

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID [150036] *STATE CODE [51] *SHRP SECTION ID [5008]
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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)
2003	39,000	430	8,300	266	87

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) _____

SCANNED

FEB 10 2005

ENTERED JUN 3 5 2005

NAME OF PREPARER Hamlin Williams PHONE# (804) 786-0134

DATE PREPARED March 1, 2005

rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[150036]
	*STATE CODE	[51]
	*SHRP SECTION ID	[5 0 0 8]

HIGHWAY RT. NO. (THIS COUNT)

I-564;

MILEPOST NO. OR LOCATION (THIS COUNT)

1.00 Between SR 436 and SR 337

FILENAME Included with all VDOT files in VA0304.CLA.txt DISK ID Submitted via E-Mail

BEGINNING DATE 4-01-2003 BEGINNING TIME 00:00

ENDING DATE 4-30-2003 ENDING TIME 24:00

COUNT DURATION April 2003 [] HOURS [] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: FHWA Scheme F NO. OF BINS 15

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT X

EQUIPMENT MAKE/MODEL# Peek ADR 3000 Plus

SENSOR TYPE Loop - Piezo - Loop

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

None at this location.

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS) None at this location.

COMMENTS VDOT data is reviewed daily and a validity determination made at that time. Any data determined to be not useable for factor creation is coded accordingly and will not be submitted to LTPP. Since this is a continuous count station, abnormal traffic such as holiday traffic, special event traffic or weather affected traffic are used in factor creation. All such files will be provided unless we are requested to do otherwise. We anticipate providing sufficient quantities of data that researchers will be able to make their own determination as to what is normal and/or not normal for the station.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Tom Schinkel</u>	PHONE# <u>804-225-3123</u>
DATE PREPARED <u>March 25, 2004</u>	revised November 11, 1999

SHEET 14 LTPP TRAFFIC DATA EQUIPMENT INSTALLATION LOG	*STATE ASSIGNED ID	[150036]	LOCATION	I-564 Norfolk
	*STATE CODE	[51]		
	*SHRP SECTION ID	[5008]	INSTALLATION DATE	2/24/2003

	TYPE	BRAND NAME	SERIAL NUMBER
Control Unit(s) and peripheral equipment			
Control Unit	ADR 3000 Plus	Peek	17191-0001
Interface			
Modem			
Loop Amplifiers			
Other			
Sensor(s) / Platform(s)			
LTPP Lane Sensor			
Sensor Next Adjacent Lane (1)			
Senor Next Adjacent Lane (2)			
Sensor Next Adjacent Lane (3)			
Diagonal Sensor			
Offscale Sensor			
Right Platform			
Left Platform			
Other			
Software			
Complete Package			
Axle Spacing Algorithm Only			
Other			
Loops			
Upstream - Lane 1			
Downstream - Lane 1			
Upstream - Other Lanes			
Downstream - Other Lanes			

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>* STATE ASSIGNED ID [150036]</div> <div>* STATE CODE [5]</div> <div>* SHRP SECTION ID [5 0 0 8]</div>
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Entered Oct 09, 2007

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR) [2 / 24 / 2 0 0 3]

2. *TYPE OF EQUIPMENT CALIBRATED WIM X CLASSIFIER BOTH

3. *REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT RESEARCH
 X 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
 X CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY) _____

5. EQUIPMENT MANUFACTURER _____

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM STATIC SCALE (Y / N) TEST TRUCKS
 NUMBER OF TRUCKS COMPARED NUMBER OF TEST TRUCKS USED
 PASSES PER TRUCK
 TRUCK TYPE SUSPENSION
 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
 1
 2
 3

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW STANDARD DEVIATION
 DYNAMIC AND STATIC SINGLE AXLES STANDARD DEVIATION
 DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____

11.** IS AUTO-CALIBRATION USED AT THIS TIME? (Y / 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: _____ rev. November 9, 1999