

# ***Truck Volume Maps***

## ***Introduction***

The Data Services Division's Traffic Monitoring System (TMS) Team administers the Maryland State Highway Administration's (SHA) Traffic Monitoring Program. The program is responsible for the collection, processing, analysis, summarization, and dissemination of Maryland highway traffic data and is supported by a comprehensive, user friendly, management information system.

Traffic monitoring data is a strategic resource for SHA and Maryland's Department of Transportation. Data is essential in the planning, design and operation of the statewide road system and the development and implementation of state highway improvement and safety programs. TMS is a product of the ISTEA Act of 1991, which required a traffic data program to meet SHA's long-term traffic data monitoring and reporting requirements effectively and efficiently. The quality control feature of the system allows data editing checks and validation for data from the 91 permanent, continuous automatic traffic recorders (ATR's) and short-term (Program) traffic data.


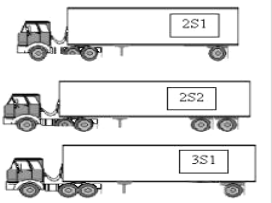

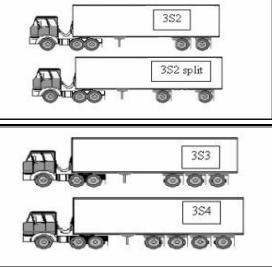



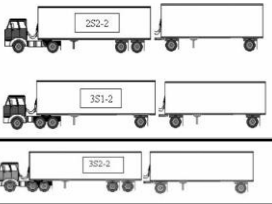
The Maryland Truck Volume Maps depict the average percentages of trucks at various locations on Maryland's roadways by county. Classification data is collected from a percentage of the 8700 program count stations and 91 ATRs throughout the state of Maryland. Program count data is collected (both directions) at regular locations on either a three (3) year or six (6) year cycle depending on type of roadway. Growth Factors are applied to counts which were not taken during the current year and the counts are factored based on the past yearly growth of an associated ATR. Counters are placed for 48 hours on a Monday or Tuesday and are picked up that Thursday or Friday, respectively. The ATR and toll count data is collected on a continuous basis.

The Truck Volume maps have the data represented as percentages of the total traffic volume for the classification counts taken during the years 2020-2023. The truck data is split into two categories according to Federal Highway Administration (FHWA) guidelines, Single Units (classes 4-7) and Combination Units (classes 8-13). In the case of multiple counts at the same locations and ATR data, the percentages are averaged over the entire data set for that station. The maps show two percentages, one next to the other. The first is the percentages of Single Units and the second is the percentage of Combination Units. A description of the two classes is given on "Description of Classes". Starting this year, the current Annual Average Daily Traffic (AADT) is shown above the percentages.

All route, traffic and travel data being made available by SHA in these maps are developed to support internal uses, primarily transportation planning. Any and all data are provided "**as is**" with the understanding that no warranty of any kind, implied, expressed or statutory, is given with respects to the contents of these maps. Any and all conclusions or products derived from the data are the sole responsibility of the user.

The information presented in these maps is considered public information and may be copied or distributed but must be free of charge.

# Description of Classes

Single Units		Combination Units	
	<p><b>Buses</b> -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.</p>		<p><b>Four or Fewer Axle Single-Trailer Trucks</b> -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.</p>
	<p><b>Two-Axle, Six-Tire, Single-Unit Trucks</b> -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.</p>		<p><b>Five-Axle Single-Trailer Trucks</b> -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.</p> <p><b>Six or More Axle Single-Trailer Trucks</b> -- All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.</p>
	<p><b>Three-Axle Single-Unit Trucks</b> -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.</p>		<p><b>Five or fewer Axle Multi-Trailer Trucks</b> -- All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.</p>
	<p><b>Four or More Axle Single-Unit Trucks</b> -- All trucks on a single frame with four or more axles.</p>		<p><b>Six-Axle Multi-Trailer Trucks</b> -- All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.</p> <p><b>Seven or More Axle Multi-Trailer Trucks</b> -- All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.</p>

- The descriptions are taken from the Traffic Monitoring Guide, from the FHWA's website.