

| | |
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| <p>SHEET 10</p> <p>LTPP TRAFFIC DATA</p> <p>TRAFFIC VOLUME AND LOAD</p> <p>ESTIMATE UPDATE - NO SITE COUNT</p> | <p>*STATE ASSIGNED ID [_ _ _ _]</p> <p>*STATE CODE [<u>46</u>]</p> <p>*SHRP SECTION ID [<u>8156</u>]</p> |
|--|--|

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>14,000</u> | <u>1386</u> | <u>5567</u> | <u>59.2</u> | <u>473</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 _____

| | |
|------------------------|---------------|
| NAME OF PREPARER _____ | PHONE # _____ |
| DATE PREPARED _____ | |

SHEET 12

LTPP TRAFFIC DATA

CLASSIFICATION DATA
TRANSMITTAL FORM

*STATE ASSIGNED ID [2721]

*STATE CODE [06]

*SHRP SECTION ID [8150]

HIGHWAY RT. NO. (THIS SESSION) 30 MILEPOST NO. (THIS SESSION) 31.7LOCATION (THIS COUNT) REDLANDS 1.6 W/ ROUTE 10FILENAME C068150.H13 DISKTAPE ID _____BEGINNING DATE 6-1-93 BEGINNING TIME 0000ENDING DATE 6-17-93 ENDING TIME 2400COUNT DURATION 17 HOURS X DAYS 1 MONTHSVEHICLE CLASSIFICATION METHOD: FHWA _____ OTHER X _____

ACTION: IF NOT PREVIOUSLY PROVIDED TO SHRP, PLEASE ATTACH SHEET 4 DESCRIBING

VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW
THE SHA WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.TYPE OF AVC EQUIPMENT: PORTABLE _____ PERMANENT XEQUIPMENT MAKE/MODEL # PAT DAW200SENSOR TYPE Loops BENDING PLATEADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES
BY CLASSIFICATION.

GENERAL FACTORS _____

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OR CLASS GROUPS) _____

COMMENTS TO TEXT REFER TO SHEETS 6 & 7 SUBMITTED
AUGUST 29, 1991 FOR CONVERSION TO FHWA 13
CLASS SYSTEM.

Scanned

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER _____ PHONE # _____

DATE PREPARED _____

INV.
10/14/93NS
11/2/93

| | |
|--|---------------------------|
| SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM | *STATE ASSIGNED ID [2721] |
| | *STATE CODE [06] |
| | *SHRP SECTION ID [8150] |

HIGHWAY RT. NO. (THIS SESSION) 30

MILEPOST NO. OR LOCATION (THIS SESSION) REOLANOS 1.6 mi W/0 Route 10

FILENAME W068150.H13 DISKTAPE ID _____

BEGINNING DATE 6-1-93 BEGINNING TIME 0000

ENDING DATE 6-17-93 ENDING TIME 2400

COUNT DURATION 17 *X*

WEIGHT SCALE TYPE: PORT. WIM _____ *X*

EQUIPMENT MAKE/MODEL# PAT DAW200

SENSOR TYPE LOOPS BENDING PLATE

COMMENTS _____

*inv.
10/15/93*

*NS
11/2/93*

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

| | |
|------------------------|---------------|
| NAME OF PREPARER _____ | PHONE # _____ |
| DATE PREPARED _____ | |

| | | |
|---|--------------------|---------|
| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | [8150] |
| | *STATE CODE | [06] |
| | *SHRP SECTION ID | [8150] |

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/20/1993]

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

3. * REASON FOR CALIBRATION

| | |
|---|--|
| <input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT | <input type="checkbox"/> RESEARCH |
| <input type="checkbox"/> EQUIPMENT REPLACEMENT | <input type="checkbox"/> TRAINING |
| <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION | <input checked="" type="checkbox"/> NEW EQUIPMENT INSTALLATION |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | |

4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

| | | |
|---|--|--|
| <input type="checkbox"/> BARE ROUND PIEZO CERAMIC | <input type="checkbox"/> BARE FLAT PIEZO | <input checked="" type="checkbox"/> BENDING PLATES |
| <input type="checkbox"/> CHANNELIZED ROUND PIEZO | <input type="checkbox"/> LOAD CELLS | <input type="checkbox"/> QUARTZ PIEZO |
| <input type="checkbox"/> CHANNELIZED FLAT PIEZO | <input checked="" type="checkbox"/> INDUCTANCE LOOPS | <input type="checkbox"/> CAPACITANCE PADS |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | | |

5. EQUIPMENT MANUFACTURER ☐ IRD

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

☐ 20 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 | -2.4 | STANDARD DEVIATION | 3.1 |
| DYNAMIC AND STATIC SINGLE AXLES | -4.0 | STANDARD DEVIATION | 4.0 |
| DYNAMIC AND STATIC DOUBLE AXLES | | STANDARD DEVIATION | |

☒ 9 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

DEFINE THE SPEED RANGES USED (MPH) 40-50 50-60

CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ n

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: corrected

CLASSIFIER TEST SPECIFICS***

** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS

METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS

MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

| | | | |
|------------------|-------|------------|-------|
| *** FHWA CLASS 9 | _____ | FHWA CLASS | _____ |
| *** FHWA CLASS 8 | _____ | FHWA CLASS | _____ |
| | | FHWA CLASS | _____ |
| | | FHWA CLASS | _____ |

*** PERCENT "UNCLASSIFIED" VEHICLES: _____

N LEADING CALIBRATION EFFORT:

CT INFORMATION: Joe Avis

rev. November 9, 1999

SEP 11 2003