

(Minn Road test sections)

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID [ _ _ _ _ ]
	*STATE CODE [ 27 ]
	*SHRP SECTION ID [ 6901 ]

1. ANNUAL TRAFFIC ESTIMATES

*YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCKS AADT LTPP LANE	*ESTIMATED ESAL'S/YR LTPP LANE (1000'S)
1996	36,905	4030	9600	1520	462 (Flexible) 721 (Rigid)

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

- ☐ Growth factored last year's estimate. (6)  
☐ Estimated based on volume counts at nearby locations. (3)  
☐ Used computerized network analyses. (4)  
☐ Factored a single count taken this year at the LTPP site. (1)  
☐ Averaged multiple counts taken this year at the LTPP site. (2)  
☐ Averaged and factored multiple count taken this year at the LTPP site. (5)  
☐ Used flow maps. (7)  
☒ Other: (8) WIM

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

- ☐ Used system averages from counts taken this year. (6)  
☐ Used count data from nearby sites. (3)  
☐ Used count data from previous years at the LTPP site. (7)  
☐ Used system averages from previous years. (8)  
☐ Used computerized network analyses. (4)  
☐ Used a single count taken this year at the LTPP site. (5)  
☐ Factored a single count taken this year at the LTPP site. (1)  
☐ Averaged multiple counts taken this year at the LTPP site. (2)  
☒ Other: (9) WIM

4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT

- ☐ System distribution factors. (2)  
☒ Based on actual lane count data. (1)  
☐ Other: (3)

\*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT

- ☐ System distribution factors. (2)  
☒ Based on actual lane data count. (1)  
☐ Other: (3)

\*6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE

- ☐ ESAL/Truck factor (1)  
☒ ESAL/Vehicle class. (2) (No. of classes) \_\_\_\_\_  
☐ ESAL/Axle(3) Sing. \_\_\_\_\_ Tand. \_\_\_\_\_ Tri. \_\_\_\_\_  
☐ Other: (4)

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)  
☐ Weight data from system averages this year. (3)  
☐ Weight data from system averages prior years. (4)  
☐ Weight data from historic W-4 Tables used. (5)  
☒ Other: (6) WIM

8. WEIGHT SCALE TYPE

- ☒ WIM scale. (1)  
☐ Static scale used for enforcement. (2)  
☐ Static scale not used for enforcement. (3)  
☐ Other: (4)

8/9/1/1/2/6/1

JAS

JLV

NAME OF PREPARER <u>Curtis Dahlin</u>	PHONE # <u>(651) 296-6846</u>
DATE PREPARED <u>3-27-02</u>	rev. March 12, 2001

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Sheet 12  
Traffic Data  
Collection Site

State Assigned ID:  
State Code: 27  
SHRP Section ID: 6901

Highway Rt No: I-94      Milepost No: 200.059

Location: Albertville, MN

Vehicle Classification Method: FHWA

Type of Classification Equipment: NA

AVC Equipment Make/Model No.: NA

Sensor Type: NA

Weight Scale Type: Permanent WIM

Equipment Make/Model No.: IRD 1060

Sensor Type: Load Cell

Method of Calibration: Initial calibration with a loaded 5 axle semi & subsequent calibrations done automatically.

Frequency of Calibration: Dependent on need. Can be as often as every week.

Comments: Time period covered 1/1/96 - 4/30/96 . No missing data.

NAME OF PREPARER: Jim Muske  
DATE PREPARED: May 7, 1997

PHONE NO.: 612-296-1665

Sheet 12  
Traffic Data  
Collection Site

State Assigned ID: 6901  
State Code: 27  
SHRP Section ID: 6901

Highway Rt No: I-94      Milepost No: 200.059

Location: Albertville, MN

Vehicle Classification Method: FHWA

Type of Classification Equipment: NA

AVC Equipment Make/Model No.: NA

Sensor Type: NA

Weight Scale Type: Permanent WIM

Equipment Make/Model No.: IRD 1060

Sensor Type: Load Cell

Method of Calibration: Initial calibration with a loaded 5 axle semi & subsequent calibrations done automatically.

Frequency of Calibration: Dependent on need. Can be as often as every week.

Comments: Time period covered 5/1/96 - 8/31/96 . Data missing: 6/6/96. NOTE: Data for 5/13/96 - 5/31/96 is listed before the data for 5/1/96 on the optical.

NAME OF PREPARER: Jim Muske  
DATE PREPARED: October 23, 1997

PHONE NO.: 612-296-1665

Sheet 12  
Traffic Data  
Collection Site

State Assigned ID: 6901  
State Code: 27  
SHRP Section ID: 6901

**Highway Rt No:** I-94      **Milepost No:** 200.059

**Location:** Albertville, MN

**Vehicle Classification Method:** FHWA

**Type of Classification Equipment:** NA

**AVC Equipment Make/Model No.:** NA

**Sensor Type:** NA

**Weight Scale Type:** Permanent WIM

**Equipment Make/Model No.:** IRD 1060

**Sensor Type:** Load Cell

**Method of Calibration:** Initial calibration with a loaded 5 axle semi & subsequent calibrations done automatically.

**Frequency of Calibration:** Dependent on need. Can be as often as every week.

**Comments:** Time period covered 9/1/96 - 12/31/96.  
( Missing: 12/30/96 )

**NAME OF PREPARER:** Jim Muske  
**DATE PREPARED:** December 17, 1997

**PHONE NO.:** 612-296-1665

SHEET 14  
LTPP TRAFFIC DATA

LOG OF CHANGES AT GPS TEST  
LOCATIONS WITH PERM. AVC OR WIM

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]

\*STATE CODE [ 27 ]

\*SHRP SECTION ID [ 6901 ]

LOCATION Albertville

TYPE EQUIP. Load Cell

MP # 200.059

MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
2/29/96	11:44	Found WIM in DIAG MODE (I think it happened on Feb. 22 at 2 P.M.) Switch to normal	Mark Novak	612/296-2607	
4/10/96	2:30	Lane 1 Installed new Load Cells in Lane 1 Cell #s 1+2 Turned back to Split weights	Mark Novak	"	
4/11/96	7:54	Turned Auto Calibration on	Mark Novak	"	
4/10/96		Lane 1 Installed 2 new load cells in Lane 1 Cell #s 1+2	Mark Novak	"	
4/19/96		Lane 1 Adjusted offsets and Gain in Lane 1	Mark Novak	"	
4/29/96	10:45	Lane 1 changed calibration 5.5 to 7.5 Cell #1 5.5 to 7.5 Cell #2	Mark Novak	"	
4/30/96	8:10	Lane 1 changed calibration params. Turned Auto Calibration off. 7.5 to 7.0 Cell #1 7.5 to 7.0 Cell #2	Mark Novak	"	

<p>SHEET 14</p> <p>LTPP TRAFFIC DATA</p> <p>LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	<p>*STATE ASSIGNED ID [ <u>6901</u> ]</p> <p>*STATE CODE [ <u>27</u> ]</p> <p>*SHRP SECTION ID [ <u>6901</u> ]</p>
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LOCATION Albertville, Mn TYPE EQUIP. Load Cell

MP # 200,059 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
6/13/96	12:52	All Lanes - Turned Autocal on.	Mark Novak	612/296-2607	
6/24/96	12:52	Lane 1 - Turned off Cell #2.	"	"	
6/27/96	9:08	Switched to normal weights.	"	"	
7/10/96		Lane 1 - Tried shims in Cell #2, No luck. Cell #2 still out.	"	"	
7/16/96	8:40	Lane 1 - Changed calibration in Cell #1 from 7.00 to 8.9360909	"	"	
8/13/96		Lane 1 - Pulled scales in Lane 1. Went back to split weights. Sent to IRD for refurbishing.	"	"	
<del>7/11/97</del>		<del>LANE-1 Turned off Cell #2</del>	<del>"</del>	<del>"</del>	
<del>7/28/97</del>		<del>Removed Cell #2</del>	<del>"</del>	<del>"</del>	
<del>9/30/97</del>		<del>Installed Cell #2</del>	<del>"</del>	<del>"</del>	



SHEET 14  
LTPP TRAFFIC DATA

LOG OF CHANGES AT GPS TEST  
LOCATIONS WITH PERM. AVC OR WIM

\*STATE ASSIGNED ID [6901]  
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\*SHRP SECTION ID [6901]

LOCATION Albertville, Mn TYPE EQUIP. Load Cell

MP # 200.059 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
10/11/96		Lane 1 - Scales installed & calibrated on 10/12/96.	Mark Novak	612/296-2607	
11/4/96	2:09	Lanes 1 + 2 - Adjusted calibration Cell #1 - 8.83 Cell #2 - 6.47			
		Auto Cal 4.0 Target 4.4 4.8			
		Adjusted axle spacing Lane 1 - From 60 to 58			
		Lane 2 - From 60 to 54			
11/25/96	9:10	Lanes 1 + 2 - Adjusted loop separation in lanes 1 + 2 Lane 1 - .969 Lane 2 - .905			
		Lane 1 From 655 to 635 Lane 2 From 625 to 566			
		Adjusted axle spacing			
12/3/96	8:50	Lanes 1 + 2 - Changed Auto Cal params set to 24 hours,			
		Lane 1 - From To Lane 2 - From To 4.0 4.2 4.3 4.2 4.4 4.6 4.6 4.6 4.8 4.9 4.8 4.9			

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LOCATION Alberville TYPE EQUIP. \_\_\_\_\_

MP # \_\_\_\_\_ MODEL # \_\_\_\_\_

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
12/19/96	8 A.M.	Lane 1 - Changed Auto Cal targets by .1 From To	Mark Novak		
		Lane 1 - 4.2   4.3 4.6   4.7 4.9   5.0			
12/26/96	7:25	All Lanes - Changed Auto Cal interval From weekly to 48 Hrs.			