions in January, April, and August among the 12 months are presented in Figures 7.13, 7.14, and 7.15 to display the number of platoons every 15 minutes



**Figure 7.5** Relationship between leading vehicle load (kips) and platoon size.



**Figure 7.6** Relationship between leading vehicle load (kips) and platoon speed (mph).



**Figure 7.7** Distribution of axle loads of platoons

within a week. As can be seen in these figures, the number of platoons fluctuate continuously. Because the calculated platoon values cover different hours, days, and months, it was necessary to analyze the effects of time of day, weekdays, weekends, and seasons with appropriate statistical experimental design.

A factorial design expressed by the following equation was constructed to test the effects of several factors, including roadway lanes, time periods of day, days of

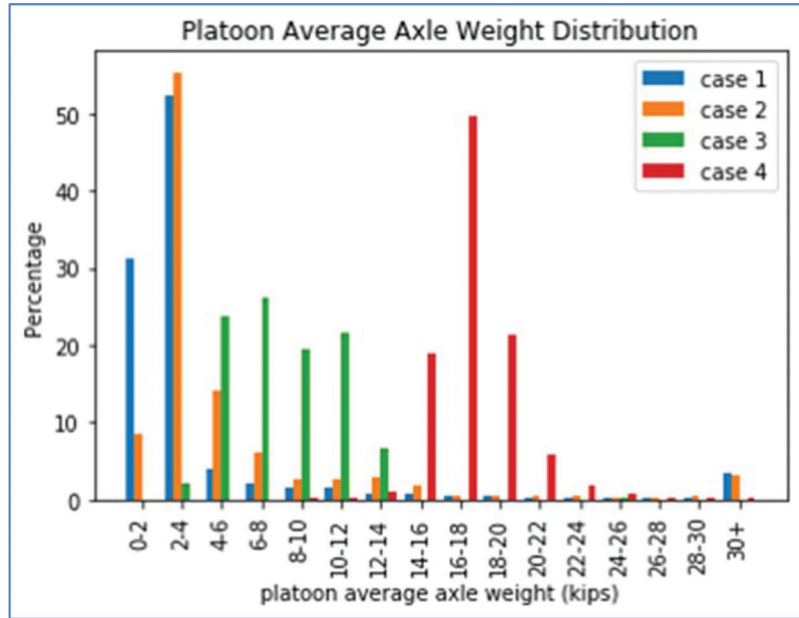
week, and months or seasons:

$$\begin{aligned}
 Y_{ijklm} = & \mu + \tau_i + \beta_j + \gamma_k + \delta_l + (\tau\beta)_{ij} + (\beta\gamma)_{jk} + (\gamma\delta)_{kl} \\
 & + (\tau\gamma)_{ik} + (\tau\delta)_{il} + (\beta\delta)_{jl} + (\tau\beta\gamma)_{ijk} \\
 & + (\tau\beta\delta)_{ijl} + (\tau\gamma\delta)_{ikl} + (\beta\gamma\delta)_{jkl} + \varepsilon_{ijklm} \quad (\text{Eq. 7.1})
 \end{aligned}$$

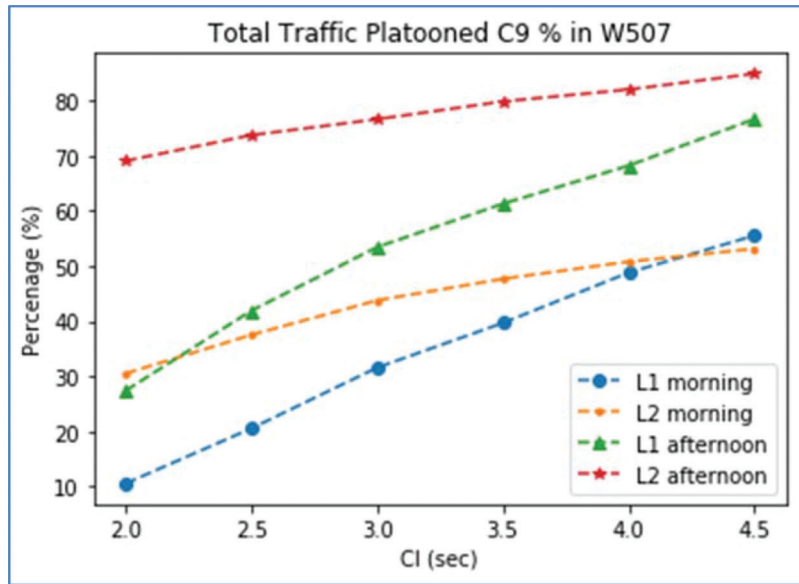
Where:

$\mu$  = grand mean





**Figure 7.8** Distribution of average axle loads of platoons.



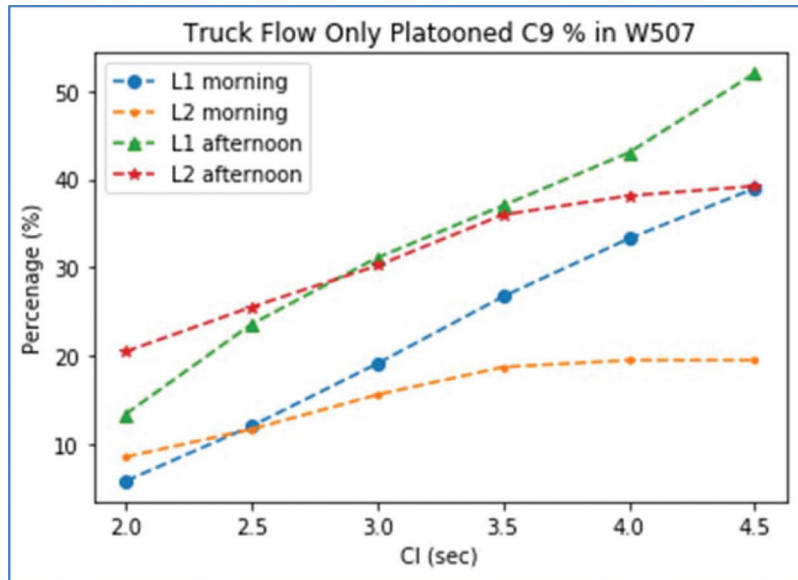
**Figure 7.9** Proportions of Class 9 vehicles in platoons on I-65 (based on traffic volume).

$\tau_i$  =  $i^{\text{th}}$  level effect of factor A  
 $\beta_j$  =  $j^{\text{th}}$  level effect of factor B  
 $\gamma_k$  =  $k^{\text{th}}$  level effect of factor C  
 $\delta_l$  =  $l^{\text{th}}$  level effect of factor D  
 $\varepsilon_{ijklm}$  = residuals with normal distribution  $N(0, \sigma^2)$

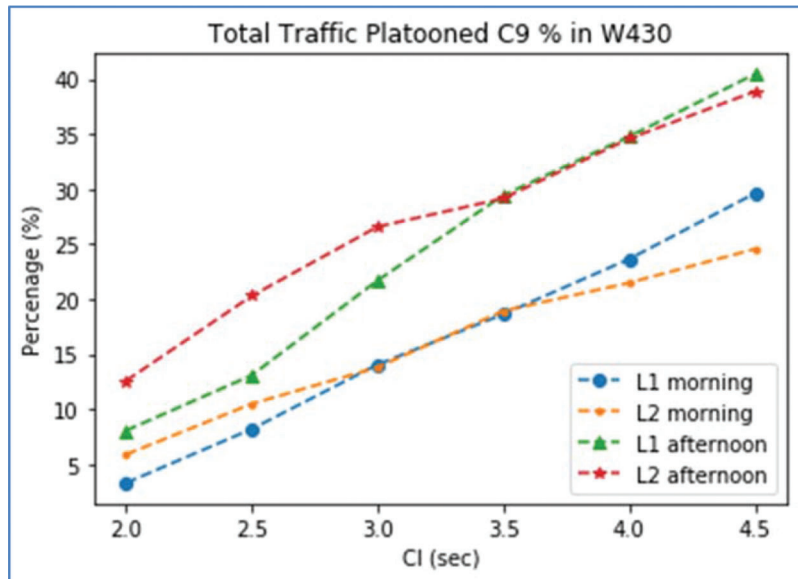
Applying the factorial design, test Model 1 with the effects of lane, time period of day, month, and day of week was established as listed in Table 7.1. The statistical test results are presented in Table 7.2. Similarly, test Model 2 was formed to test the effects of lane, time period of day, season, and weekday and weekend as shown in Table 7.3. The statistical test results from Model 2 are presented in Table 7.4.

The distribution of the model residuals is depicted in Figure 7.16. The normality of the model residuals was tested with the normal Q-Q plot in Figure 7.17. The two figures indicate that the model residuals are normally distributed. In addition, no apparent outliers or influential points can be found in the plots. The residuals seem to satisfy the model assumptions of normality, random, and independence.

Based on the statistical outputs in Table 7.2 and 7.4, with a significant level  $\alpha = 0.1\%$ , it can be concluded that the effects of all the selected factors of the two models are statistically significant. It means that these factors, including of lane, time, month, season, day of week, and weekday/weekend, will significantly affect



**Figure 7.10** Proportions of class 9 vehicles in platoons on I-65 (based on truck volume).



**Figure 7.11** Proportions of Class 9 vehicles in platoons on I-94 (based on traffic volume).

the number of platoons. In addition, most of the interaction effects of these factors are also statistically significant. The few of factor interactions that are not statistically significant include the following: Lane\*Month\*Week, Lane\*Time\*Month\*Week, Lane\*Season\*Work, and Lane\*Time\*Season\*Work.

Through the statistical tests, it can be concluded that number of vehicle platoons are affected by the main factors of roadway lanes, time periods of day, days of week, months, and seasons. The vehicle platoons are also affected by many forms of combinations of the main factors.

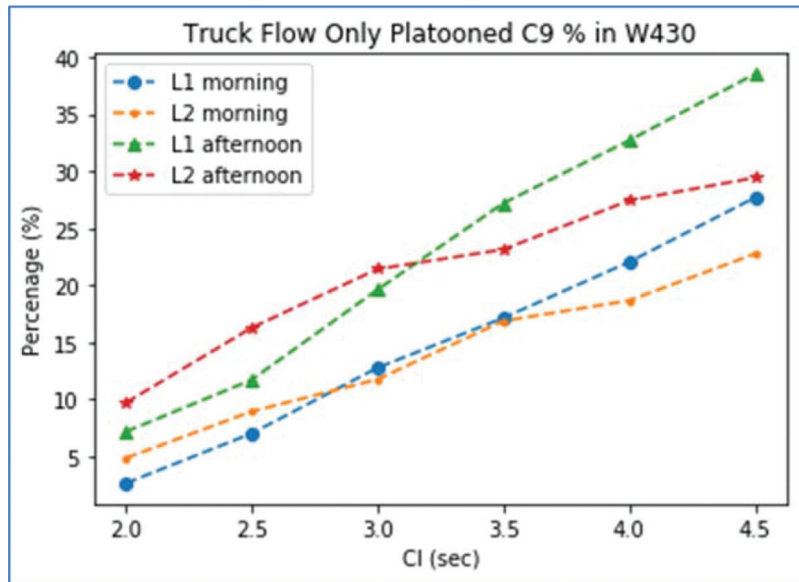


Figure 7.12 Proportions of Class 9 vehicles in platoons on I-94 (based on truck volume).

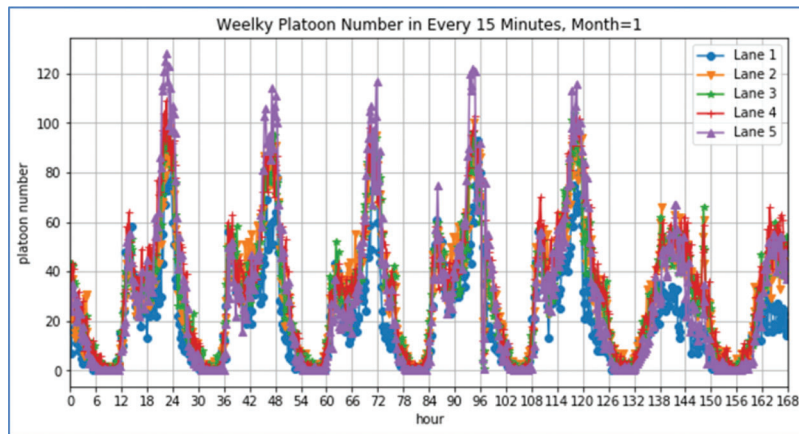


Figure 7.13 Weekly platoon distributions in January.

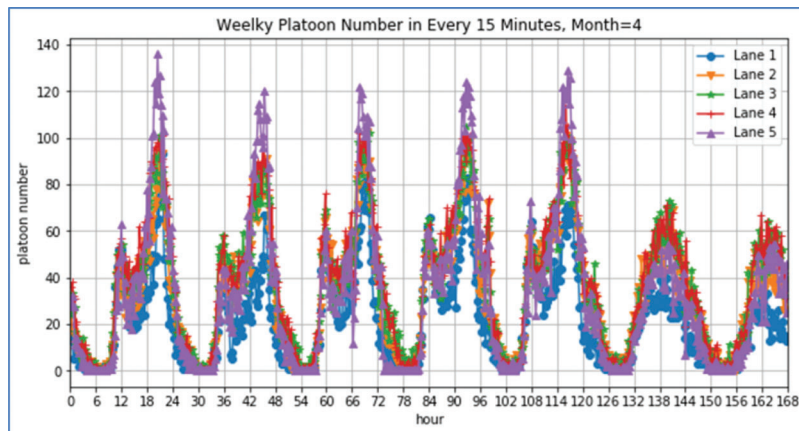
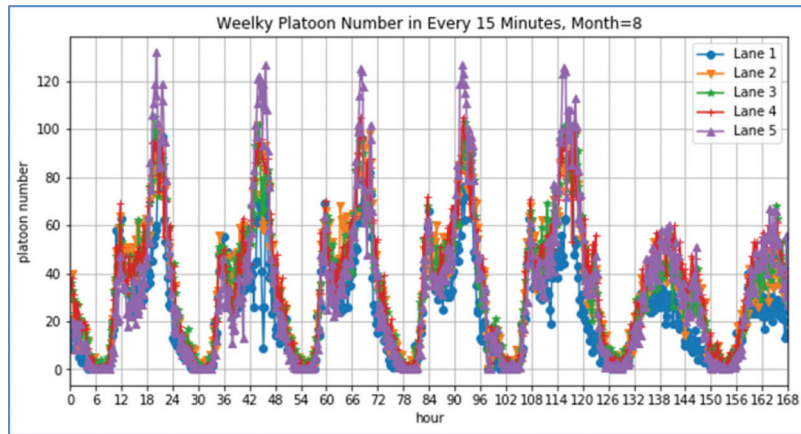


Figure 7.14 Weekly platoon distributions in April.



**Figure 7.15** Weekly platoon distributions in August.

**TABLE 7.1**  
**Factorial design Model 1**

Factor	Levels	Values
$\tau$ : Lane	5	1, 2, 3, 4, 5
$\beta$ : Time	4 (0:00–6:00, 6:00–12:00, 12:00–18:00, 18:00–0:00)	1, 2, 3, 4
$\gamma$ : Month	12	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
$\delta$ : Day of Week	7	1, 2, 3, 4, 5, 6, 7

**TABLE 7.2**  
**ANOVA table of Model 1**

Source of Variation	Degree of Freedom	Type III Sum of Squares	Mean Square	F Value	Pr > F
Lane	4	984,407.18	246,101.79	1,089.28	< 0.0001
Time	3	12,923,864.74	4,307,954.91	19,067.6	< 0.0001
Lane*Time	12	436,030.34	36,335.86	160.83	< 0.0001
Month	11	740,102.02	67,282	297.8	< 0.0001
Lane*Month	44	265,862.06	6,042.32	26.74	< 0.0001
Time*Month	33	170,177.74	51,547.81	228.16	< 0.0001
Lane*Time*Month	132	220,447.39	1,670.06	7.39	< 0.0001
Week	6	920,171.22	153,361.87	678.8	< 0.0001
Lane*Week	24	36,068.96	1,502.87	6.65	< 0.0001
Time*Week	18	1,049,086.67	58,282.59	257.97	< 0.0001
Lane*Time*Week	72	49,663.01	689.76	3.05	< 0.0001
Month*Week	66	352,070.22	5,334.4	23.61	< 0.0001
Lane*Month*Week	264	56,660.66	214.62	0.95	0.7102
Time*Month*Week	198	570,216.76	2,879.88	12.75	< 0.0001
Lane*Time*Month*Week	792	110,093.72	139.01	0.62	1.0

TABLE 7.3  
Factorial design Model 2

Factor	Levels	Values
$\tau$ : Lane	5	1, 2, 3, 4, 5
$\beta$ : Time	4 (0:00–6:00, 6:00–12:00, 12:00–18:00, 18:00–0:00)	1, 2, 3, 4
$\gamma$ : Season	4 (Spring: March–May, Summer: June–August, Fall: September–November, Winter: December–February)	1, 2, 3, 4
$\delta$ : Weekday vs. Weekend	2 (Monday–Friday, Saturday–Sunday)	1, 2

TABLE 7.4  
ANOVA table of Model 2

Source of Variation	Degree of Freedom	Type III Sum of Squares	Mean Square	F Value	Pr > F
Lane	4	900,099.9	225,024.975	803.46	< 0.0001
Time	3	8,501,537.737	2,833,845.912	10,118.3	< 0.0001
Lane*Time	12	334,243.321	27,853.61	99.45	< 0.0001
Season	3	209,105.033	69,701.678	248.87	< 0.0001
Lane*Season	12	56,014.091	4,667.841	16.67	< 0.0001
Time*Season	9	754,546.683	83,838.52	299.35	< 0.0001
Lane*Time*Season	36	62,103.921	1,725.109	6.16	< 0.0001
Work	1	773,957.48	773,957.48	2,763.44	< 0.0001
Lane*Work	4	27,042.286	6,760.572	24.14	< 0.0001
Time*Work	3	1,003,439.816	334,479.939	1,194.27	< 0.0001
Lane*Time*Work	12	34,594.98	2,882.915	10.29	< 0.0001
Season*Work	3	56,803.079	18,934.36	67.61	< 0.0001
Lane*Season*Work	12	6,140.987	511.749	1.83	0.0384
Time*Season*Work	9	138,978.632	15,442.07	55.14	< 0.0001
Lane*Time*Season*Work	36	9,134.307	253.731	0.91	0.6304

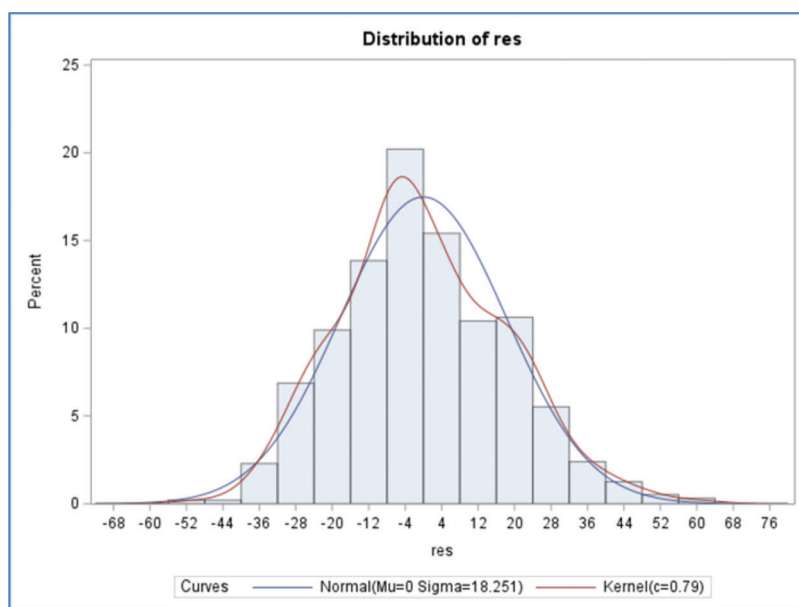
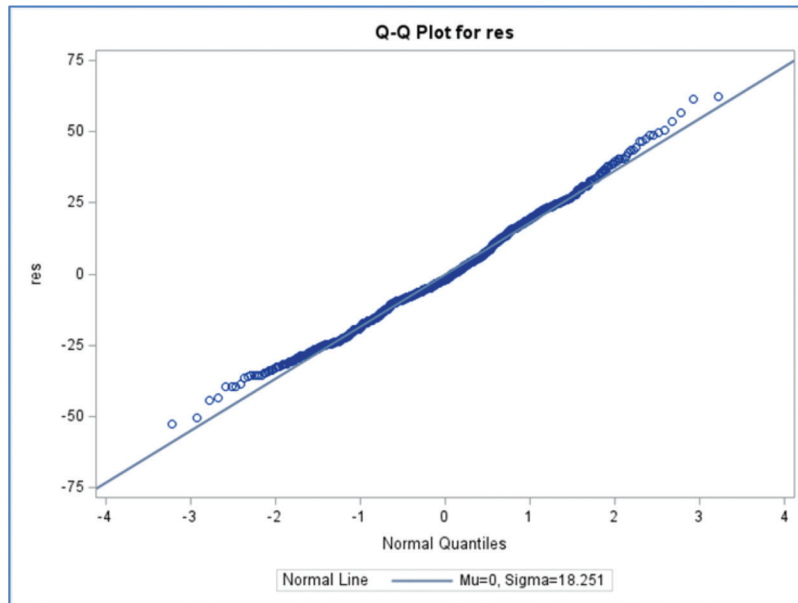


Figure 7.16 Model residual distribution.





**Figure 7.17** Normal Q-Q plot of model residuals.

## 8. EFFECTS OF UNCLASSIFIED VEHICLES

In the WIM dataset the unclassified vehicles, denoted as Class 0 or C0, are those that the WIM device failed to identify their vehicle types based on the integrated criteria. The quantities of unclassified vehicles have great effect on pavement design. There are many possible reasons for a vehicle not to be classified, such as vehicle tailgating, lane changing, irregular vehicle size, and WIM equipment problems. An unreasonably large value of unclassified vehicles usually indicates that the WIM device is not working properly. These unclassified vehicles could be any types of vehicles, including passenger cars, buses, and trucks. Overestimate or underestimate of the truck percentages in the unclassified vehicles will undoubtedly affect the axle load inputs in pavement design. This issue is more critical when part of the unclassified vehicles in WIM data have empty or extreme large measurements on vehicle speed, axle load and vehicle weight, and axle configuration. In order to minimize the effects of unclassified vehicles, a neural network (NN) based deep learning approach (Paszke et al., 2019) was employed to identify the feature attributes of the unclassified vehicles and to assign them into appropriate vehicle groups.

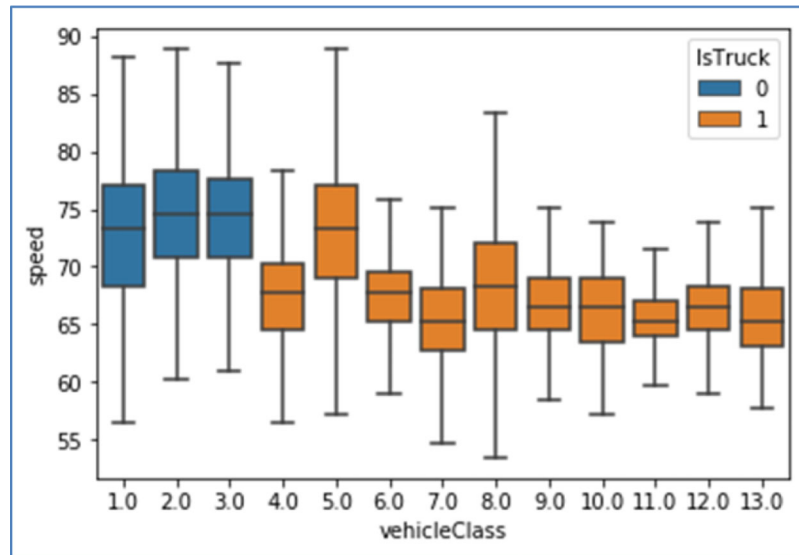
### 8.1 Dataset Processing and Neural Network Input

A dataset with a total of 100,000 classified vehicles was retrieved from one of the WIM sites for attribute analysis with the neural network (NN) based deep learning method. There are more than a hundred attributes in the WIM dataset. It is essential to use only the most relevant attributes for effective data training. As an example, the distributions of the three key attributes of speed, vehicle length, and gross vehicle

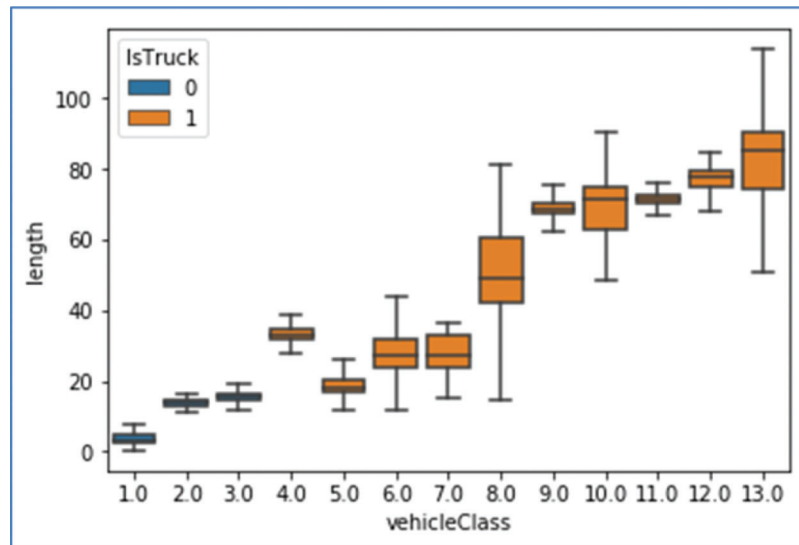
weight are displayed with boxplots in Figures 8.1, 8.2, and 8.3. Boxplots are a standardized way of displaying the distribution of data based on a five number summary, including minimum, first quartile (Q1), median (second quartile: Q2), third quartile (Q3), and maximum. It can be observed in the figures that:

1. The differences between speeds of lightweight vehicles (C1, C2, C3) and trucks do not exhibit a clear pattern. Thus, the attribute of speed might provide only limited information in the NN training and learning process.
2. Distributions of vehicle lengths vary among individual vehicle classes. However, the differences of vehicle lengths between some vehicle classes are not significant. Therefore, vehicle length data would provide some indications of particular types of vehicles.
3. There exist significant differences in GVW distribution between lightweight vehicles and trucks, which would add key measures to the training model.

Based on the principles of WIM vehicle classifications, attributes related to vehicle axles are essential to accurately further divide vehicles into multiple types. However, the attributes must be processed before the information can be efficiently applied in NN model training. In addition to *speed*, *length*, and *GVW*, the mean of the axle weights (*meanAxleWeight*) and the mean of axle spaces (*meanAxleSpace*) were included as numerical variables in the NN model training. The distributions of these two variables are displayed in Figure 8.4 and Figure 8.5. The boxplots of *meanAxleWeight* (Figure 8.4) reveal clear distinctions among truck classes in terms of four quartiles and thus provide additional features of vehicle characteristics. Axle spacing distributions shown in Figure 8.5 would offer further clues to distinguish different types of vehicles.



**Figure 8.1** Speed distributions.



**Figure 8.2** Vehicle length distributions.

For instance, the largest axle spaces can be used to identify Class 4 vehicles (buses).

Through this primary process, three types of axle configurations (single, tandem, and tridem) were found to be major factors affecting vehicle classifications. Therefore, altogether eight features related to the WIM data were identified as influencing characteristic variables and were embedded as the categorical input of the NN model as presented in Table 8.1.

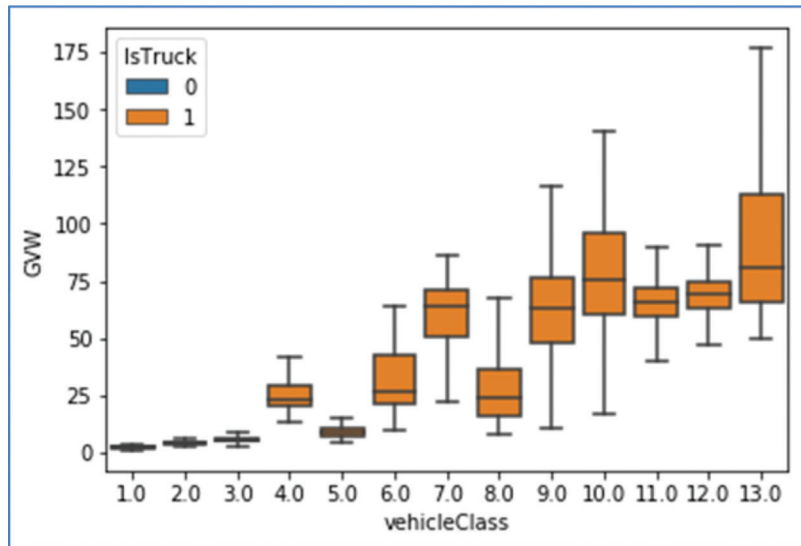
## 8.2 Model Training and Testing

### 8.2.1 Main Terminologies Related to the Neural Network Model

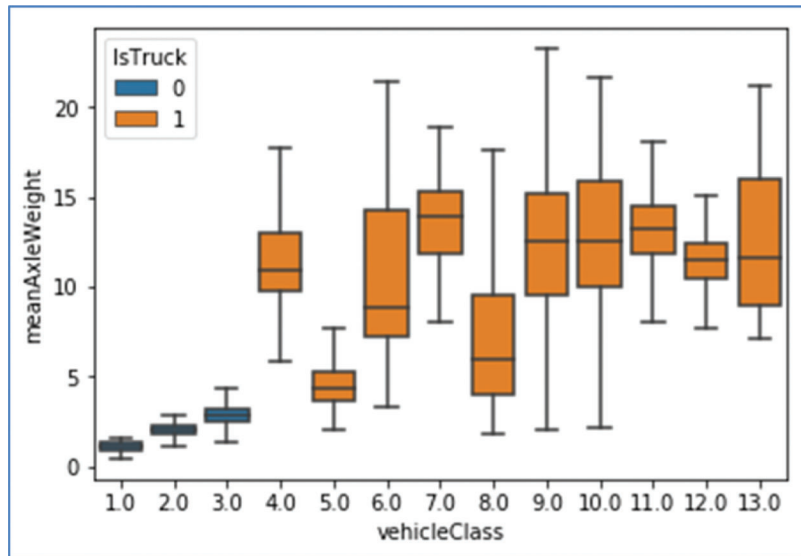
Before further discussing the NN process, it is necessary to briefly introduce some terminologies used

in the learning algorithms. “Error” is the term represents the difference between the actual output and the predicted output. The function that is used to compute this error is known as “Loss Function.” Different loss functions will yield different errors for the same prediction, and thus have a considerable effect on the performance of the model. “Cross-entropy” is commonly used in machine learning as a loss function. “Cross-entropy loss” measures the performance of a classification model whose output is a probability value between 0 and 1. Cross-entropy loss increases as the predicted probability diverges from the actual label. A “confusion matrix” is a table that is often used to describe the performance of a classification model on a set of test data for which the true values are known.

The following example of a simple confusion matrix is presented to explain the main concept. If there are



**Figure 8.3** Gross vehicle weight distributions.



**Figure 8.4** Boxplots of *meanAxleWeight* distribution.

180 classified vehicles from WIM data. It is verified that 110 of the 180 vehicles are Class-9 vehicles and 70 of the 180 vehicles are other types of vehicles (or Non-Class-9 vehicles). The actual and predicted vehicle types are listed in Table 8.2 as a confusion matrix. In the confusion matrix, the basic terms can be defined as following:

- True positives (TP): These are cases in which the vehicles are actually Class-9 and predicted vehicles are also Class-9. In this example, TP = 110.
- True negatives (TN): When the vehicles are actually Non-Class-9 vehicles and the predicted vehicles are also Non-Class-9. In this example, TN = 40.
- False positives (FP): When the vehicles are actually Non-Class-9 vehicles and the predicted vehicles are Class-9 (Also known as a “Type I error”). In this example, FP = 20.

- False negatives (FN): When the vehicles are actually Class-9 vehicles and the predicted vehicles are Non-Class-9 (Also known as a “Type II error”). In this example, FN = 10.
- Accuracy: Overall frequency of correct classification. In this example, Accuracy = (TP + TN)/total = (110 + 40)/180 = 0.83.
- Precision: When the model predicts Class-9, the frequency that the prediction is correct. In this example, Precision = TP/(Predicted Class-9) = 110/130 = 0.85.

### 8.2.2 Design of the Neural Network Model

The characteristic variables listed in Table 8.1 were applied as the input layer in the NN model. The 13 vehicle classes were designed as the neurons in the output layer. The topology of the NN model is illustrate in

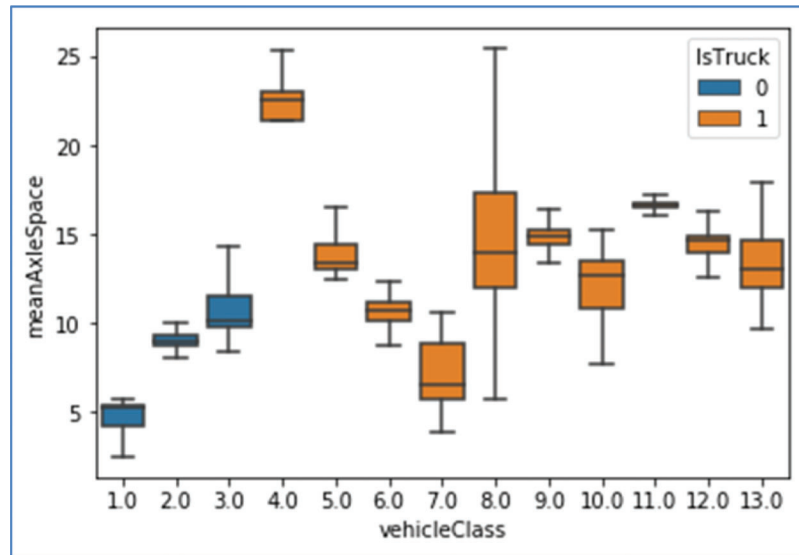


Figure 8.5 Boxplots of *meanAxleSpace* distribution.

TABLE 8.1  
Characteristic variables of the NN model inputs

Feature No.	Variable	Description
1	<i>GVW</i>	Gross vehicle weight
2	<i>length</i>	Total vehicle length
3	<i>speed</i>	Vehicle driving speed
4	<i>meanAxleWeight</i>	Mean value of vehicle axle weight
5	<i>meanAxleSpace</i>	Mean value of spaces between adjacent vehicle axles
6	<i>Single</i>	Number of single axles of the vehicle
7	<i>Tandem</i>	Number of tandem axles of the vehicle
8	<i>Tridem</i>	Number of tridem axles of the vehicle

TABLE 8.2  
Example of confusion matrix

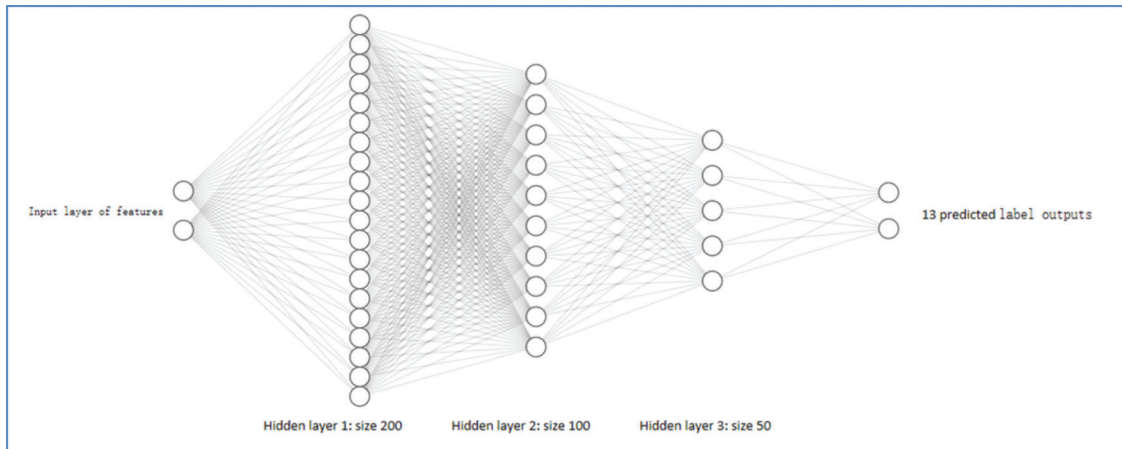
		Actual Vehicle Class	
		Class-9	Non-Class-9
n = 180 Predicted Vehicle Class	Class-9	110	20
	Non-Class-9	10	40

Figure 8.6. As the topology shows, between the input and output layers there are three hidden layers with 200, 100, and 50 neurons, respectively. The code of the training model structure with functions and layer neurons is shown in Figure 8.7.

The dataset with the processed feature variables was divided into a labeled set (WIM-classified data or C1, C2, ..., C13) and an unlabeled set (unclassified data or C0). The labeled set was served as the learning database to train and test the model. A total of 80,000 randomly selected labeled vehicles were divided into two groups, one as the training dataset and the other as the testing dataset.

The training dataset was first utilized to train the model. In the training process, the Cross Entropy Loss function was used to measure the performance of the training and optimizing process. In terms of the training process, an epoch refers to one cycle through the full training dataset. The training model was performed 300 epochs. The learning curve of the model is depicted in Figure 8.8. The learning curve indicates that the training loss reduced rapidly initially and gradually stabilized as the number of epochs increased. After 300 epochs, the loss reached 0.1571.

After the training process, the testing dataset was then applied to evaluate the accuracy of the NN model in identifying vehicle class. The confusion matrix in Figure 8.9 was produced. As the values in the diagonal cells represent the correct predictions in a confusion matrix, the high diagonal values in then confusion matrix in Figure 8.9 shows an evidence that the model yielded predictions with high accuracy. The computer output indicates that the overall accuracy score is 0.9525 and the average precision is 0.9500. It is worth pointing out that the low values corresponding to Class 13 vehicles in the confusion matrix are caused by lack of



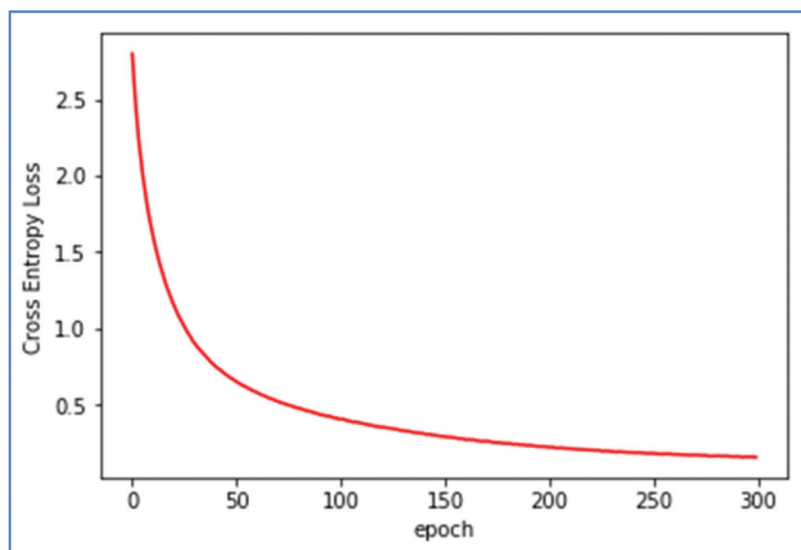
**Figure 8.6** Topology of the neural network model.

```

Model(
  (all_embeddings): ModuleList(
    (0): Embedding(8, 4)
    (1): Embedding(7, 4)
    (2): Embedding(3, 2)
  )
  (embedding_dropout): Dropout(p=0.4, inplace=False)
  (batch_norm_num): BatchNorm1d(5, eps=1e-05, momentum=0.1, affine=True, track_running_stats=True)
  (layers): Sequential(
    (0): Linear(in_features=15, out_features=200, bias=True)
    (1): ReLU(inplace=True)
    (2): BatchNorm1d(200, eps=1e-05, momentum=0.1, affine=True, track_running_stats=True)
    (3): Dropout(p=0.4, inplace=False)
    (4): Linear(in_features=200, out_features=100, bias=True)
    (5): ReLU(inplace=True)
    (6): BatchNorm1d(100, eps=1e-05, momentum=0.1, affine=True, track_running_stats=True)
    (7): Dropout(p=0.4, inplace=False)
    (8): Linear(in_features=100, out_features=50, bias=True)
    (9): ReLU(inplace=True)
    (10): BatchNorm1d(50, eps=1e-05, momentum=0.1, affine=True, track_running_stats=True)
    (11): Dropout(p=0.4, inplace=False)
    (12): Linear(in_features=50, out_features=13, bias=True)
  )
)

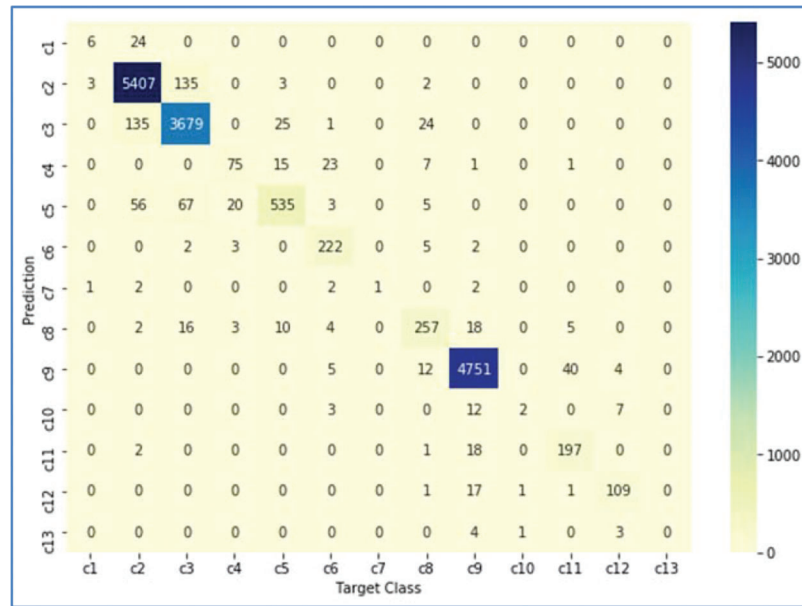
```

**Figure 8.7** The neural network model training sample code.



**Figure 8.8** The learning curve of the training process.





**Figure 8.9** The confusion matrix.

Class 13 vehicles in the dataset, but not because of poor accuracy.

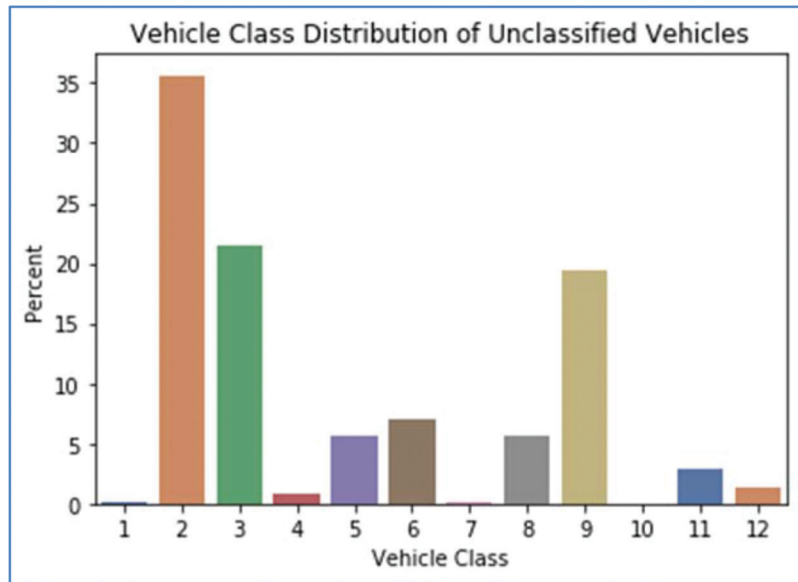
### 8.3 Model Application

After the NN model was trained and validated using the labeled dataset, it was applied to evaluate the unlabeled dataset from the same WIM site. That is, the model was used to process the unlabeled dataset to assign the unclassified vehicles (C0) into other vehicle classes (C1, C2, ..., C13) through the neural network learning algorithm based on the characteristic features. A total of 3,409 unclassified vehicles were processed through the NN model and they were allocated to the vehicle classes of C1, C2, ..., C13. The allocations of the unclassified vehicles are shown in Figure 8.10. For comparison purpose, the original distribution of classified vehicles is presented in Figure 8.11. The distributions in the two figures are fairly similar in the general patterns. However, the details indicate that the proportions of vehicles in C6, C8, and C11 in Figure 8.10 are higher than their counterparts in Figure 8.11, which may mean that C6, C8, and C11 vehicles are more prone to misclassification. On the other hand, the proportions of C9 vehicles in the two figures may imply that C9 vehicles are less likely to be misclassified.

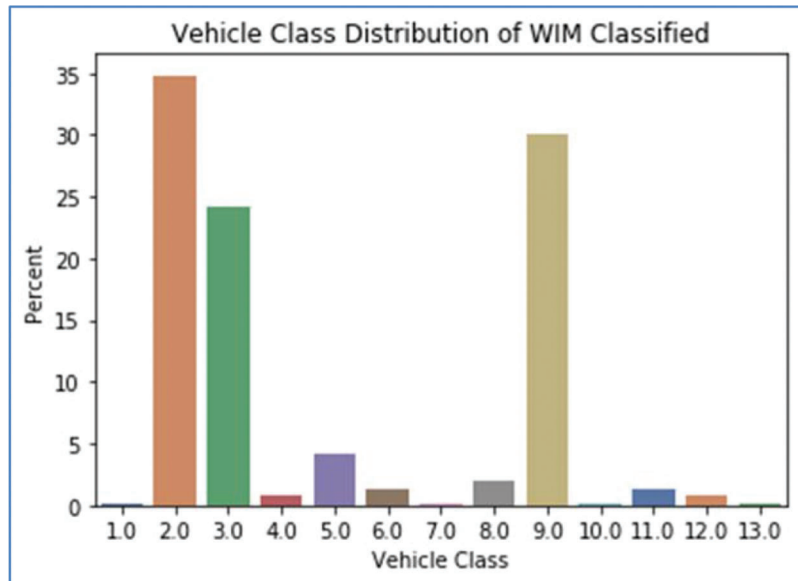
The proportions displayed in Figure 8.10 are highly important for AADTT values with respect to MEPDG. Without these proportions, the unclassified vehicles are either discarded or assigned to the truck groups arbitrarily. The proportions from the NN model can be used to allocate the unclassified vehicles into the 13 classes of vehicles in a rational manner so that pavement designs through MEPDG would produce more appropriately and realistically results.

Since unclassified vehicles vary considerably on different roadways, the NN model should be applied at each WIM site separately to reflect the particular characteristics of the site. The unclassified vehicle data in 2019 from 43 WIM stations were processed for the NN model. The data from each WIM station were utilized to go through the learning and testing steps and then the calculating and predicting steps. The proportions of unclassified vehicles to be allocated to the vehicle classes for all WIM sites were obtained as shown in Table 8.3. Also shown in Table 8.3 are the percent of unclassified vehicles, the WIM recorded AADTT, the updated AADTT after allocations, and the percent of AADTT increase. The results from the NN model indicate that the average accuracy of the model predictions is 0.943. The only WIM site with a low accuracy (0.8605) is WIM Site 482. At this site, 98.1% of the recorded vehicles were unclassified vehicles. The NN model could not effectively classify the vehicles because the number of unclassified vehicles is extremely higher than that of classified vehicles in the WIM data. It is most likely that the WIM device at WIM Site 482 malfunctioned and the traffic data were not valid.

Using the obtained proportions for allocations, the AADTT values are updated by adding the allocated unclassified vehicles in the original AADTT. As can be seen in the Table 8.3, the AADTT increases range from 1.0% to 86.5% with an average increase of 14.4%. To illustrate the effects of allocated unclassified vehicles, Figures 8.12, 8.13, and 8.14 are drawn for low, medium, and high C0 volumes, respectively. Apparently, the effects of unclassified vehicles on pavement design could be significant if they were not appropriately allocated. The allocations resulted from the NN model will improve the quality of truck volume input for MEPDG and will consequently improve pavement design.



**Figure 8.10** Proportions of unclassified vehicle allocations.



**Figure 8.11** Distribution of classified vehicles.

It should be noted that the NN model was established based on the characteristic features in the WIM recorded data with respect to unclassified vehicles. The allocations obtained from the NN model provide a much better way for including the unclassified vehicles in the truck volumes than disregarding or arbitrarily assign them to truck classes. However, the NN method could be further enhanced by including additional information, such as image and video sources.

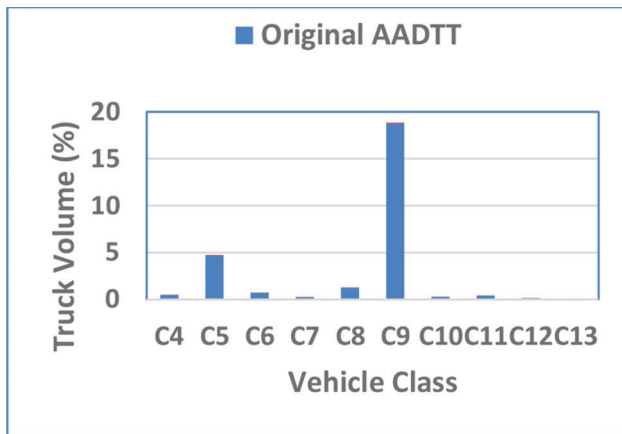
#### 8.4 Validation with Traffic Videos

The morning traffic stream was video recorded for a few hours on April 13, 2018 near the WIM Site 370

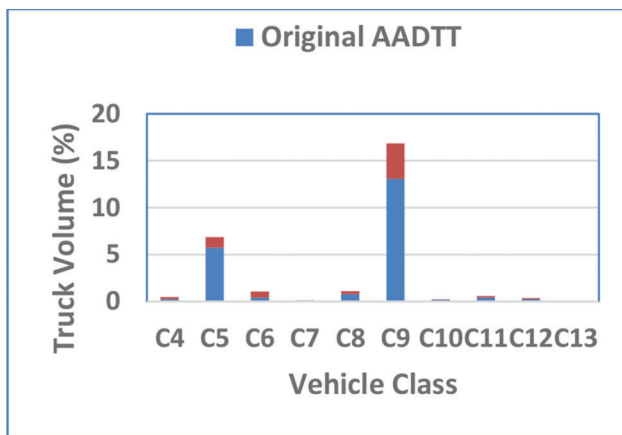
on I-70 for a previous study (Bunnell et al., 2018). The video data were provided by INDOT to analyze unclassified vehicles in this study. In order to match the WIM recorded data and the video images during the 200-minute time period, a total of 124 unclassified vehicles were retrieved from the WIM data. All of the 124 unclassified vehicles were detected and properly labeled by comparing with the video records. Three of the images of misclassified vehicles are shown in Figure 8.15. Image (a) shows a Class 3 vehicle that was recorded as an unclassified vehicle. Image (b) is a Class 9 vehicle that was marked as an unclassified vehicle. Image (c) displays two adjacent Class 2 vehicles that were assigned as one unclassified vehicle. During the

TABLE 8.3  
Proportions of unclassified vehicle allocations of WIM Sites (2019)

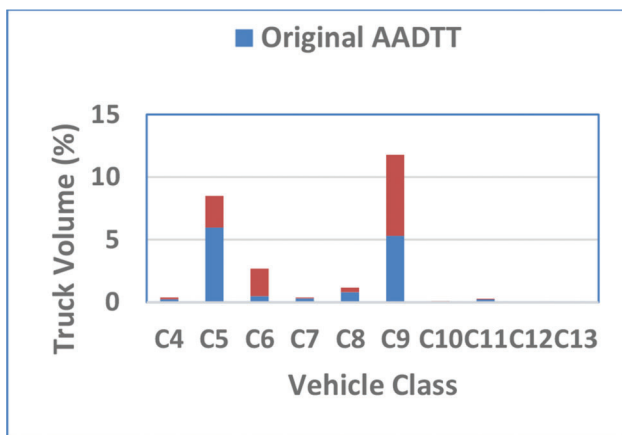
WIM No.	% Unclassified Vehicles (C0) Allocated to Vehicle Classes													Update AADTT	AADTT Increase (%)		
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13			C0 (%)	AADTT
102	0.1	29.1	44.4	0.7	5.5	4.3	1.4	2.6	10.6	0.1	0.0	0.0	1.2	19.4	1,662	2,033	22.3
109	0.0	37.6	35.5	0.3	10.8	1.1	0.2	2.8	10.5	0.0	0.2	1.0	0.0	1.6	7,762	7,942	2.3
315	0.0	50.4	33.0	0.2	7.2	2.6	0.6	0.7	4.0	0.0	0.0	0.0	1.2	15.5	6,347	8,205	29.3
316	0.0	54.6	37.2	0.2	6.7	0.0	0.0	0.1	1.2	0.0	0.0	0.0	0.0	11.9	5,460	6,268	14.8
436	0.0	43.1	26.7	0.1	7.4	1.3	0.0	6.9	13.1	1.2	0.2	0.0	0.0	0.9	5,433	5,489	1.0
507	0.2	40.5	29.6	0.8	4.0	1.1	0.2	5.5	15.3	0.2	0.7	1.9	0.0	8.6	11,374	12,371	8.8
100	0.0	47.7	14.6	0.2	8.0	3.1	0.1	9.2	15.5	0.2	0.4	1.1	0.1	2.2	1,209	1,236	2.2
120	0.7	25.3	34.0	0.6	2.4	2.3	0.1	5.5	28.0	0.1	0.3	0.7	0.0	23.8	4,901	6,564	33.9
200	0.1	38.7	39.6	0.7	10.2	0.5	0.0	1.2	8.9	0.1	0.0	0.1	0.1	8.9	7,168	7,669	7.0
210	1.6	34.2	38.4	0.3	5.5	4.8	0.1	0.8	14.2	0.0	0.1	0.0	0.0	45.7	1,442	2,689	86.5
220	0.1	46.2	31.2	1.3	6.4	3.4	0.4	1.9	8.9	0.0	0.3	0.0	0.0	4.2	1,730	1,828	5.7
240	0.2	24.6	35.3	0.9	1.4	6.6	0.0	3.5	25.2	1.1	0.2	1.0	0.1	7.0	6,248	6,647	6.4
310	0.0	60.6	27.0	0.0	8.7	0.3	0.0	1.6	1.7	0.0	0.0	0.0	0.0	0.7	2,152	2,181	1.3
331	0.1	40.8	35.9	0.4	13.0	2.1	0.2	1.8	5.5	0.0	0.1	0.2	0.0	13.7	11,571	13,416	15.9
332	0.0	48.2	38.7	0.6	2.4	7.0	0.1	1.0	2.0	0.0	0.1	0.0	0.0	22.8	2,962	3,554	20.0
351	0.0	64.1	28.1	0.1	4.0	0.4	0.0	0.5	2.8	0.0	0.0	0.0	0.0	16.4	8,220	9,233	12.3
352	0.0	38.9	36.8	0.1	7.0	0.9	0.1	2.0	13.6	0.0	0.4	0.2	0.0	8.7	9,081	10,750	18.4
360	0.1	29.7	21.3	0.7	7.0	14.4	0.1	3.9	19.5	0.1	0.8	2.5	0.0	3.3	16,319	16,979	4.0
370	0.1	41.9	28.2	0.0	4.6	3.1	0.1	1.9	17.3	0.0	1.5	1.5	0.0	9.9	7,538	8,148	8.1
401	0.0	71.0	8.0	0.4	3.7	1.3	0.0	4.2	10.2	0.1	0.8	0.2	0.0	3.2	24,780	25,416	2.6
402	0.0	44.9	37.5	0.6	6.1	2.7	0.0	1.0	6.8	0.1	0.3	0.1	0.0	11.6	56,826	61,322	7.9
420	0.0	54.4	37.1	0.7	2.6	0.3	0.0	0.3	4.1	0.0	0.1	0.2	0.0	7.3	18,078	18,666	3.3
430	0.0	0.0	23.8	5.7	10.7	4.7	0.0	7.2	45.4	0.4	0.7	1.2	0.2	13.8	12,506	14,171	13.3
441	0.0	57.4	15.2	0.6	4.5	1.7	0.0	2.9	15.5	0.8	0.4	0.5	0.6	13.1	12,725	14,666	15.3
442	0.2	36.4	35.6	0.9	4.9	2.8	0.0	1.4	16.5	0.2	0.7	0.5	0.1	22.9	13,634	17,594	29.0
450	0.2	38.9	39.2	0.5	14.3	3.5	0.3	1.3	1.9	0.0	0.0	0.0	0.0	4.7	809	896	10.8
470	0.0	60.5	20.4	0.1	5.8	2.5	0.0	1.9	8.8	0.0	0.0	0.0	0.0	0.8	5,468	5,520	1.0
481	0.0	38.6	48.5	0.6	2.9	1.1	0.0	1.4	6.5	0.0	0.2	0.1	0.0	0.3	18,098	20,275	12.0
482	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	461	—	—
490	0.0	68.3	18.0	0.1	4.5	1.0	0.0	0.5	5.8	0.1	0.0	0.0	1.7	3.3	1,345	1,403	4.3
520	0.0	44.1	24.0	0.0	17.1	0.9	0.1	3.6	10.1	0.1	0.0	0.0	0.0	1.4	849	866	2.0
530	0.0	55.6	32.6	0.7	1.7	2.0	0.0	1.1	6.0	0.0	0.1	0.3	0.0	10.8	6,952	7,377	6.1
540	0.0	38.2	40.3	0.6	7.0	1.6	0.0	1.7	10.1	0.1	0.1	0.3	0.0	28.9	5,131	7,067	37.7
560	0.0	46.8	27.0	0.5	9.0	1.4	0.3	2.9	11.4	0.0	0.3	0.5	0.0	7.6	12,642	13,694	8.3
600	0.0	60.2	20.4	0.0	8.2	1.2	0.1	4.6	5.2	0.2	0.0	0.0	0.0	1.9	474	482	1.7
610	0.0	44.2	33.8	0.4	4.2	3.0	0.1	2.5	11.1	0.0	0.2	0.5	0.0	21.0	5,512	6,432	16.7
620	0.0	45.7	20.4	0.7	4.2	0.5	0.0	8.1	18.2	0.2	1.0	1.0	0.0	1.7	2,733	2,777	1.6
630	0.0	55.3	37.1	0.2	6.0	0.4	0.0	0.4	0.6	0.0	0.0	0.0	0.0	27.6	769	944	22.8
640	0.0	41.7	26.1	0.1	20.8	3.7	0.2	1.2	2.3	0.0	0.0	0.0	3.9	22.3	941	1,598	69.8
650	0.0	52.9	36.7	0.3	4.2	0.2	0.0	2.3	3.5	0.0	0.0	0.0	0.0	3.4	2,758	2,850	3.3
660	10.6	50.9	29.3	0.4	3.4	1.1	0.5	1.0	2.9	0.0	0.0	0.0	0.0	26.0	824	1,068	29.6
999	0.1	46.7	16.6	1.3	4.5	1.5	0.0	2.7	23.6	0.0	0.7	2.3	0.0	2.3	8,217	8,375	1.9
999	0.0	46.1	42.8	0.2	6.7	0.9	0.0	0.8	1.7	0.4	0.0	0.0	0.5	3.9	3,982	4,110	3.2



**Figure 8.12** Allocation of low unclassified vehicle volume (WIM Site 436).



**Figure 8.13** Allocation of medium unclassified vehicle volume (WIM Site 442).



**Figure 8.14** Allocation of high unclassified vehicle volume (WIM Site 210).

labeling process, some cases of failing to classify vehicles were identified by comparing the WIM data and the video records as listed below:

1. WIM device failed to capture or measure the features (speeds, axle loads, and axle spaces) of vehicles while they

were changing lanes and thus placed the vehicles as unclassified. WIM data often contain zero values of speeds, axle loads, and axle spaces.

2. One vehicle was classified as two vehicles (misclassified and/or unclassified) during lane changing movement, one vehicle per lane. Thus, there is one non-existing vehicle under this situation.
3. Two adjacent vehicles were recorded as one because they moved very closely as shown in Figure 8.15(c).
4. Passenger cars with trailers and some types of recreational vehicles (RV) were recorded as unclassified vehicles in the WIM data.

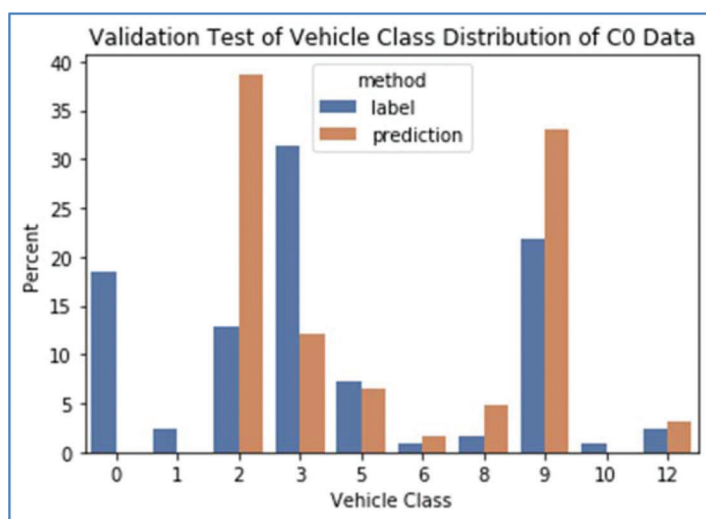
As presented in Table 8.1 in the previous section, the characteristic variables of the NN model include GVW, length, speed, meanAxleWeight, meanAxleSpace, Single, Tandem, and Tridem. However, among the 124 unclassified vehicles matched with the video records, only 75 of them have WIM data with non-zero values related to the eight characteristic variables. The WIM data of the other 49 unclassified vehicles have incomplete and inaccurate values or even all zero values of the characteristic variables.

The NN model was applied to process the 124 labeled unclassified vehicles that matched WIM data and the video files, including the 75 with non-zero data values and the 49 with incomplete or zero data values. The model predicts all of the 49 unclassified vehicles with incomplete or zero data values as Class 2 vehicles (passenger cars), while the video shows that 11 of them are trucks and 11 of them are actually the double counted (non-existing) ones during lane changing. The reason for this inaccurate prediction is that the WIM data contain incomplete or zero values. That is, the low quality of input data resulted in the low quality of the model output. A total of 38 out of the 75 unclassified vehicles with non-zero inputs were correctly classified by the NN model. Among the 37 vehicles that were misclassified by the NN model, 17 of them were misclassified as Class 8 and Class 9 trucks, while they are actually Class 2 and Class 3 vehicles with a trailer attached (see Figure 8.15(a)). The NN model failed to distinguish the trailer axles from the semi-truck axles. Another 11 of the 37 vehicles were misclassified as Class 8 and Class 9 trucks by the NN model, while the video shows they are in reality two adjacent lightweight vehicles (Class 2 or Class 3) moving closely. The comparison of the video labeled and the model predicted vehicle types is demonstrated in Figure 8.16. In the figure, “0” in the horizontal axis represents the group of double counted or non-existing vehicles.

As Figure 8.16 shows, the NN model produced fairly good predictions with the limited and incomplete WIM data and with the video of only a few hours at one location. Through manually examining the videos and matching the WIM data, some causes for misclassifying vehicles were identified. It is believed that the accuracy of assigning unclassified vehicles can be considerably improved if more video data are available at more WIM stations. Video and image data can be used to identify additional key features of moving



**Figure 8.15** Images of misclassified vehicles.



**Figure 8.16** Comparison between video labeled and model predicted classifications.

vehicles that WIM devices are not able to detect and record. The combination of video/image and WIM data will provide key information and sources for further improving vehicle classification efficiency and quality. It is proposed that the neural network algorithms and image processing techniques are employed to tackle the unclassified vehicles issues related to WIM data.

## 9. TRUCK TRAFFIC DATA REPOSITORY AND VISUALIZATION

### 9.1 Data Repository

The compiled truck traffic data in this study will be utilized for pavement design with MEPDG software. The required truck traffic related data for MEPDG include truck volume distributions and axle load spectra. As described in Chapter 3, the truck traffic and axle load information has been compiled and stored in Excel files for all ATR and WIM stations. In an attempt to make the truck data in an easily accessible manner for pavement design, the truck volume distributions and

axle load spectra were converted into the Extensible Markup Language (XML) format for the MEPDG pavement design software.

The truck traffic data repository module was created with MicroStation V8i. MicroStation (Bentley, 2020) is a computer-aided design (CAD) software platform for two- and three- dimensional design and drafting, developed and sold by Bentley Systems and used in the architectural and engineering industries. It generates 2D/3D vector graphics objects and elements and includes building information modeling (BIM) features. For easy access and identification, in the repository the ATR and WIM stations were grouped in terms of the nearest cities that they located. Figure 9.1 is an illustration of an interface of the repository model. The interface shows the cities on the Indiana map, where the blue bars are actually the city names that can be exhibited if the map view is enlarged by zooming in.

A user can double click on a city name to display the ATR and WIM stations near and around the city. The information on each of the ATR and WIM stations includes the type of station (ATR or WIM), station





Figure 9.1 Interface of the repository model.

number, route ID and mile marker, AADT and AADTT of 3 years (2016, 2017, and 2018). As an example, Figure 9.2 shows the essential information on a WIM station after double-clicking on the city name “Lafayette.”

The interface shown in Figure 9.2 contains only general truck traffic information. The detailed truck traffic information can be exported to a computer or a hard drive following the following steps.

1. Generate templates: Click the “Element” → “Tags” → “Generate Templates” (see Figure 9.3).
2. Select parameters: Choose a tag set, such as West Lafayette, and then add tags into the report columns, and name the report file, such as *wsl*. Leave other settings unchanged. (see Figure 9.4)
3. Save templates: Click “File” → “Save as” → Use the report file name to save the template (*wsl.tmp*) at a selected location on a computer or hard drive. (see Figure 9.5)
4. Generate report: Click “Element” → “Tags” → “Generate Reports” (see Figure 9.6).
5. Save report: Choose a location, name the file, add it into the “Selected Files” and then click “Done” (see Figure 9.7).
6. View report: Go to the default location of tag files (the default path is Drive:\Bently\Microstation\WorkSpace

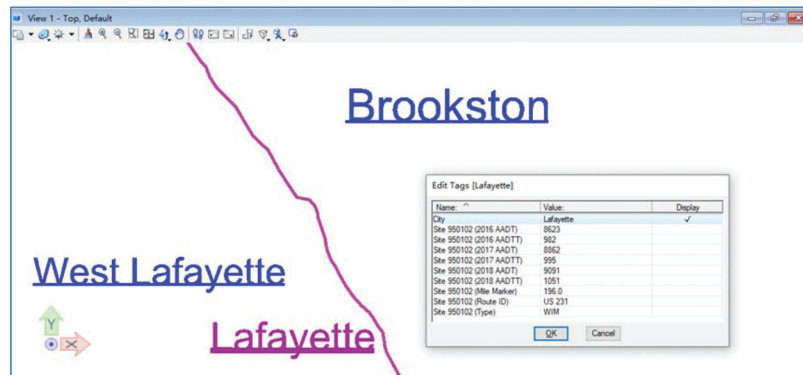


Figure 9.2 Tag information of a WIM station.

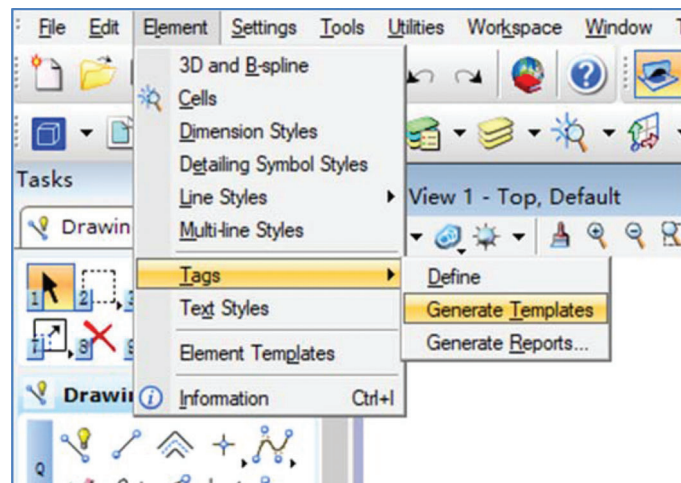


Figure 9.3 Generating templates.

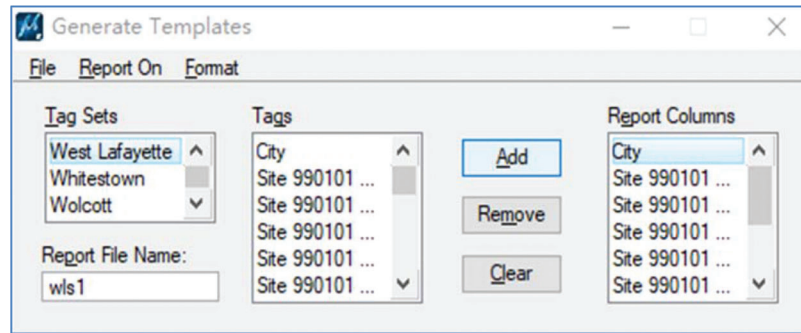


Figure 9.4 Select parameters.

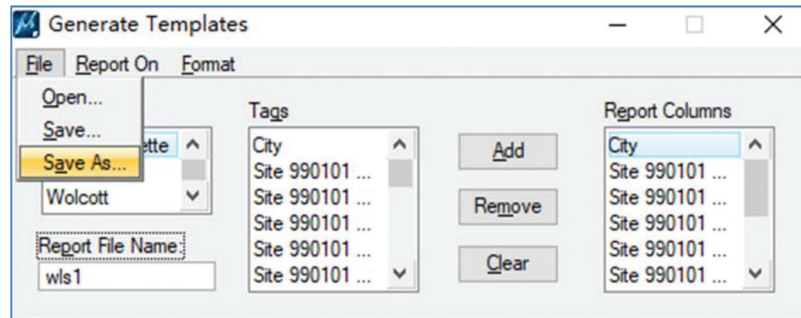


Figure 9.5 Save templates.

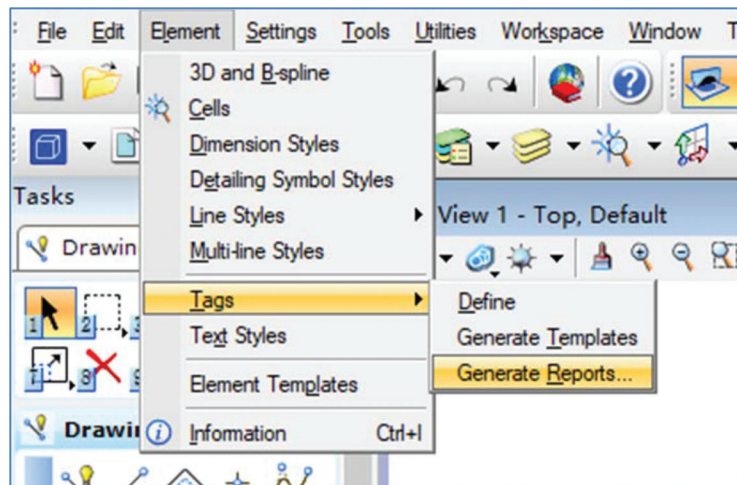


Figure 9.6 Generate report.

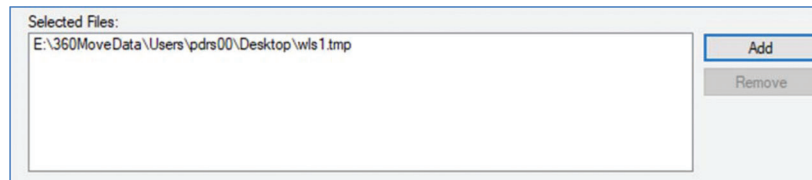
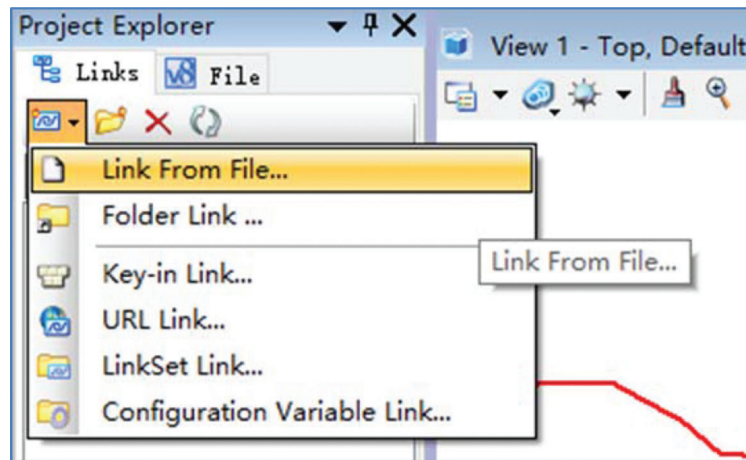


Figure 9.7 Save report.



**Figure 9.8** Link GIS files.



**Figure 9.9** Add link.

\\Projects\\Examples\\General\\out) and open the file. You may save the file format from rpt to csv.

image, and data sheet files, can also be linked with the repository model if needed.

## 9.2 Link Other Sources or Files to the Repository

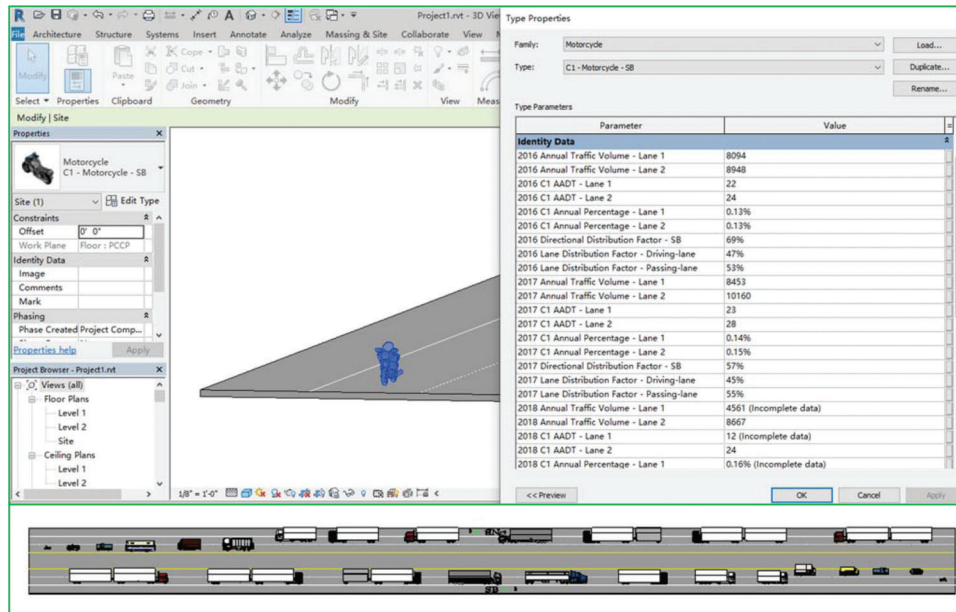
INDOT produces annual GIS maps of statewide traffic volumes. The CAD based truck traffic repository model and the GIS maps are in different formats and on different platforms. It may be necessary or helpful to link the truck traffic repository to the GIS map. The steps to link are as follows:

1. In the MicroStation V8i project explorer, click the “Create Link” → “Link from File” and then select all GIS files that need to be associated (Figure 9.8).
2. Add link: Right-click on any GIS file in the project explorer and select “add link to element” and then put the link on a selected city tag, such as Indianapolis (Figure 9.9). The link can then be opened, edited, or removed. In addition to GIS maps, other types of files, including pdf,

## 9.3 Data Storage and Visualization Model

In order to better demonstrate the road and traffic conditions of individual ATR and WIM stations, a BIM based data storage and visualization model was also created for traffic and truck volume and road condition at each ATR and WIM station. The data storage and visualization model is based on the Revit BIM software.

At each ATR or WIM station, the BIM model can show not only the traffic related data, such as AADT, AADTT, lane distribution, directional distribution, and truck volumes in terms of C1 to C13, but also 2D and 3D images of pavement structure, pavement lanes, and pavement thickness. Figure 9.10 illustrates a portion of the data storage and visualization model at one WIM station, which includes data storage and 2D and 3D displays of the roadway section.



**Figure 9.10** Data storage and visualization.

## 10. TABLEAU INTERACTIVE VISUALIZATION DASHBOARD

### 10.1 Data Visualization

The traffic input module for MEPDG design has been updated and discussed in the previous chapters. The results from this study, including averaged annual daily (truck) traffic distributions, axle load spectra, and monthly and directional factors, are stored and presented in the forms of detailed tables, figures, and spatial files. The analyses on vehicle platooning and unclassified vehicles are provided with structured data results. In order to provide a tool for INODT engineers to have easy and effective access to the traffic data, additional efforts were made to create an interactive visualization dashboard. The dashboard is based on Tableau desktop software (Tableau, 2020). Tableau is a data visualization tool used to help in simplifying raw data into the easily understandable format. The visualizations created with Tableau are in the form of dashboards and worksheets.

The intention to develop the visualization dashboard was to enable user to access the truck traffic data, compare traffic performances of ATR and WIM sites, identify missing data problems, and examine the changing patterns and trends of truck volumes. The functions of the visualization dashboard implemented include:

1. Access needed information, identify traffic patterns, and compare the characteristics of truck traffic in different sites.
2. Create a basis for determining appropriate locations of possible new ATR or WIM stations to be added in the future to the system. This is because the visualized information, including yearly volume change tendencies,

site density in area of selection, and the level of traffic volumes, should all be considered for the choice of desired new locations.

3. Identify potential road sections of traffic congestion, which are the locations with relatively high traffic volumes and less roadway lanes.
4. Signal possible malfunctions of ATR or WIM devices. The identifications of device malfunctions, such as missing data or uncharacteristic data values, could be captured and displayed by the visualization dashboard.
5. Catch significant changes in terms of traffic and truck traffic volumes.
6. Provide user friendly functionality and compatibility for future data expansion. The Excel worksheets of data sources can be displayed, modified, and updated to include new data.

### 10.2 Visualization Dashboard

#### 10.2.1 Data Features and Main Displays

As presented in the previous chapters, this study has generated various types of tables, figures, and maps. To create a suitable data structures for the dashboard, data rearrangement was first processed before extracted into the Tableau platform. The AADTT data were divided into directional data at the ATR and WIM stations with recorded traffic data in two directions. A spatial file was used to transfer the spatial geometry into latitude and longitude coordinates so that different data sources could be collaborated in the roadway maps. The data features behind the Excel worksheet are listed in Table 10.1.

Figure 10.1 shows an overview of the interactive visualization dashboard, which is composed of the following five views displaying different aspects of traffic data.



TABLE 10.1  
Data features for the interactive visualization dashboard

Feature	Description
Latitude/Longitude	Coordinates of the data site
Site	Site name
Year	Year of data (2016–2019)
Counted Days	Number of the days in the year with recorded data
Direction	Vehicle travel direction
Direction Order	Direction(s) order in data
Lanes Counted	Number of recorded lanes of road
C4, C5, ..., C13	Annual average daily truck volume in truck classes
AADT	Average annual daily traffic
AADTT	Average annual daily truck traffic
C4%, C5%, ..., C13%	% of C4, C5, ..., C13 in AADTT
City	The closest city near the site
County	The name of county the site is located
District	The name of district the site is located
Mile Marker	Route mile marker of the site location
Distance	Distance in miles a rural site from city (zeros for urban sites)
Route No.	Roadway route no.
Site ID	ATR or WIM Station ID
Site Type	Type of device (WIM or ATR)

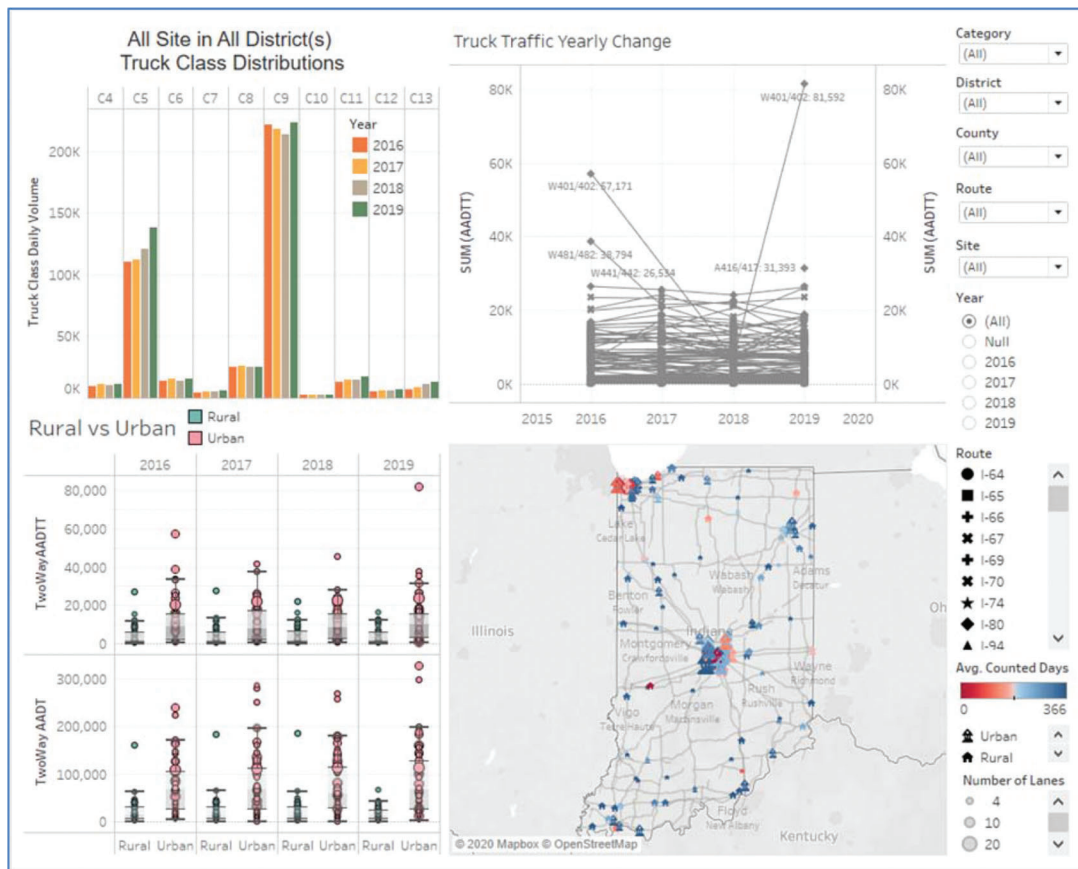


Figure 10.1 Visualization dashboard.

1. A grouped bar chart of truck traffic class distributions with selected district, county, route, traffic directions, and sites.
2. A line chart showing the traffic changing patterns in time series.
3. Boxplots displaying the ranges of traffic volumes (AADT) and truck traffic volumes (AADTT) among the selected sites in rural and urban areas.
4. A map showing the all locations of ATR and WIM stations with highlighted abnormal sites.



5. A Tableau butterfly chart alongside the map view displaying side by side directional truck class distributions of selected sites.

In the dashboard, the data filters and the selection actions are connected with all five views so that the views will filtered/zoomed simultaneously with user's selection on data of interest. Scatterplots with regression equations are also created in the meantime in a workbook that is not displayed on the dashboard. The worksheet contains additional information on truck traffic distributions and their changing trends. The main visualization worksheets are described in the following.

### 10.2.2 Map Visualization

The first worksheet is the visualization of map as shown in Figure 10.2. In this visualization worksheet, the map of the state of Indiana is formed with the traffic data in Excel produced for MEPDG and the route geometries from a spatial data file. The primary roadway spatial file is connected with the tabular data by transferring the route geometry into points with latitude and longitude coordinates. Filters on route geometry and county names is applied so that only highways and counties with available WIM or ATR sites are displayed in the map along with the selection lists. The map has two layers. The first layer is the highway routes displayed in grey in the map as the reference information of site locations. The second layer consisting shape markers aligned with the map to represent the locations of the WIM and ATR sites. Two icons with different shapes are utilized to denote urban and rural areas. The tabular data sources in the

dashboard include all data recorded during 2016 to 2019. The red-blue color bar indicate the days that the device recorded traffic data during a year, with deep red representing the number of days with no data recorded and deep blue representing the number of days with full data recorded.

The value of *truck traffic directional ratio* on the map is the ratio of eastbound-volume to westbound-volume or the ratio of northbound-volume to southbound-volume. A ratio value close to 1.0 indicates good balance between the truck traffic in two directions, while a ratio value of 0 or extremely large implies that the ATR or WIM device at the site records the truck volume in only one direction. The tooltip hovered provides detailed information on traffic volumes and distributions.

### 10.2.3 Butterfly Charts

Butterfly charts are embedded in the map and are visible in the form of tooltips. Figure 10.3 presents an example of butterfly chart view for ATR Site 204. The information pertaining to the site indicates that it is a two-way six-lane ATR site on I-69 with other location information, such as district, county, and city. The butterfly charts show that the volumes of Class 9 and Class 13 vehicles are not balanced in the two directions in terms of the bar lengths on the two sides of the central vertical axis. The truck traffic directional ratio of 1.492 implies that the northbound truck traffic volume is considerably greater than the southbound truck traffic volume. The average values of AADT and AADTT are also displayed. In addition, it is indicated

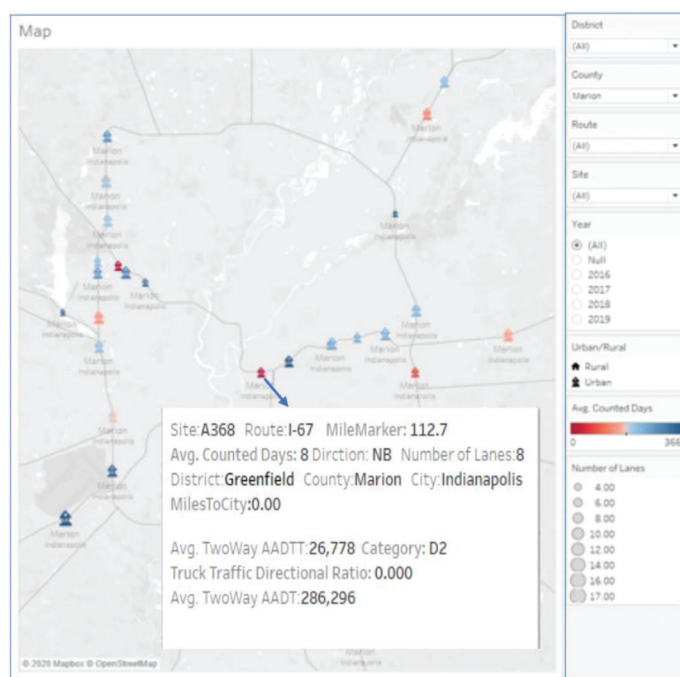


Figure 10.2 Map visualization.

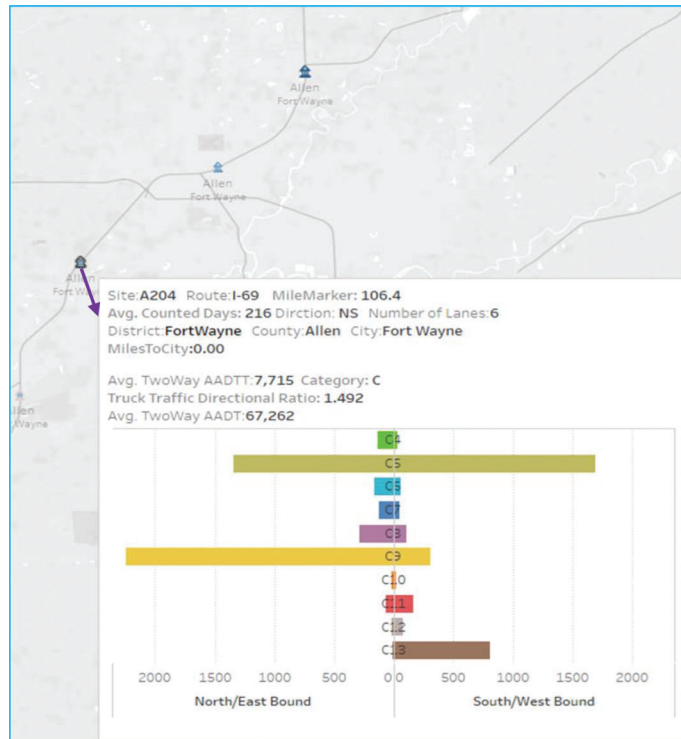


Figure 10.3 Butterfly charts.

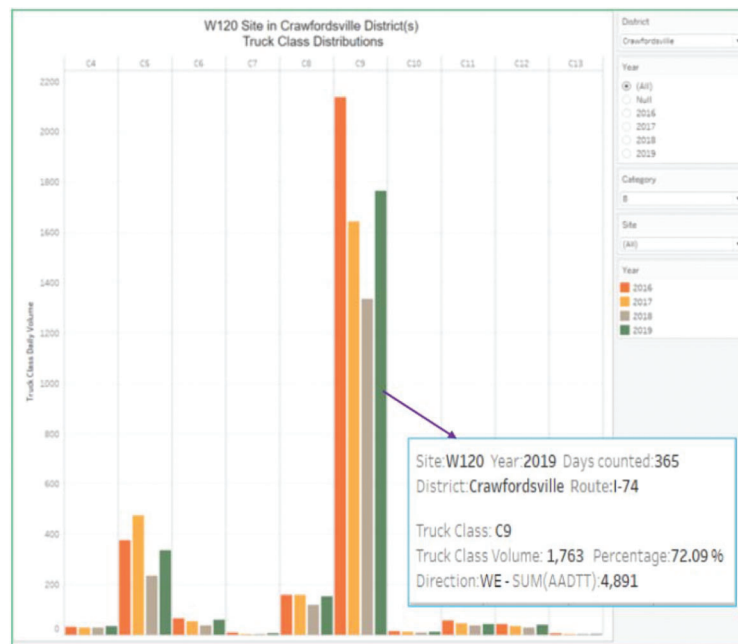


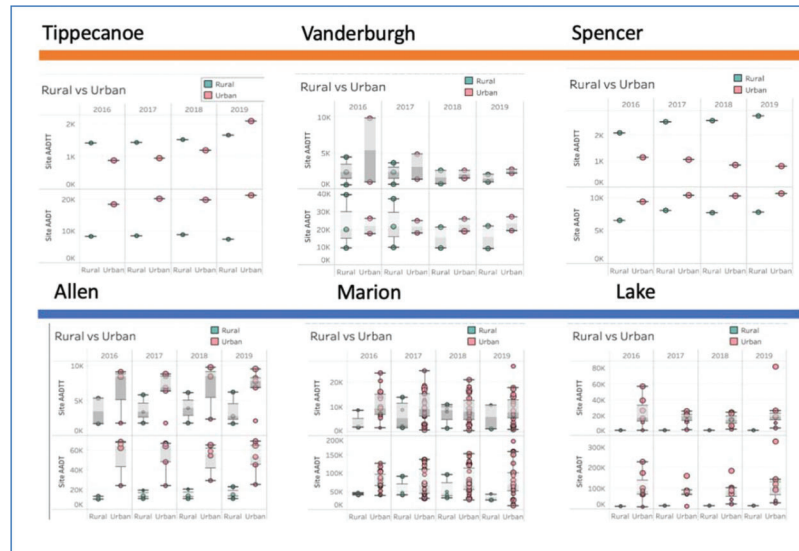
Figure 10.4 Truck traffic bar charts.

that the truck weight road category is C on this roadway section.

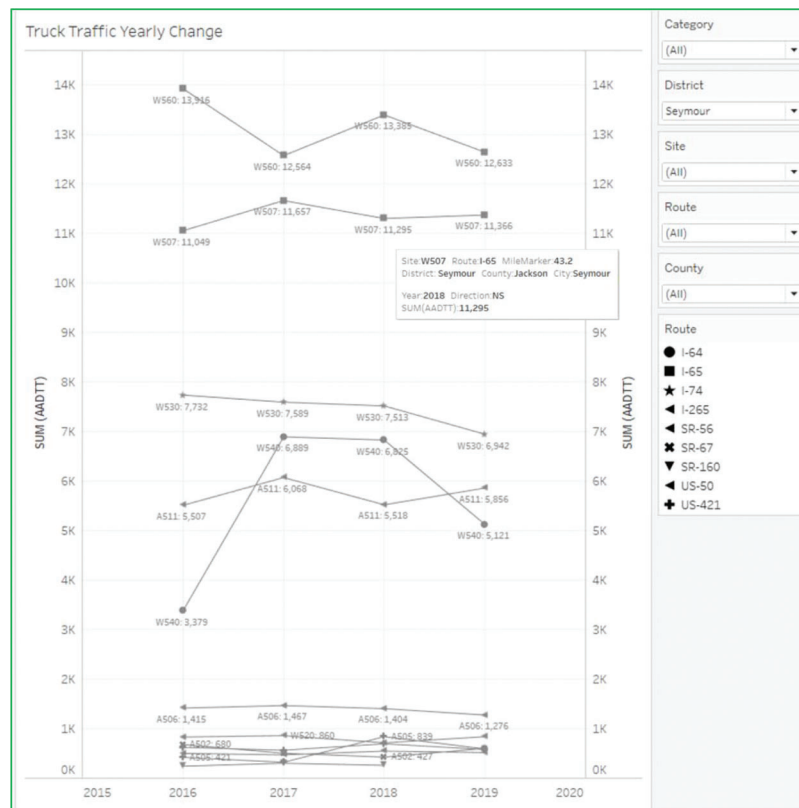
#### 10.2.4 Truck Traffic Bar Charts

Bar charts are commonly utilized to visually show the relative differences of quantitative data. Truck

traffic volume distributions are displayed in bar charts as shown in Figure 10.4 in the dashboard. The bar charts demonstrate the 4-year truck volumes in terms of truck classes. The relative differences in truck traffic volumes can be clearly perceived and compared by the bar lengths. If a single site is selected, the visualization will show the AADTT values of truck classes in the site.



**Figure 10.5** Boxplots of different areas.



**Figure 10.6** Lane charts of AADTT.

A user can also select multiple sites to compare various features for specific truck class or truck weight road category. For comparison of multiple sites, the truck traffic volumes are illustrated with stacked bar charts. The specific information related to the truck traffic volumes and distributions is readily visible through tooltips.

### 10.2.5 Boxplots

Boxplots are used in the dashboard to show the difference ranges of traffic levels between sites in rural areas and sites in urban areas. As discussed in Chapter 8, boxplots are a standardized way of displaying the distribution of data based on a five number summary,

including minimum, first quartile (Q1), median (second quartile: Q2), third quartile (Q3), and maximum. Figure 10.5 presents an example of boxplots showing the distributions of traffic volumes (AADT) and truck traffic volumes (AADTT) on roadway sections in rural and urban areas of several selected counties.

#### 10.2.6 Line Charts

Line charts are used in combination with tooltips to view truck traffic volumes in time series. An example of line charts is illustrated in Figure 10.6. In this example, demonstrated are the AADTT values of all ATR and WIM stations in District Seymour in the 4 years from 2016 to 2019. There are nine ATR and WIM stations on different roadway sections in the district. It can be seen that at ATR Site A510 the truck traffic volume in 2019 contains no values, indicating possible device malfunction.

### 11. CONCLUSIONS

The primary objective of this study was to update the traffic design input module, and thus to improve the current INDOT pavement design procedures. The traffic data recorded at 143 ATR and WIM stations over the most recent 3 years and annual traffic data maintained by INDOT were utilized in the analysis. The current truck traffic and the truck traffic in 2008 were compared and it was found that traffic volumes and truck traffic volumes had changes, mostly increased, considerably on the Indiana highway network. Truck traffic data in terms of Average Annual Daily Truck Traffic (AADTT) and axle load spectra were compiled and stored for MEPDG pavement design. Bus traffic data with respect of traffic volumes and axle load distributions were obtained through WIM and public transportation information.

The equivalent single axle load (ESAL) values were calculated based on the updated truck volumes and truck axle load data at WIM sites. New ESAL values were obtained using AASHTO equations and Axle Group Divisors. The ESAL values include annual ESAL values on roadway lanes, average annual ESALs per truck, average annual ESALs on different highways, and average annual ESALs on all roadways.

Analysis was performed to evaluate the shifts in truck traffic and axle load spectra for low and high truck volume roadways and more reasonable subcategories were determined.

Analysis was performed to better understand the traffic characteristics when they travel in groups with relative short headways between vehicles. The critical intervals were established to define vehicle platoons. Various types of platoons and their features were analyzed in terms of platoon lengths, leading vehicle types, and composition of vehicles.

Analysis of unclassified vehicles was performed with the ATR/WIM recorded data. A neural network model was established to determine the appropriate

allocations of unclassified vehicles to truck classes. Since the number of unclassified vehicles is often fairly high at some ATR or WIM stations, the allocations will help to improve the accuracy of truck traffic data and thus improve pavement design. Video records of traffic on an interstate section and traffic data from a nearby WIM station were utilized to identify some causes for vehicle misclassifications.

A truck traffic data repository and visualization model and a Tableau interactive visualization dashboard model were developed for easy access, view, storage, and analysis of the updated MEPDG related traffic data.

All results and findings were included and combined to update the traffic variables in the current traffic design input module, including average annual daily truck traffic, truck volume monthly adjustment factors, truck volume lane distribution factors, truck volume directional distribution factors, truck volume class distributions, traffic volume hourly distribution factors, distributions of for single-, tandem-, tridem-, and quad-axle loads, average axle weight, average axle spacing, and average number of axle types.

The following recommendations are provided for future implementation of the research results:

- The updated truck traffic information should be used to replace the information produced from the last study for MEPDG pavement design. The information includes average annual daily truck traffic, truck volume monthly adjustment factors, truck volume lane distribution factors, truck volume directional distribution factors, truck volume class distributions, traffic volume hourly distribution factors, distributions of for single-, tandem-, tridem-, and quad-axle loads, average axle weight, average axle spacing, and average number of axle types.
- The subcategories for low truck volume roads (Group A) and high truck volume roads (Group D) should be utilized for pavement design to reflect more realistic traffic situations.
- Unclassified vehicles should not be discarded or arbitrarily assigned to truck classes. The developed allocation proportions should be applied to appropriately allocate unclassified vehicles to vehicle classes for pavement design.
- The updated ESAL values should be adopted for INDOT applications in the areas, such as pavement asset management and construction cost estimate.
- The truck traffic data repository and visualization model and a Tableau interactive visualization dashboard model can be used for easy access and analysis and for visualized view of the MEPDG related traffic data.
- It should be pointed out that the results of vehicle platoon analysis may not be implemented directly in MEPDG pavement design. However, the results and findings from the platoon analysis would provide a basis for future pavement structural analysis with respect to material fatigue under repeated loading.

The neural network model provided fairly good allocations of unclassified vehicles into the 13 classes of vehicles. As demonstrated in this study, with only limited traffic video records at one WIM site, some



causes for misclassifying vehicles were able to be identified. It is believed that the accuracy of assigning unclassified vehicles to the correct vehicle classes can be considerably improved with sufficient amount of video data in combination of WIM data at more WIM stations. The combination of video/image and WIM data will provide key information and sources for further improving vehicle classification efficiency and quality. It is therefore proposed that future research to be conducted with the neural network algorithms and image processing techniques to further tackle the unclassified vehicle issues related to WIM data.

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## APPENDICES

### **Appendix A. Axle Load Spectra and Annual ESAL Values**

### **Appendix B. Complete Truck Traffic Input for the MEPDG at the I-70 WIM Site**

## APPENDIX A. AXLE LOAD SPECTRA AND ANNUAL ESAL VALUES

Table A.1 All-axle load distribution (percentage) for each truck class

Axle Load Range (kips)	Vehicle Classes									
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
0–3	3.98	52.95	18.26	11.80	17.40	2.13	16.23	0.00	0.00	0.00
3–4	1.71	18.11	13.77	3.22	9.66	3.05	4.63	0.60	0.56	0.04
4–5	1.92	7.48	9.86	3.57	9.99	4.29	4.95	1.45	2.34	0.14
5–6	2.39	4.07	6.89	4.13	8.50	5.20	5.37	1.92	4.43	0.25
6–7	3.22	2.91	5.69	4.00	7.09	6.02	5.48	2.51	6.34	0.22
7–8	4.78	2.38	4.78	4.04	5.92	6.33	6.01	3.23	8.54	0.21
8–9	6.74	2.14	4.65	3.95	4.87	6.32	6.02	4.05	11.48	0.19
9–10	8.34	1.94	4.37	4.23	4.13	6.12	5.73	4.94	13.10	0.18
10–11	9.03	1.52	4.30	4.35	3.50	5.80	5.59	5.81	12.20	0.18
11–12	8.88	1.16	4.02	4.63	3.00	5.54	5.17	6.56	9.92	0.26
12–13	8.18	0.90	3.65	5.07	2.63	5.75	5.21	7.18	7.66	0.52
13–14	7.05	0.69	3.33	5.51	2.36	6.49	5.07	7.77	6.12	1.77
14–15	6.21	0.54	2.96	5.74	2.29	7.35	4.59	8.12	4.54	9.53
15–16	5.22	0.43	2.60	5.66	2.27	7.64	4.09	8.01	3.17	21.54
16–17	4.39	0.36	2.30	5.22	2.40	6.89	3.62	7.72	2.12	22.10
17–18	3.70	0.31	1.92	4.50	2.44	5.40	2.92	6.75	1.45	15.77
18–19	3.24	0.25	1.59	3.73	2.26	3.72	2.33	5.71	0.96	8.25
19–20	2.71	0.21	1.24	3.22	1.87	2.41	1.55	4.58	0.68	6.29
20–21	2.03	0.18	0.93	2.63	1.34	1.50	1.29	3.51	0.51	2.44
21–22	1.52	0.15	0.65	2.01	0.89	0.88	1.07	2.51	0.46	2.46
22–23	1.16	0.12	0.51	1.59	0.62	0.50	0.66	1.78	0.35	1.50
23–24	0.82	0.10	0.38	1.30	0.45	0.27	0.43	1.23	0.26	0.60
24–25	0.58	0.09	0.27	1.04	0.37	0.15	0.31	0.85	0.23	0.37
25–26	0.34	0.08	0.17	0.85	0.33	0.08	0.20	0.59	0.17	0.21
26–27	0.25	0.07	0.14	0.57	0.28	0.04	0.16	0.44	0.14	0.15
27–28	0.19	0.07	0.10	0.38	0.26	0.03	0.13	0.34	0.18	0.14
28–29	0.17	0.07	0.09	0.31	0.24	0.02	0.11	0.22	0.13	0.18
29–30	0.11	0.06	0.07	0.25	0.24	0.01	0.08	0.19	0.12	0.26
30–31	0.10	0.05	0.05	0.19	0.24	0.01	0.12	0.12	0.15	0.42
31–32	0.08	0.05	0.05	0.13	0.23	0.01	0.10	0.11	0.13	0.49
32–33	0.08	0.05	0.03	0.15	0.21	0.01	0.04	0.09	0.16	0.63
33–34	0.07	0.05	0.04	0.12	0.21	0.00	0.05	0.07	0.16	0.61
34–35	0.06	0.04	0.03	0.17	0.21	0.00	0.03	0.07	0.13	0.56
35–36	0.06	0.04	0.02	0.11	0.19	0.00	0.07	0.07	0.19	0.49
36–37	0.05	0.04	0.03	0.11	0.16	0.00	0.03	0.08	0.16	0.35
37–38	0.07	0.04	0.02	0.10	0.15	0.00	0.05	0.07	0.11	0.24
38–39	0.03	0.03	0.02	0.12	0.13	0.00	0.05	0.07	0.11	0.14
39–40	0.05	0.03	0.02	0.15	0.11	0.00	0.06	0.09	0.12	0.09
>40	0.51	0.22	0.22	1.16	0.56	0.02	0.40	0.58	0.42	0.22

Table A.2 Single-axle load distribution (percentage) for each truck class

Axle Load Range (kips)	Vehicle Classes									
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
0-3	4.16	52.95	16.67	11.33	3.23	8.68	52.82	0.00	0.00	0.00
3-4	1.16	18.11	8.33	3.71	8.08	5.49	4.60	0.30	0.57	0.26
4-5	0.90	7.48	16.67	5.11	11.48	4.58	3.93	0.75	2.43	0.55
5-6	1.19	4.07	8.33	5.63	9.41	3.99	3.48	1.34	4.50	0.71
6-7	1.87	2.91	8.33	4.25	7.07	3.67	3.41	2.18	5.41	0.61
7-8	3.57	2.38	8.33	2.99	5.88	3.51	2.65	3.12	6.05	0.54
8-9	6.04	2.14	8.33	2.41	5.21	3.44	3.59	4.10	6.85	0.47
9-10	8.08	1.94	0.00	2.13	4.84	3.45	2.58	5.09	8.79	0.51
10-11	9.29	1.52	8.33	3.20	4.45	3.48	2.44	6.04	11.00	0.35
11-12	9.28	1.16	0.00	2.94	4.00	3.59	1.78	6.86	12.02	0.38
12-13	8.92	0.90	0.00	3.38	3.62	4.15	1.85	7.53	11.09	0.62
13-14	7.85	0.69	16.67	4.50	3.23	5.04	2.30	8.11	9.42	1.80
14-15	6.85	0.54	0.00	5.08	2.99	6.09	2.12	8.48	6.93	8.65
15-16	5.73	0.43	0.00	4.85	2.74	7.23	1.74	8.33	4.86	13.97
16-17	4.75	0.36	0.00	4.85	2.65	7.56	1.36	8.00	3.15	11.20
17-18	4.00	0.31	0.00	4.09	2.57	7.27	1.29	7.03	2.09	12.96
18-19	3.62	0.25	0.00	3.72	2.40	5.87	1.01	5.94	1.28	11.06
19-20	3.14	0.21	0.00	3.70	2.19	4.33	1.08	4.75	0.82	7.01
20-21	2.32	0.18	0.00	3.61	1.76	2.99	0.59	3.63	0.54	5.91
21-22	1.79	0.15	0.00	2.99	1.34	1.92	0.77	2.56	0.43	7.56
22-23	1.36	0.12	0.00	2.65	1.08	1.20	0.59	1.80	0.35	4.36
23-24	0.93	0.10	0.00	2.80	0.87	0.76	0.66	1.22	0.22	1.95
24-25	0.66	0.09	0.00	2.21	0.75	0.49	0.21	0.83	0.18	1.20
25-26	0.38	0.08	0.00	1.84	0.68	0.29	0.17	0.55	0.12	0.49
26-27	0.27	0.07	0.00	1.09	0.61	0.18	0.24	0.41	0.09	0.30
27-28	0.20	0.07	0.00	0.81	0.56	0.12	0.17	0.29	0.08	0.29
28-29	0.20	0.07	0.00	0.79	0.55	0.09	0.10	0.18	0.08	0.48
29-30	0.12	0.06	0.00	0.57	0.54	0.07	0.21	0.14	0.04	0.47
30-31	0.12	0.05	0.00	0.37	0.55	0.06	0.35	0.07	0.07	0.73
31-32	0.11	0.05	0.00	0.29	0.52	0.05	0.35	0.06	0.05	0.44
32-33	0.09	0.05	0.00	0.24	0.48	0.04	0.14	0.04	0.05	0.65
33-34	0.09	0.05	0.00	0.22	0.48	0.04	0.10	0.02	0.03	0.56
34-35	0.08	0.04	0.00	0.21	0.47	0.03	0.14	0.02	0.03	0.61
35-36	0.08	0.04	0.00	0.15	0.42	0.04	0.17	0.02	0.04	0.54
36-37	0.06	0.04	0.00	0.12	0.37	0.02	0.03	0.03	0.04	0.37
37-38	0.09	0.04	0.00	0.08	0.33	0.02	0.00	0.02	0.03	0.24
38-39	0.04	0.03	0.00	0.10	0.28	0.02	0.17	0.02	0.04	0.20
39-40	0.05	0.03	0.00	0.10	0.24	0.02	0.21	0.02	0.03	0.11
>40	0.57	0.22	0.00	0.89	1.09	0.13	0.59	0.11	0.16	0.87

Table A.3 Tandem-axle load distribution (percentage) for each truck class

Axle Load Range (kips)	Vehicle Classes									
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
0–6	15.63	0.00	48.77	30.33	54.85	14.01	22.81	13.30	7.50	2.21
6–8	13.56	0.00	10.46	9.40	13.10	12.63	11.14	8.55	20.93	1.57
8–10	17.15	0.00	9.03	9.20	8.30	12.75	11.66	7.46	39.50	0.98
10–12	16.45	0.00	8.32	8.54	5.16	11.59	11.09	6.12	22.62	0.63
12–14	11.87	0.00	6.98	9.19	3.72	12.44	11.84	4.96	4.65	1.81
14–16	8.95	0.00	5.56	9.29	3.75	15.13	11.13	6.93	1.31	21.40
16–18	6.62	0.00	4.22	8.08	4.58	12.21	8.83	7.18	0.78	37.59
18–20	4.22	0.00	2.83	5.64	3.82	5.95	5.27	4.71	0.53	13.80
20–22	2.33	0.00	1.59	3.64	1.63	2.26	2.88	4.29	0.38	1.99
22–24	1.30	0.00	0.88	2.05	0.45	0.71	1.16	3.73	0.19	0.92
24–26	0.67	0.00	0.44	1.39	0.18	0.20	0.65	3.24	0.18	0.88
26–28	0.36	0.00	0.24	0.73	0.10	0.06	0.31	3.10	0.19	1.01
28–30	0.18	0.00	0.15	0.44	0.06	0.02	0.19	2.88	0.12	1.94
30–32	0.08	0.00	0.11	0.32	0.04	0.01	0.20	2.57	0.17	3.75
32–34	0.09	0.00	0.07	0.22	0.04	0.01	0.10	2.57	0.13	3.60
34–36	0.05	0.00	0.05	0.28	0.04	0.00	0.11	2.15	0.13	2.27
36–38	0.06	0.00	0.05	0.18	0.03	0.00	0.10	2.50	0.14	1.49
38–40	0.06	0.00	0.04	0.23	0.04	0.00	0.11	3.24	0.14	1.00
40–42	0.07	0.00	0.04	0.17	0.03	0.00	0.07	3.24	0.11	0.48
42–44	0.07	0.00	0.05	0.17	0.02	0.00	0.11	3.27	0.10	0.28
44–46	0.06	0.00	0.04	0.16	0.02	0.00	0.10	1.72	0.07	0.17
46–48	0.10	0.00	0.04	0.22	0.02	0.00	0.04	1.72	0.09	0.12
48–50	0.08	0.00	0.04	0.13	0.02	0.00	0.12	0.60	0.06	0.11
>50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Table A.4 Tridem-axle load distribution (percentage) for each truck class

Axle Load Range (kips)	Vehicle Classes									
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
0–12	0.00	0.00	0.00	38.36	34.07	97.05	74.54	62.88	9.75	1.07
12–15	0.00	0.00	0.00	20.16	3.40	0.55	12.80	3.70	15.52	12.37
15–18	0.00	0.00	0.00	19.14	6.17	0.39	6.55	5.31	13.40	60.97
18–21	0.00	0.00	0.00	11.27	6.74	0.49	3.08	3.98	10.11	17.04
21–24	0.00	0.00	0.00	5.13	7.05	0.45	1.79	3.66	9.59	4.71
24–27	0.00	0.00	0.00	2.26	4.91	0.18	0.36	2.75	6.04	0.61
27–30	0.00	0.00	0.00	0.80	4.22	0.13	0.31	2.57	6.44	0.29
30–33	0.00	0.00	0.00	0.34	4.28	0.10	0.11	2.06	6.88	0.92
33–36	0.00	0.00	0.00	0.37	3.90	0.07	0.08	2.20	9.30	1.36
36–39	0.00	0.00	0.00	0.38	5.23	0.10	0.07	2.38	6.67	0.54
39–42	0.00	0.00	0.00	0.54	5.48	0.13	0.11	3.55	3.20	0.07
42–45	0.00	0.00	0.00	0.40	6.80	0.09	0.11	2.63	2.02	0.01
45–48	0.00	0.00	0.00	0.54	5.60	0.14	0.05	1.72	0.89	0.02
48–51	0.00	0.00	0.00	0.30	2.14	0.13	0.05	0.63	0.18	0.01
>51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**Table A.5 Annual ESAL values from AASHTO method (WIM Site 106)**

GVW (kips)	Vehicle Class														
	C0	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total
3	0	1	30	1	0	0	0	0	0	0	0	0	0	0	31
6	4	2	1517	1548	0	37	0	0	0	0	0	0	0	0	3,108
9	60	4	94	2579	0	1059	1	0	4	0	0	0	0	0	3,801
12	270	6	23	730	5	1765	5	0	72	1	0	0	0	0	2,876
15	601	11	29	488	20	1874	39	1	270	5	0	0	0	0	3,339
18	1430	29	46	470	519	2464	430	2	574	17	0	0	0	0	5,981
21	2622	44	50	494	3150	3429	2220	5	757	53	1	0	0	0	12,824
24	4289	76	48	500	4976	4612	3602	7	929	226	2	4	0	0	19,271
27	6762	53	39	494	5327	5397	3260	21	1308	1068	4	23	0	0	23,756
30	10313	83	64	586	4910	5993	4111	36	2083	3243	10	42	0	0	31,474
33	14770	88	55	710	4398	5025	5079	78	3172	8228	27	43	1	0	41,675
36	22232	105	161	962	3209	4036	3607	83	4296	17848	46	75	5	0	56,665
39	25101	142	96	821	2260	3218	2791	142	5131	25671	75	232	25	0	65,705
42	28575	192	250	1070	2056	3206	4723	173	5833	34128	118	513	76	1	80,915
45	32766	269	151	1311	2012	3551	9899	205	6585	43780	154	623	147	2	101,453
48	37390	94	226	1266	2302	3885	17981	329	6221	54944	169	835	240	7	125,889
51	43193	80	245	1398	1968	5583	11233	512	5583	66857	235	1797	451	10	139,144
54	51015	148	435	1817	1823	4971	6618	661	5405	79006	240	3692	762	18	156,611
57	64174	0	9	398	1205	2536	4796	1228	5140	91160	286	7093	1299	39	179,363
60	75548	0	0	114	806	1348	3128	2266	4042	107167	335	12658	2277	83	209,774
63	89910	0	0	138	793	1231	1593	5212	3520	124585	403	20119	3735	149	251,389
66	98078	0	46	103	733	1025	1249	12888	3354	148433	444	30435	5680	154	302,622
69	116636	0	0	20	361	473	1373	24329	2502	183809	492	40413	8011	80	378,500
72	135247	0	0	109	389	950	1060	22513	2678	247704	596	48205	9823	54	469,329
75	174243	0	0	84	428	433	699	14220	2596	350763	621	49518	10720	75	604,400
78	195358	0	0	92	132	567	407	7530	1917	497324	875	46757	9968	96	761,022
81	211965	0	0	40	125	195	340	3867	1419	624396	996	40087	8083	91	891,603
84	272105	0	0	56	87	315	333	2096	1286	569122	1012	29662	5833	142	882,049
87	319005	0	0	111	74	287	371	1427	1229	435912	1025	21498	4022	114	785,073
90	386984	0	0	67	37	328	220	1075	1138	325876	841	16898	2571	102	736,137
93	415139	0	0	0	17	221	111	856	1055	196961	678	16176	1744	178	633,135
96	499601	0	0	0	103	88	205	587	817	101897	658	15119	1382	138	620,597
99	568428	0	0	0	57	95	171	688	1001	58780	555	15596	1043	187	646,601
102	648862	0	0	0	0	0	151	397	831	41695	589	16287	1111	240	710,163
105	775266	0	0	0	0	0	242	397	685	35551	708	17513	1129	311	831,802
108	925985	0	0	0	0	0	0	436	636	33542	493	19410	1298	290	982,091
111	1012106	0	0	0	37	0	37	231	275	32498	476	19938	878	324	1,066,800
114	1109419	0	0	0	45	0	36	145	424	27333	486	20905	875	316	1,159,984
117	1298624	0	0	0	0	0	362	365	506	23946	410	20548	902	479	1,346,141
120	1602297	0	0	0	50	0	49	258	436	18137	576	21811	869	445	1,644,927
123	1701198	0	0	0	0	0	0	326	389	12322	338	20919	918	461	1,736,871
126	1942633	0	0	0	0	0	56	345	333	7242	325	20882	733	464	1,973,012
<b>Total</b>	<b>14920201</b>	<b>1428</b>	<b>3616</b>	<b>18580</b>	<b>44414</b>	<b>70195</b>	<b>92585</b>	<b>105935</b>	<b>86433</b>	<b>4631233</b>	<b>15299</b>	<b>596324</b>	<b>86611</b>	<b>5049</b>	<b>20,677,902</b>

Table A.6 Annual ESAL values from axle group divisor method (WIM Site 106)

GVW (kips)	Vehicle Class														Total
	C0	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	
3	0	1	19	0	0	0	0	0	0	0	0	0	0	0	20
6	3	2	1415	1583	0	40	0	0	0	0	0	0	0	0	3,043
9	66	5	104	2926	0	1232	1	0	4	0	0	0	0	0	4,338
12	313	6	26	853	5	2075	6	0	83	1	0	0	0	0	3,368
15	678	12	32	552	23	2113	44	1	316	6	0	0	0	0	3,775
18	1553	29	48	510	574	2673	466	2	670	20	0	0	0	0	6,546
21	2745	44	50	521	3359	3602	2353	5	866	61	1	0	0	0	13,606
24	4415	77	49	517	5160	4733	3803	8	1046	250	2	5	0	0	20,064
27	6963	55	40	506	5434	5480	3438	23	1432	1160	4	27	0	0	24,562
30	10713	89	68	602	4985	6090	4310	38	2222	3489	11	48	1	0	32,666
33	15505	97	60	735	4484	5154	5287	83	3339	8807	29	49	1	0	43,630
36	23674	118	180	1019	3306	4231	3737	89	4488	19047	49	83	5	0	60,028
39	27289	163	110	877	2365	3483	2883	152	5323	27392	80	255	27	0	70,399
42	31871	222	288	1179	2172	3568	4840	185	6019	36464	126	562	83	1	87,579
45	36966	311	174	1483	2097	4026	10058	218	6789	46763	164	673	161	2	109,884
48	42324	109	259	1441	2383	4429	18163	348	6397	58600	179	886	260	7	135,785
51	48817	92	279	1592	2043	6354	11349	548	5760	71065	251	1884	489	11	150,533
54	57337	168	493	2061	1937	5643	6692	693	5581	83559	253	3841	823	19	169,099
57	71519	0	9	448	1252	2873	4868	1301	5372	95802	300	7341	1396	42	192,524
60	83457	0	0	128	829	1523	3215	2376	4232	111905	352	13043	2431	90	223,580
63	97991	0	0	156	832	1401	1660	5438	3748	129188	425	20642	3958	160	265,599
66	105591	0	53	118	788	1166	1310	13410	3615	152967	469	31093	5969	165	316,712
69	123577	0	0	23	388	537	1449	25279	2706	188250	519	41164	8358	84	392,335
72	140860	0	0	126	422	1079	1139	23343	2934	252465	632	48996	10176	57	482,229
75	177873	0	0	95	473	493	753	14735	2842	356031	654	50336	11033	79	615,399
78	196398	0	0	104	147	649	447	7823	2104	503157	924	47593	10211	101	769,659
81	210033	0	0	46	139	223	376	4047	1591	630540	1052	41009	8252	94	897,404
84	264464	0	0	64	100	360	375	2222	1467	574597	1063	30642	5946	150	881,451
87	305114	0	0	128	83	329	419	1524	1409	440771	1087	22567	4123	118	777,672
90	361701	0	0	77	42	376	249	1158	1313	330400	887	18103	2659	107	717,072
93	385634	0	0	0	19	252	125	926	1231	200753	713	17678	1819	188	609,340
96	454488	0	0	0	118	100	234	644	970	104996	693	16795	1468	146	580,651
99	510884	0	0	0	66	107	194	758	1187	61696	583	17448	1126	199	594,248
102	576288	0	0	0	0	0	172	445	1004	44586	627	18299	1206	257	642,883
105	677080	0	0	0	0	0	275	449	829	38472	760	19750	1237	337	739,189
108	794278	0	0	0	0	0	0	491	784	36707	527	21958	1448	310	856,504
111	864251	0	0	0	43	0	42	263	349	35962	512	22685	967	345	925,419
114	933047	0	0	0	52	0	42	165	527	30503	522	23822	967	331	989,977
117	1074484	0	0	0	0	0	415	413	626	26803	443	23586	1002	510	1,128,282
120	1302161	0	0	0	58	0	57	296	539	20400	631	25079	980	479	1,350,679
123	1371058	0	0	0	0	0	0	374	495	13871	369	24233	1036	503	1,411,937
126	1545514	0	0	0	0	0	65	397	409	8151	357	24307	820	501	1,580,520
Total	12938978	1599	3756	20471	46180	76392	95310	110672	92616	4745656	16250	636484	90439	5391	18,880,191

## APPENDIX B. COMPLETE TRUCK TRAFFIC INPUT FOR THE MEPDG AT THE I-70 WIM SITE

### Truck Traffic and Axle Load Spectra WIM Site 950315, I-70, RP 83.44, Indianapolis Five Lanes in One Direction

**AADTT:** Two-way annual average daily truck traffic  
**MAF:** Truck traffic monthly adjustment factors (note: twelve-month MAF total = 12.0)  
**DDF:** Directional distribution factors, or percent trucks in the design direction  
**LDF:** Truck lane distribution factors, or the percent trucks in the design lane  
**TCD:** Truck class distribution (percent)  
**HDF:** Hourly distribution factors (percent)  
**C4, C5, ... C13:** Class 4, Class 5, ..., Class 13 of vehicle classifications

	AADTT Ln 1	AADTT Ln 2	AADTT Ln 3	AADTT Ln 4	AADTT Ln 5	Total	MAF
AADTT Jan	1807	3424	2280	1439	1336	10286	1.12
AADTT Feb	1400	2985	2123	1210	1440	9158	1.00
AADTT Mar	967	2621	1665	1637	1097	7987	0.87
AADTT Apr	971	1955	2866	1527	1568	8887	0.97
AADTT May	1053	1614	2346	431	971	6415	0.70
AADTT Jun	1126	2077	2622	591	1159	7575	0.83
AADTT Jul	900	2860	2050	333	544	6687	0.73
AADTT Aug	1142	3102	2321	1078	1398	9041	0.98
AADTT Sep	971	3430	3107	1923	1429	10860	1.18
AADTT Oct	1033	3239	3544	2318	1435	11569	1.26
AADTT Nov	941	3291	2574	2268	1573	10647	1.16
AADTT Dec	1013	3028	3261	1948	1813	11063	1.20
Avg	1110	2802	2563	1392	1314	9181	
Sum	13324	33626	30759	16703	15763	110175	12.00

	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	All Truck
DDF	0.58	0.59	0.57	0.55	0.54	0.58	0.70	0.64	0.61	0.98	0.57
LDF- Ln 1	0.21	0.17	0.25	0.29	0.11	0.05	0.08	0.01	0.04	0.00	0.12
LDF- Ln 2	0.31	0.22	0.37	0.33	0.28	0.47	0.34	0.27	0.38	0.00	0.31
LDF- Ln 3	0.27	0.21	0.22	0.24	0.41	0.29	0.38	0.47	0.32	0.83	0.28
LDF- Ln 4	0.12	0.16	0.11	0.09	0.12	0.17	0.13	0.22	0.22	0.02	0.15
LDF- Ln 5	0.09	0.24	0.05	0.06	0.07	0.03	0.07	0.03	0.04	0.15	0.14

All Lanes Combined AADTT											
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total
Jan	271	6205	221	39	568	2787	22	105	57	13	10288
Feb	262	5270	209	32	561	2664	16	89	52	5	9159
Mar	231	4380	214	43	550	2418	16	77	49	10	7987
Apr	272	4839	235	50	703	2604	13	107	56	9	8888
May	199	3668	167	35	503	1697	8	72	37	30	6414
Jun	232	3983	211	46	678	2264	8	88	44	22	7575

Jul	221	3011	216	59	602	2428	9	76	41	25	6687
Aug	281	4412	281	67	570	2923	16	94	55	50	8749
Sep	348	4839	376	84	608	4233	30	131	81	131	10861
Oct	395	4802	438	100	649	4654	33	156	93	249	11569
Nov	308	4680	347	84	454	3525	19	105	79	1046	10647
Dec	243	4685	235	51	316	2541	10	62	56	2863	11062
Total	3262	54774	3149	689	6761	34739	199	1161	699	4452	109885
Average AADTT Yearly Decrease = 7.85%											

Monthly Adjustment Factor (MAF)											
	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total
Jan	1.02	1.39	0.86	0.68	1.03	0.98	1.37	1.10	1.00	0.03	1.15
Feb	0.89	1.06	0.73	0.51	0.92	0.85	0.86	0.85	0.82	0.01	0.92
Mar	0.87	0.98	0.83	0.76	1.00	0.85	0.97	0.81	0.85	0.03	0.89
Apr	0.99	1.05	0.88	0.86	1.23	0.89	0.74	1.10	0.95	0.02	0.96
May	0.74	0.82	0.65	0.62	0.91	0.60	0.46	0.75	0.64	0.08	0.71
Jun	0.84	0.86	0.79	0.78	1.19	0.77	0.50	0.90	0.74	0.06	0.82
Jul	0.83	0.67	0.84	1.04	1.09	0.85	0.57	0.80	0.72	0.07	0.74
Aug	1.06	0.99	1.09	1.18	1.03	1.03	0.95	0.99	0.97	0.14	0.97
Sep	1.26	1.05	1.41	1.45	1.06	1.44	1.81	1.34	1.37	0.34	1.17
Oct	1.48	1.07	1.70	1.78	1.18	1.64	2.02	1.64	1.63	0.68	1.29
Nov	1.12	1.01	1.30	1.43	0.80	1.20	1.12	1.07	1.34	2.75	1.15
Dec	0.91	1.05	0.91	0.90	0.57	0.89	0.62	0.65	0.98	7.79	1.23
Sum	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00



	Hourly Volume											
	Start Time	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	All Truck
All Lanes Combined	0:00	5.67	168.40	6.05	0.88	18.82	120.50	0.47	3.44	2.35	20.24	346.83
	1:00	4.82	132.88	5.12	0.73	14.78	103.70	0.42	3.27	2.67	15.95	284.34
	2:00	3.76	104.62	4.46	0.55	12.54	91.61	0.32	3.86	2.65	11.24	235.61
	3:00	3.19	86.00	4.06	0.52	10.67	80.02	0.23	3.62	2.92	8.23	199.47
	4:00	2.87	62.01	3.76	0.41	9.22	70.88	0.22	3.59	2.86	6.08	161.90
	5:00	2.91	48.63	3.47	0.43	8.43	66.79	0.21	4.08	2.75	5.31	143.02
	6:00	4.15	44.38	4.17	0.56	9.36	66.67	0.26	4.78	2.75	5.59	142.65
	7:00	7.09	52.49	5.24	0.67	9.87	69.02	0.33	4.45	2.59	6.36	158.12
	8:00	10.11	85.68	8.53	1.04	13.06	75.22	0.45	4.59	2.64	11.77	213.10
	9:00	12.83	128.97	10.35	1.82	16.25	81.22	0.52	3.81	2.39	18.27	276.42
	10:00	14.64	182.45	13.34	2.71	22.76	98.14	0.77	4.07	2.29	20.47	361.63
	11:00	17.05	217.07	13.79	3.52	28.10	114.60	1.05	4.32	2.40	16.50	418.40
	12:00	16.82	231.98	14.94	4.06	31.10	128.50	1.05	3.78	2.10	18.72	453.06
	13:00	17.35	250.25	16.10	4.45	33.10	138.43	1.00	4.22	2.28	20.80	487.99
	14:00	17.15	250.88	16.78	5.33	34.49	150.79	1.05	4.25	2.15	20.93	503.79
	15:00	17.22	261.86	17.49	5.13	34.81	159.46	0.98	4.38	2.18	22.06	525.57
	16:00	18.25	275.74	18.39	5.05	37.22	170.07	1.17	4.68	2.30	17.14	550.02
	17:00	18.22	298.60	19.21	4.86	36.23	173.39	0.99	4.48	2.28	16.63	574.88
	18:00	18.21	313.85	18.52	4.36	36.87	171.42	1.06	4.92	2.43	17.40	589.03
	19:00	16.65	315.05	16.81	3.65	35.54	166.47	0.99	4.53	2.37	16.07	578.13
	20:00	14.32	303.82	14.22	2.57	31.81	163.30	0.89	3.85	2.31	17.88	554.97
	21:00	11.77	280.12	11.40	1.85	29.78	154.14	0.86	3.33	2.20	18.75	514.19
	22:00	8.99	250.42	9.28	1.30	25.69	147.31	0.72	3.18	2.10	22.65	471.65
	23:00	7.76	212.27	7.06	1.10	22.42	132.28	0.59	3.19	2.25	19.69	408.60
AADTT	Sum	271.76	4558.43	262.55	57.53	562.92	2893.95	16.62	96.67	58.23	374.74	9153.40
TCD	Percent	2.97	49.80	2.87	0.63	6.15	31.62	0.18	1.06	0.64	4.09	100.00

Hourly Distribution Factor (HDF) (%)											
Start Time	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	All Truck
0:00	2.08	3.69	2.31	1.54	3.34	4.16	2.85	3.55	4.04	5.40	3.79
1:00	1.77	2.91	1.95	1.26	2.63	3.58	2.55	3.38	4.59	4.26	3.11
2:00	1.38	2.30	1.70	0.95	2.23	3.17	1.94	4.00	4.55	3.00	2.57
3:00	1.18	1.89	1.55	0.91	1.89	2.77	1.40	3.74	5.02	2.20	2.18
4:00	1.06	1.36	1.43	0.71	1.64	2.45	1.32	3.71	4.91	1.62	1.77
5:00	1.07	1.07	1.32	0.75	1.50	2.31	1.29	4.23	4.72	1.42	1.56
6:00	1.53	0.97	1.59	0.97	1.66	2.30	1.55	4.94	4.73	1.49	1.56
7:00	2.61	1.15	2.00	1.17	1.75	2.38	1.96	4.61	4.45	1.70	1.73
8:00	3.72	1.88	3.25	1.81	2.32	2.60	2.74	4.75	4.54	3.14	2.33
9:00	4.72	2.83	3.94	3.16	2.89	2.81	3.12	3.94	4.10	4.88	3.02
10:00	5.39	4.00	5.08	4.71	4.04	3.39	4.63	4.21	3.93	5.46	3.95
11:00	6.27	4.76	5.25	6.11	4.99	3.96	6.35	4.46	4.13	4.40	4.57
12:00	6.19	5.09	5.69	7.05	5.52	4.44	6.33	3.91	3.61	4.99	4.95
13:00	6.38	5.49	6.13	7.74	5.88	4.78	6.02	4.37	3.92	5.55	5.33
14:00	6.31	5.50	6.39	9.26	6.13	5.21	6.33	4.39	3.69	5.59	5.50
15:00	6.34	5.74	6.66	8.91	6.18	5.51	5.88	4.53	3.75	5.89	5.74
16:00	6.71	6.05	7.00	8.78	6.61	5.88	7.05	4.84	3.95	4.57	6.01
17:00	6.70	6.55	7.32	8.44	6.44	5.99	5.97	4.64	3.91	4.44	6.28
18:00	6.70	6.89	7.05	7.58	6.55	5.92	6.36	5.09	4.17	4.64	6.44
19:00	6.13	6.91	6.40	6.34	6.31	5.75	5.95	4.69	4.07	4.29	6.32
20:00	5.27	6.66	5.42	4.47	5.65	5.64	5.37	3.98	3.96	4.77	6.06
21:00	4.33	6.15	4.34	3.22	5.29	5.33	5.18	3.44	3.78	5.00	5.62
22:00	3.31	5.49	3.54	2.25	4.56	5.09	4.30	3.29	3.60	6.04	5.15
23:00	2.86	4.66	2.69	1.90	3.98	4.57	3.56	3.30	3.86	5.25	4.46
Sum	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**Single-Axle Load Distribution (Percentages) for Each Truck Class**

<b>Class</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
3 kips	4.16	52.95	16.67	11.33	3.23	8.68	52.82	0.00	0.00	0.00
4 kips	1.16	18.11	8.33	3.71	8.08	5.49	4.60	0.30	0.57	0.26
5 kips	0.90	7.48	16.67	5.11	11.48	4.58	3.93	0.75	2.43	0.55
6 kips	1.19	4.07	8.33	5.63	9.41	3.99	3.48	1.34	4.50	0.71
7 kips	1.87	2.91	8.33	4.25	7.07	3.67	3.41	2.18	5.41	0.61
8 kips	3.57	2.38	8.33	2.99	5.88	3.51	2.65	3.12	6.05	0.54
9 kips	6.04	2.14	8.33	2.41	5.21	3.44	3.59	4.10	6.85	0.47
10 kips	8.08	1.94	0.00	2.13	4.84	3.45	2.58	5.09	8.79	0.51
11 kips	9.29	1.52	8.33	3.20	4.45	3.48	2.44	6.04	11.00	0.35
12 kips	9.28	1.16	0.00	2.94	4.00	3.59	1.78	6.86	12.02	0.38
13 kips	8.92	0.90	0.00	3.38	3.62	4.15	1.85	7.53	11.09	0.62
14 kips	7.85	0.69	16.67	4.50	3.23	5.04	2.30	8.11	9.42	1.80
15 kips	6.85	0.54	0.00	5.08	2.99	6.09	2.12	8.48	6.93	8.65
16 kips	5.73	0.43	0.00	4.85	2.74	7.23	1.74	8.33	4.86	13.97
17 kips	4.75	0.36	0.00	4.85	2.65	7.56	1.36	8.00	3.15	11.20
18 kips	4.00	0.31	0.00	4.09	2.57	7.27	1.29	7.03	2.09	12.96
19 kips	3.62	0.25	0.00	3.72	2.40	5.87	1.01	5.94	1.28	11.06
20 kips	3.14	0.21	0.00	3.70	2.19	4.33	1.08	4.75	0.82	7.01
21 kips	2.32	0.18	0.00	3.61	1.76	2.99	0.59	3.63	0.54	5.91
22 kips	1.79	0.15	0.00	2.99	1.34	1.92	0.77	2.56	0.43	7.56
23 kips	1.36	0.12	0.00	2.65	1.08	1.20	0.59	1.80	0.35	4.36
24 kips	0.93	0.10	0.00	2.80	0.87	0.76	0.66	1.22	0.22	1.95
25 kips	0.66	0.09	0.00	2.21	0.75	0.49	0.21	0.83	0.18	1.20
26 kips	0.38	0.08	0.00	1.84	0.68	0.29	0.17	0.55	0.12	0.49
27 kips	0.27	0.07	0.00	1.09	0.61	0.18	0.24	0.41	0.09	0.30
28 kips	0.20	0.07	0.00	0.81	0.56	0.12	0.17	0.29	0.08	0.29
29 kips	0.20	0.07	0.00	0.79	0.55	0.09	0.10	0.18	0.08	0.48
30 kips	0.12	0.06	0.00	0.57	0.54	0.07	0.21	0.14	0.04	0.47
31 kips	0.12	0.05	0.00	0.37	0.55	0.06	0.35	0.07	0.07	0.73
32 kips	0.11	0.05	0.00	0.29	0.52	0.05	0.35	0.06	0.05	0.44
33 kips	0.09	0.05	0.00	0.24	0.48	0.04	0.14	0.04	0.05	0.65
34 kips	0.09	0.05	0.00	0.22	0.48	0.04	0.10	0.02	0.03	0.56
35 kips	0.08	0.04	0.00	0.21	0.47	0.03	0.14	0.02	0.03	0.61
36 kips	0.08	0.04	0.00	0.15	0.42	0.04	0.17	0.02	0.04	0.54
37 kips	0.06	0.04	0.00	0.12	0.37	0.02	0.03	0.03	0.04	0.37
38 kips	0.09	0.04	0.00	0.08	0.33	0.02	0.00	0.02	0.03	0.24
39 kips	0.04	0.03	0.00	0.10	0.28	0.02	0.17	0.02	0.04	0.20
40 kips	0.05	0.03	0.00	0.10	0.24	0.02	0.21	0.02	0.03	0.11
41 kips	0.57	0.22	0.00	0.89	1.09	0.13	0.59	0.11	0.16	0.87

**Tandem-Axle Load Distribution (Percentages) for Each Truck Class**

<b>Class</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
6 kips	15.63	0.00	48.77	30.33	54.85	14.01	22.81	13.30	7.50	2.21
8 kips	13.56	0.00	10.46	9.40	13.10	12.63	11.14	8.55	20.93	1.57
10 kips	17.15	0.00	9.03	9.20	8.30	12.75	11.66	7.46	39.50	0.98
12 kips	16.45	0.00	8.32	8.54	5.16	11.59	11.09	6.12	22.62	0.63
14 kips	11.87	0.00	6.98	9.19	3.72	12.44	11.84	4.96	4.65	1.81
16 kips	8.95	0.00	5.56	9.29	3.75	15.13	11.13	6.93	1.31	21.40
18 kips	6.62	0.00	4.22	8.08	4.58	12.21	8.83	7.18	0.78	37.59
20 kips	4.22	0.00	2.83	5.64	3.82	5.95	5.27	4.71	0.53	13.80
22 kips	2.33	0.00	1.59	3.64	1.63	2.26	2.88	4.29	0.38	1.99
24 kips	1.30	0.00	0.88	2.05	0.45	0.71	1.16	3.73	0.19	0.92
26 kips	0.67	0.00	0.44	1.39	0.18	0.20	0.65	3.24	0.18	0.88
28 kips	0.36	0.00	0.24	0.73	0.10	0.06	0.31	3.10	0.19	1.01
30 kips	0.18	0.00	0.15	0.44	0.06	0.02	0.19	2.88	0.12	1.94
32 kips	0.08	0.00	0.11	0.32	0.04	0.01	0.20	2.57	0.17	3.75
34 kips	0.09	0.00	0.07	0.22	0.04	0.01	0.10	2.57	0.13	3.60
36 kips	0.05	0.00	0.05	0.28	0.04	0.00	0.11	2.15	0.13	2.27
38 kips	0.06	0.00	0.05	0.18	0.03	0.00	0.10	2.50	0.14	1.49
40 kips	0.06	0.00	0.04	0.23	0.04	0.00	0.11	3.24	0.14	1.00
42 kips	0.07	0.00	0.04	0.17	0.03	0.00	0.07	3.24	0.11	0.48
44 kips	0.07	0.00	0.05	0.17	0.02	0.00	0.11	3.27	0.10	0.28
46 kips	0.06	0.00	0.04	0.16	0.02	0.00	0.10	1.72	0.07	0.17
48 kips	0.10	0.00	0.04	0.22	0.02	0.00	0.04	1.72	0.09	0.12
50 kips	0.08	0.00	0.04	0.13	0.02	0.00	0.12	0.60	0.06	0.11

**Tridem-Axle Load Distribution (Percentages) for Each Truck Class**

<b>Class</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
12 kips	0.00	0.00	0.00	38.36	34.07	97.05	74.54	62.88	9.75	1.07
15 kips	0.00	0.00	0.00	20.16	3.40	0.55	12.80	3.70	15.52	12.37
18 kips	0.00	0.00	0.00	19.14	6.17	0.39	6.55	5.31	13.40	60.97
21 kips	0.00	0.00	0.00	11.27	6.74	0.49	3.08	3.98	10.11	17.04
24 kips	0.00	0.00	0.00	5.13	7.05	0.45	1.79	3.66	9.59	4.71
27 kips	0.00	0.00	0.00	2.26	4.91	0.18	0.36	2.75	6.04	0.61
30 kips	0.00	0.00	0.00	0.80	4.22	0.13	0.31	2.57	6.44	0.29
33 kips	0.00	0.00	0.00	0.34	4.28	0.10	0.11	2.06	6.88	0.92
36 kips	0.00	0.00	0.00	0.37	3.90	0.07	0.08	2.20	9.30	1.36
39 kips	0.00	0.00	0.00	0.38	5.23	0.10	0.07	2.38	6.67	0.54
42 kips	0.00	0.00	0.00	0.54	5.48	0.13	0.11	3.55	3.20	0.07
45 kips	0.00	0.00	0.00	0.40	6.80	0.09	0.11	2.63	2.02	0.01
48 kips	0.00	0.00	0.00	0.54	5.60	0.14	0.05	1.72	0.89	0.02
51 kips	0.00	0.00	0.00	0.30	2.14	0.13	0.05	0.63	0.18	0.01

**All-Axle Load Distribution (Percentages) for Each Truck Class**

<b>Class</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
3 kips	3.98	52.95	18.26	11.80	17.40	2.13	16.23	0.00	0.00	0.00
4 kips	1.71	18.11	13.77	3.22	9.66	3.05	4.63	0.60	0.56	0.04
5 kips	1.92	7.48	9.86	3.57	9.99	4.29	4.95	1.45	2.34	0.14
6 kips	2.39	4.07	6.89	4.13	8.50	5.20	5.37	1.92	4.43	0.25
7 kips	3.22	2.91	5.69	4.00	7.09	6.02	5.48	2.51	6.34	0.22
8 kips	4.78	2.38	4.78	4.04	5.92	6.33	6.01	3.23	8.54	0.21
9 kips	6.74	2.14	4.65	3.95	4.87	6.32	6.02	4.05	11.48	0.19
10 kips	8.34	1.94	4.37	4.23	4.13	6.12	5.73	4.94	13.10	0.18
11 kips	9.03	1.52	4.30	4.35	3.50	5.80	5.59	5.81	12.20	0.18
12 kips	8.88	1.16	4.02	4.63	3.00	5.54	5.17	6.56	9.92	0.26
13 kips	8.18	0.90	3.65	5.07	2.63	5.75	5.21	7.18	7.66	0.52
14 kips	7.05	0.69	3.33	5.51	2.36	6.49	5.07	7.77	6.12	1.77
15 kips	6.21	0.54	2.96	5.74	2.29	7.35	4.59	8.12	4.54	9.53
16 kips	5.22	0.43	2.60	5.66	2.27	7.64	4.09	8.01	3.17	21.54
17 kips	4.39	0.36	2.30	5.22	2.40	6.89	3.62	7.72	2.12	22.10
18 kips	3.70	0.31	1.92	4.50	2.44	5.40	2.92	6.75	1.45	15.77
19 kips	3.24	0.25	1.59	3.73	2.26	3.72	2.33	5.71	0.96	8.25
20 kips	2.71	0.21	1.24	3.22	1.87	2.41	1.55	4.58	0.68	6.29
21 kips	2.03	0.18	0.93	2.63	1.34	1.50	1.29	3.51	0.51	2.44
22 kips	1.52	0.15	0.65	2.01	0.89	0.88	1.07	2.51	0.46	2.46
23 kips	1.16	0.12	0.51	1.59	0.62	0.50	0.66	1.78	0.35	1.50
24 kips	0.82	0.10	0.38	1.30	0.45	0.27	0.43	1.23	0.26	0.60
25 kips	0.58	0.09	0.27	1.04	0.37	0.15	0.31	0.85	0.23	0.37
26 kips	0.34	0.08	0.17	0.85	0.33	0.08	0.20	0.59	0.17	0.21
27 kips	0.25	0.07	0.14	0.57	0.28	0.04	0.16	0.44	0.14	0.15
28 kips	0.19	0.07	0.10	0.38	0.26	0.03	0.13	0.34	0.18	0.14
29 kips	0.17	0.07	0.09	0.31	0.24	0.02	0.11	0.22	0.13	0.18
30 kips	0.11	0.06	0.07	0.25	0.24	0.01	0.08	0.19	0.12	0.26
31 kips	0.10	0.05	0.05	0.19	0.24	0.01	0.12	0.12	0.15	0.42
32 kips	0.08	0.05	0.05	0.13	0.23	0.01	0.10	0.11	0.13	0.49
33 kips	0.08	0.05	0.03	0.15	0.21	0.01	0.04	0.09	0.16	0.63
34 kips	0.07	0.05	0.04	0.12	0.21	0.00	0.05	0.07	0.16	0.61
35 kips	0.06	0.04	0.03	0.17	0.21	0.00	0.03	0.07	0.13	0.56
36 kips	0.06	0.04	0.02	0.11	0.19	0.00	0.07	0.07	0.19	0.49
37 kips	0.05	0.04	0.03	0.11	0.16	0.00	0.03	0.08	0.16	0.35
38 kips	0.07	0.04	0.02	0.10	0.15	0.00	0.05	0.07	0.11	0.24
39 kips	0.03	0.03	0.02	0.12	0.13	0.00	0.05	0.07	0.11	0.14
40 kips	0.05	0.03	0.02	0.15	0.11	0.00	0.06	0.09	0.12	0.09
41 kips	0.51	0.22	0.22	1.16	0.56	0.02	0.40	0.58	0.42	0.22

**Average Axle Weight (kip) and Average Axle Spacing (feet)**

<b>Class</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
W1	11.86	4.90	12.50	14.61	9.16	11.96	12.16	11.46	12.17	18.32
W2	12.92	4.29	8.40	11.17	10.81	12.29	11.40	16.63	10.18	17.59
W3	10.63	0.00	7.82	13.10	8.29	11.75	11.29	16.02	9.81	19.99
W4	0.00	0.00	0.00	13.77	7.8	11.68	7.58	13.28	12.46	17.69
W5	0.00	0.00	0.00	1.37	0.00	11.39	9.73	13.20	12.39	17.66
W6	0.00	0.00	0.00	10.46	0.00	0.00	9.41	0.00	11.36	18.48
W7	0.00	0.00	0.00	10.83	0.00	0.00	6.25	0.00	0.00	17.89
W8	0.00	0.00	0.00	0.00	0.00	0.00	8.77	0.00	0.00	17.20
W9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.17
W10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.97
W11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.49
W12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.87
S1-2	22.68	12.57	16.83	11.45	14.53	16.69	16.45	12.95	15.48	3.31
S2-3	4.45	0.00	4.34	9.35	19.49	4.58	4.59	21.09	4.51	3.25
S3-4	0.00	0.00	0.00	4.29	11.08	32.99	23.48	9.35	19.80	3.50
S4-5	0.00	0.00	0.00	4.33	0.00	4.70	8.47	20.97	9.11	3.28
S5-6	0.00	0.00	0.00	4.07	0.00	0.00	4.31	0.00	21.12	3.32
S6-7	0.00	0.00	0.00	0.00	0.00	0.00	4.80	0.00	0.00	3.34
S7-8	0.00	0.00	0.00	0.00	0.00	0.00	4.41	0.00	0.00	3.27
S8-9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.20
S9-10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.18
S10-11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.12
S11-12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.04

**Average Axle Spacing (feet) and Average Number of Axle Types**

<b>Class</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
S1-2	22.68	12.57	16.83	11.45	14.53	16.69	16.45	12.95	15.48	3.31
S2-3	0.84	0.00	4.34	9.35	19.49	4.58	4.59	21.09	4.51	3.25
S3-4	0.00	0.00	0.00	4.28	9.32	32.99	23.48	9.35	19.80	3.50
S4-5	0.00	0.00	0.00	0.57	0.00	4.70	8.47	20.97	9.11	3.28
S5-6	0.00	0.00	0.00	0.06	0.00	0.00	4.31	0.00	21.12	3.32
S6-7	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	3.34
S7-8	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	3.22
S8-9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.07
S9-10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.83
S10-11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.23
S11-12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10
Single	1.81	2.00	1.00	1.22	2.14	1.19	1.47	4.75	3.79	0.26
Tandem	0.37	0.00	2.00	1.66	1.69	3.80	2.82	0.09	1.99	1.25
Tridem	0.00	0.00	0.00	1.27	0.01	0.01	1.74	0.16	0.21	9.41
Quad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Quinate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hexad	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00



## About the Joint Transportation Research Program (JTRP)

On March 11, 1937, the Indiana Legislature passed an act which authorized the Indiana State Highway Commission to cooperate with and assist Purdue University in developing the best methods of improving and maintaining the highways of the state and the respective counties thereof. That collaborative effort was called the Joint Highway Research Project (JHRP). In 1997 the collaborative venture was renamed as the Joint Transportation Research Program (JTRP) to reflect the state and national efforts to integrate the management and operation of various transportation modes.

The first studies of JHRP were concerned with Test Road No. 1 — evaluation of the weathering characteristics of stabilized materials. After World War II, the JHRP program grew substantially and was regularly producing technical reports. Over 1,600 technical reports are now available, published as part of the JHRP and subsequently JTRP collaborative venture between Purdue University and what is now the Indiana Department of Transportation.

Free online access to all reports is provided through a unique collaboration between JTRP and Purdue Libraries. These are available at <http://docs.lib.purdue.edu/jtrp>.

Further information about JTRP and its current research program is available at <http://www.purdue.edu/jtrp>.

## About This Report

An open access version of this publication is available online. See the URL in the citation below.

Bao, J., Hu, X., Peng, C., Jiang, Y., Li, S., & Nantung, T. (2020). *Truck traffic and load spectra of Indiana roadways for the mechanistic-empirical pavement design guide* (Joint Transportation Research Program Publication No. FHWA/IN/JTRP-2020/21). West Lafayette, IN: Purdue University. <https://doi.org/10.5703/1288284317227>