

**SHEET 10
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT**

*STATE ASSIGNED ID [6 6 5 7 8 3]
*STATE CODE [5 _ 1 _]
*SHRP SECTION ID [5 _ 0 _ 0 _ 9 _]

____ System distribution factors. (2)
 X Based on actual lane count data. (1)
____ Other: (3) _____

*Already Entered
Checked
Apr. 29/00*

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)
<u> 2001 </u>	<u> 12,000 </u>	<u> 1,080 </u>	<u> 4,080 </u>	<u> 336 </u>	<u> 1 _ 0 _ 8 </u>

**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)
 X 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)
 X Averaged multiple counts taken this year at the LTPP site.
(2)
____ Other: (9) _____

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

____ System distribution factors. (2)
 X Based on actual lane data count. (1)
____ Other: (3) _____

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

X 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)
 X 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)
 X Static scale not used for enforcement. (3)
____ Other: (4) _____

NAME OF PREPARER Tom Schinkel PHONE# (804)225-3123

DATE PREPARED 05-22-2002

rev. March 12, 2001

**4. METHOD FOR ESTIMATING TOTAL VEHICLES
LTPP LANE AADT**

Rec'd Sept. 11/02.

<p align="center">SHEET 15</p> <p align="center">LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGE AT LTPP TEST</p> <p align="center">LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[<u>665783</u> _ _]
	*STATE CODE	[_ <u>5</u> _ <u>1</u>]
	*SHRP SECTION ID	[<u>5</u> _ <u>0</u> _ <u>0</u> _ <u>9</u>]

LOCATION US 60, Between I-295 & SR 156 TYPE EQUIP. Peek
MP# 2.53 MODEL # ADR 3000 Plus

[illegible]

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>* STATE ASSIGNED ID [665783]</div> <div>* STATE CODE [5 1]</div> <div>* SHRP SECTION ID [5 0 0 9]</div>
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SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR) [08/ 26 / 2001]

2. *TYPE OF EQUIPMENT CALIBRATED [] WIM [X] CLASSIFIER [] BOTH

3. *REASON FOR CALIBRATION
[] REGULARLY SCHEDULED SITE VISIT [] RESEARCH
[] EQUIPMENT REPLACEMENT [] TRAINING
[] DATA TRIGGERED SYSTEM REVISION [X] 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
[X] CHANNELIZED ROUND PIEZO [] LOAD CELLS [] QUARTZ PIEZO
[] CHANNELIZED FLAT PIEZO [X] INDUCTANCE LOOPS [] CAPACITANCE PADS
[] OTHER (SPECIFY) _____

5. EQUIPMENT MANUFACTURER [Peek]

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
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
TRUCK TYPE SUSPENSION
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