

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 ☐ 60-70 ☐ 70-80 ☐ 80-90 ☐ 90-100

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 _____
FHWA CLASS _____

*** PERCENT "UNCLASSIFIED" VEHICLES: _____

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

SEP 11 2003

584