



Designation: E2532 – 09 (Reapproved 2024)

Standard Test Methods for Evaluating Performance of Highway Traffic Monitoring Devices¹

This standard is issued under the fixed designation E2532; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 **Purpose**—The two test methods contained in this standard define acceptance tests for evaluating the performance of a Traffic Monitoring Device (TMD) according to the functions it performs, the data it provides, the required accuracy of the data, and the conditions under which the device operates. Acceptance tests are recommended whenever a TMD is purchased, installed, or performance validation is desired. The tests are performed in a field environment and result in an accept or a reject decision for the TMD under test.

1.2 **Exceptions**—Exceptions and options to the test methods may be included in any derivative test method presented by a user as part of the procurement process for TMDs. Sellers may offer exceptions and options in responding to an invitation to bid.

1.3 **Units**—The values stated in inch-pound units are to be regarded as standard. The values given in parentheses are mathematical conversions to SI units,² which are provided for information only and are not considered standard.

1.4 The following safety procedures apply to Sections 6 and 7, which describe the details of the acceptance test methods. When a test site accessible by the public (for example, a street or highway) is used for the acceptance test of the TMD, obtain approval from the public authority having jurisdiction over the site for the traffic control procedures to be used during the test. *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

¹ These test methods are under the jurisdiction of ASTM Committee E07 on Vehicle – Pavement Systems and are the direct responsibility of Subcommittee E17.02 on Traffic Monitoring.

Current edition approved May 1, 2024. Published May 2024. Originally approved in 2006. Last (previous) edition approved in 2007 as E2532 – 09 (2007). DOI: 10.1520/E2532-09R24.

² *Standard Practice for Use of the International System of Units (SI): The Modern Metric System*, IEEE/ASTM SI 10™, 2002. The Institute of Electrical and Electronics Engineers (IEEE), Inc., 3 Park Avenue, New York, NY 10016-5997, USA, and American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428-2898, USA. ISBN 0-7318-3117-5.

1.5 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 ASTM Standards:³

- E177 Practice for Use of the Terms Precision and Bias in ASTM Test Methods
- E867 Terminology Relating to Vehicle-Pavement Systems
- E1318 Specification for Highway Weigh-In-Motion (WIM) Systems with User Requirements and Test Methods
- E2400 Specification for Highway Traffic Monitoring Devices

3. Terminology

3.1 Definitions of terms and definitions of terms specific to these test methods are given below.

3.2 Definitions:

3.2.1 **accepted reference value, n** —value attributed to a particular quantity (for example, vehicle class by number of axles and interaxle spacings, vehicle count, lane occupancy, or vehicle speed) and agreed upon by the user and seller in advance of testing of a TMD, which has an uncertainty appropriate for the given purpose. **E2300**

3.2.2 **accuracy, n** —closeness of agreement between a value indicated by a TMD and an accepted reference value. **E2300**

3.2.3 **axle, n** —axis oriented transversely to the nominal direction of vehicle motion, and extending the full width of the vehicle, about which the wheels at both ends rotate. **E867, E1318**

3.2.4 **axle count, n** —number of vehicle axles enumerated at a point on a lane or roadway during a specified time interval. **E867**

³ For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For Annual Book of ASTM Standards volume information, refer to the standard's Document Summary page on the ASTM website.

Methods For Evaluating Highway Improvements

Craig Churchward



Methods For Evaluating Highway Improvements:

Methods for Evaluating Highway Improvements National Research Council (U.S.). Transportation Research Board,1988

Methods for Evaluating Highway Improvements ,1974 Best-value Procurement Methods for Highway Construction Projects Sidney Scott,National Cooperative Highway Research Program,2006 *Economic Impact of Highway Improvement* United States. Bureau of Public Roads,1967 *Methods for Evaluating Highway Safety Improvements* ,1975

Department of Transportation and Related Agencies Appropriations for 1975 United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Transportation and Related Agencies Appropriations,1974 *The Effect of Highway Improvement Upon the Value of Agricultural Land* Oswald Milton Elvehjem,1925 **Proceedings of the 25th**

International Symposium on Advancement of Construction Management and Real Estate Xinhai Lu,Zuo Zhang,Weisheng Lu,Yi Peng,2021-10-11 This proceedings book focuses on innovation cooperation and sustainable development in the fields of construction management and real estate The book provides a detailed analysis and description of the disciplinary frontiers in the field of building management and real estate and how they can be promoted in the context of the epidemic A wide variety of papers provide a reference value for both scholars and practitioners The proceedings book is the documentation of the 25th International Symposium on Advancement of Construction Management and Real Estate CRIOCM 2020 which was held at the School of Public Administration Central China Normal University Wuhan China in 2020

Methods for Evaluating Highway Safety Improvements John Laughland,1975 This report contains a set of recommended procedures to be followed by a highway organization concerned with evaluating the effectiveness of its highway safety programs To supplement these guidelines a catalog of alternative procedures is also provided making this report a one volume reference source of material pertinent to safety program evaluations **Transportation Research Record** ,2003 Impact of Truck Overloads on the Highway Trust Fund United States. Congress. House. Committee on Ways and Means. Subcommittee on Oversight,1978 A Systemwide Methodology for Evaluating Highway Safety Studies. Final Report O. J. Pendleton,1992 *Statistical Methods and Modeling and Safety Data, Analysis, and Evaluation* National Research Council (U.S.). Transportation Research Board,2003 Covers empirical approaches to outlier detection in intelligent transportation systems data modeling of traffic crash flow relationships for intersections profiling of high frequency accident locations by use of association rules analysis of rollovers and injuries with sport utility vehicles and automated accident detection at intersections via digital audio signal processing *Methods for Evaluating Road Safety Measures* Organisation for Economic Co-operation and Development,1981 The Road Research Group was established to review the most appropriate techniques for the assessment of the effectiveness of safety measures and the determination of their relative priorities The study in which experts from 15 countries participated examines the issue of identifying traffic safety measures in the present context of policy and decision making in this field and sets forth the various criteria for assessing their impacts The major

part of this study is devoted to methods of determining effectiveness of counter measures as well as techniques of evaluation and priority setting The group also attempted to review current use of evaluation procedures in Member countries presenting a number of examples of evaluations recently carried out A list of conclusions and recommendations for those responsible for decision making in the field of traffic safety and the implementation of accident countermeasures as well as a compilation of further research needs Development of a Highway Safety Improvement Program for the Rural Environs of Pakistan

Zubair Ahmad,1992 *Summary of Progress - National Cooperative Highway Research Program* National Cooperative Highway Research Program,2005 **Evaluation of Methodologies for Visual Impact Assessments** Craig

Churchward,2013 TRB s National Cooperative Highway Research Program NCHRP Report 741 Evaluation of Methodologies for Visual Impact Assessments evaluates visual impact assessment VIA procedures methods and practices that satisfy or exceed National Environmental Policy Act NEPA and other requirements The report documents VIA methodologies and approaches used in the United States and other countries describes the decision making framework used to select specific VIA techniques for a given project includes VIA best practice case studies from state departments of transportation and highlights promising new developments in the field pub desc **Flexible Pavement Design and Management** Robert L.

Lytton,William F. McFarland,Dale L. Schafer,1975 **Arizona Local Government Safety Project Analysis Model** Jason Carey,2001 The focus of this research has been primarily on development of site identification and implementation strategies for local safety projects This research is intended to provide local governments with an efficient and justifiable means of assigning priority to potential projects in a local safety program While some analysis has been devoted to the multiple variables that affect the outcome of a safety measure the primary aim of that analysis was the synthesis of data such as traffic volumes average speed type and design of roadway and special circumstances in order to develop appropriate parameters of implementation strategies This process was automated through the development of a database model intended to facilitate site identification and safety project selection by local jurisdictions and planning organizations *Highway & Heavy Construction* ,1928

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