

ENTERED DEC 14 2006

<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	[0760] EB
	*STATE CODE	[29]
	*SHRP SECTION ID	[7054]

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)
1993 - 2004	See MO-sheet 10 Spreadsheet				

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)  
☒ Average multiple counts taken this year at the LTPP site. (2)  
☐ Average and factored multiple count taken this year at the LTPP site. (5)  
☐ Used flow maps. (7)  
☐ Other: (8)

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) \_\_\_\_\_

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) \_\_\_\_\_

8. WEIGHT SCALE TYPE

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

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

rev. March 12, 2001

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[ 760 ]
	*STATE CODE	[ 29 ]
	*SHRP SECTION ID	[ 7059 ]

EB

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10 / 09 / 2002 ]
- \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* 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) \_\_\_\_\_
- EQUIPMENT MANUFACTURER IRD *TRF-81*

ENTERED NOV 18 2003

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\*CALIBRATION TECHNIQUE USED:  
☒ TRAFFIC STREAM - ☒ STATIC SCALE (Y/N) ☐ TEST TRUCKS  
  
☐ 6 NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED  
  
☐ PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	_____
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____
3 - OTHER (DESCRIBE)	3	_____
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW 1.0 STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
- \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55 - 70
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.25
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

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: \_\_\_\_\_

SEARCHED

INDEXED

SERIALIZED

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_  
 CONTACT INFORMATION: \_\_\_\_\_