# LONG TERM PAVEMENT PERFORMANCE
# PROGRAM DIRECTIVE

For The Technical Direction Of The LTPP Program

**Program Area:  Traffic**                     **Directive Number:    TDP-6**

**Date:   July 22, 1997**                        **Supersedes:                   n/a**

## Subject: Traffic Software Release - July 1997 Versions

The purpose of this document is to inform the Regional Coordinating Offices of the release of the following software:

- SPS Processing Software (Version Date 7/8/97).

- LTPP Level 4 Quality Control Software (Version Date 7/1/97).

- LTPP QC Level 3-1 Quality Control Software  (Version Date 7/1/97).

- LTPP Metric Conversion Software (Version  Date 7/1/97).

The SPS Processing Software has been modified since the last release (Version Date 6/19/97). The summarization process from Level 2 to Level 1 has been modified.  In the previous version, the SPS Processing Program miscalculated several of the traffic estimates.  This error has been remedied.

As a result of the Regional Traffic Processing Meeting held in May, many changes to the Level 4 and Level 3-1 QC Software packages were recommended.  These changes are:

Changes to Level 4 QC Software

- Add ESALs/Vehicle Check to Level 4 QC Software using the SHRP.dat file from the Regions.

- Add the total volume of Vehicle Class 9s to the annotate box in the GVW plot.

- Add the monthly/quarterly truck volume and total truck volume for 4-card and 7-card data to annotate box in the 4 vs. 7 Class Distribution Plot.

Changes to Level 3-1 QC Software

Check the W-4 tables for axle weights that meet the following criteria:

- Single axles greater than 29 Kips.

- Tandem axles greater than 50 Kips.

- Tridem axles greater then 75 Kips.

Check the W-4 tables for any axles other than single axles in Vehicle Class 4 and Vehicle Class 5.

Check for discrepancies between 4-card and 7-card vehicle class volumes (actual vehicles classified versus actual vehicles weighed).

Graph axle weight frequency statistics.

Change SRO check to look at the code as three separate characters:

- First character should be an S, R, or O.

- Second character should be an S, R, or O.

- Third character should be a number from 0-9.

Check to see that, if the first two characters in the SRO code are Os, the third character is a zero (0).

Check to see that the percent truck volume in the GPS lane is less than 100 percent.

Change the low range of the Pavement Thickness Check from zero to four.

In the Average ESAL Check, change the acceptable range to .2-2.0.

In the check comparing ESALs calculated from W-4 tables versus ESALs calculated from vehicles, change the acceptable percentage difference to 10 percent  instead of 25 percent.


The Metric Conversion Software was modified to incorporate the station ID from the SHRP.dat file.  This modification is the resolution to Software Performance Report SRCO-138.


Revised documentation can be downloaded from the Chaparral/LTPP web site at www.chapsys.com.


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