

800.12.11.8.12
531002

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[P 05]
	*STATE CODE	[53]
	*SHRP SECTION ID	[1 0 0 2]

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)
2001	2170	456	1095	287	63

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) _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP
LANE AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane count data. (1)
☒ Other: (3) Factored from Recorder Classification data for Oct. 2001, applied to AADT for 2001

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

- ☐ System distribution factors. (2)
☐ Based on actual lane data count. (1)
☒ Other: (3) Percents from Recorder, applied to AADT factored for Dir. Lane

*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) 3 Truck factors (ESAL) applied to volumes of Single, Double, Triple Unit Trucks.

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) See #6

8. WEIGHT SCALE TYPE

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

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) _____

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DATE PREPARED 1-06-05

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rev. March 12, 2001

ENTERED MAR 28 2005

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<p align="center">SHEET 15 LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P05]
	*STATE CODE	[53]
	*SHRP SECTION ID	[1002]

LOCATION SR 12 TYPE EQUIP. Piezo (Class 1)

MP # 376.98 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
10/23/01		Dayton #1 (P05) Was No answer. <u>Action</u> Found no dial tone at phone company's network interface; called phone company to repair. <u>Now</u> Running same.	RICH REMPFER		

<p style="text-align: center;">SHEET 15 LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	<p>*STATE ASSIGNED ID [P05]</p> <p>*STATE CODE [53]</p> <p>*SHRP SECTION ID [1002]</p>
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LOCATION SR 12 TYPE EQUIP. Piezo (Class 1)

MP # 376.98 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
		NO CHANGES			IRD-1060
01/08/01		P05 Dayton #1: Located at the RW fence, your back to the traffic closest to you, while you are facing EB traffic. Cabinet is apox. 30' from first lane. (Both P11 and P05 were installed the way they were, at the request of Pat M., he didn't want a barbed wire fence at his back, like P09 had) - Steve Schindler			
02/20/01		<u>Dayton #1 WIM</u> Extremely poor pavement. Noticed "locate" marks on pavement. Updated software and scheme, running sameRR KL	RICH REMPFER		
03/26/01		We are planning to install UPS's at the two Dayton sites. If there's enough funds, we're going to try and do all the IRD sites. Thanks, Steve	STEVE SCHINDLER		