

SHEET 10
LTPP TRAFFIC DATA
TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE - NO SITE COUNT

*STATE ASSIGNED ID [_ _ _ _]
 *STATE CODE [06]
 *SHRP SECTION ID [6044]

1. ANNUAL TRAFFIC ESTIMATES

YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT GPS LANE	ESTIMATED TOTAL TRUCKS AADT GPS LANE	ESTIMATED ESAL'S/YR GPS LANE (1000's)
<u>1993</u>	<u>17400</u>	<u>1357</u>	<u>4900</u>	<u>540</u>	<u>137</u>

**2. METHOD FOR ESTIMATING TOTAL VEHICLE
AADT (TWO-WAY)**

- ☒ Growth factored last year's estimate.
☐ Estimated based on volume counts at nearby locations.
☐ Used computerized network analysis.
☐ Other _____

**5. METHOD FOR ESTIMATING TOTAL
TRUCKS, GPS LANE, AADT**

- ☒ System distribution factors.
☐ Other _____

**3. METHOD FOR ESTIMATING TOTAL TRUCK
AADT (TWO-WAY)**

- ☐ Used system average from counts taken this year.
☒ Used count data from nearby sites.
☐ Used count data from previous years at GPS site.
☐ Used system averages from previous year counts.
☐ Used computerized network analysis.
☐ Other _____

**6. METHOD FOR ESTIMATING ESAL/YEAR
IN GPS LANE**

- ☒ ESAL/Truck factor.
☐ ESAL/vehicle class factors -
 Number of classes
☐ Other _____

**4. METHOD FOR ESTIMATING TOTAL VEHICLES
GPS LANE AADT**

- ☒ System distribution factors.
☐ Other _____

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Prior years data collected at GPS site.
☒ Current year system average.
☐ Prior year system average.
☐ Historical W-4 tables.
☐ Other _____

8. WEIGHT SCALE TYPE

- ☐ WIM Scale.
☐ Static scale used for enforcement.
☐ Static scale not used for enforcement.
☐ Other _____

ENTERED

OCT 10 1995

By TP

NAME OF PREPARER _____ PHONE # _____
 DATE PREPARED _____

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [6044]</div> <div>*STATE CODE [0 6]</div> <div>*SHRP SECTION ID [6 044]</div>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 02 / _1993]

2. * TYPE OF EQUIPMENT CALIBRATED _x_ WIM __ CLASSIFIER __ BOTH

3. * REASON FOR CALIBRATION
__ REGULARLY SCHEDULED SITE VISIT __ RESEARCH
__ EQUIPMENT REPLACEMENT __ TRAINING
__ DATA TRIGGERED SYSTEM REVISION _x_ NEW EQUIPMENT INSTALLATION
__ OTHER (SPECIFY) _____

4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
__ BARE ROUND PIEZO CERAMIC __ BARE FLAT PIEZO __x_ BENDING PLATES
__ CHANNELIZED ROUND PIEZO __ LOAD CELLS __ QUARTZ PIEZO
__ CHANNELIZED FLAT PIEZO __x_ INDUCTANCE LOOPS __ CAPACITANCE PADS
__ OTHER (SPECIFY) _____

5. EQUIPMENT MANUFACTURER __ PAT _____

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:
__ TRAFFIC STREAM -- __ STATIC SCALE (Y/N) __x_ TEST TRUCKS

__ NUMBER OF TRUCKS COMPARED __ 1_ NUMBER OF TEST TRUCKS USED

__ 9_ PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	__9__	__1__
2	_____	_____
3	_____	_____

TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW __+2. _0_ STANDARD DEVIATION _____. ____
DYNAMIC AND STATIC SINGLE AXLES _____. ____ STANDARD DEVIATION _____. ____
DYNAMIC AND STATIC DOUBLE AXLES _____. ____ STANDARD DEVIATION _____. ____

8. __ 7_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) __ 40-50 50-60 _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____ . _____

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) _n_
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
__ VIDEO __ MANUAL __ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT __ TIME __ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____ . _____

PERSON LEADING CALIBRATION EFFORT:	rev. November 9, 1999
CONTACT INFORMATION: Joe Avis	

SEP 11 2003