

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 _____

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [6044] *STATE CODE [06] *SHRP SECTION ID [6044]
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SITE CALIBRATION INFORMATION

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

2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH

3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☒ 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 ☒ BENDING PLATES
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____

5. EQUIPMENT MANUFACTURER ☐ PAT _____

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ 1_ NUMBER OF TEST TRUCKS USED
☐ 9_ PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
1 9 1
2
3

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: CONTACT INFORMATION: Joe Avis	rev. November 9, 1999
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SEP 11 2003