

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

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]  
 \*STATE CODE [06]  
 \*SHRP SECTION ID [9049]

**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)
1994	85000	6000	16200	2000	1500

**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 09 1995

By 

NAME OF PREPARER \_\_\_\_\_ PHONE # \_\_\_\_\_  
 DATE PREPARED \_\_\_\_\_

file 800.12.3.8.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[ 9049 ]
	*STATE CODE	[ 06 ]
	*SHRP SECTION ID	[ 9049 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10/27/1994]

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 ☐ 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

☐ 13 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 ☐ -0.8 STANDARD DEVIATION ☐ 1.9  
DYNAMIC AND STATIC SINGLE AXLES ☐ -10.2 STANDARD DEVIATION ☐ 1.5  
DYNAMIC AND STATIC DOUBLE AXLES ☐ . STANDARD DEVIATION ☐ .

8. ☐ 8 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

SEP 11 2003

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