

**SHEET 10  
LTPP TRAFFIC DATA**

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

\*STATE ASSIGNED ID [ ]  
 \*STATE CODE [55]  
 \*SHRP SECTION ID [0100]

**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>2004</u>	<u>8208</u>	<u>1679</u>	<u>3693</u>	<u>786</u>	<u>364</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)  
☐ 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) G.F.

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

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

**\*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) \_\_\_\_\_

ENTERED MAY 07 2009

NAME OF PREPARER N. Whitford PHONE# \_\_\_\_\_  
 DATE PREPARED May 6/09

rev. March 12, 2001

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

ENTERED FEB 21 2005

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ \_ 1 \_ 2 \_ / \_ 1 \_ 4 \_ / \_ 2 \_ 0 \_ 0 \_ 4 \_ ]
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                  \_\_ NEW EQUIPMENT INSTALLATION  
     \_\_ X \_\_ OTHER (SPECIFY) \_\_\_\_\_ Site Assessment Visit \_\_\_\_\_
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
     \_\_ BARE ROUND PIEZO CERAMIC            \_\_ BARE FLAT PIEZO            \_\_ X \_\_ BENDING PLATES  
     \_\_ CHANNELIZED ROUND PIEZO            \_\_ LOAD CELLS                  \_\_ QUARTZ PIEZO  
     \_\_ CHANNELIZED FLAT PIEZO            \_\_ X \_\_ INDUCTANCE LOOPS        \_\_ CAPACITANCE PADS  
     \_\_ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER    \_\_ PAT America \_\_\_\_\_

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
1	_____	_____
2	_____	_____
3	_____	_____

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
                   3 - OTHER (DESCRIBE)
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 SITE? (Y/N) \_\_ N \_\_  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
     \_\_ VIDEO            \_\_ X \_\_ MANUAL            \_\_ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT    \_\_ X \_\_ TIME    \_\_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
     \*\*\* FHWA CLASS 9    \_\_ 18 \_\_\_\_\_            FHWA CLASS \_\_\_\_\_  
     \*\*\* FHWA CLASS 8    \_\_ 17 \_\_\_\_\_            FHWA CLASS \_\_\_\_\_  
    FHWA CLASS \_\_\_\_\_  
    FHWA CLASS \_\_\_\_\_  
     \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:    \_\_ 6 \_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: _____ Dean J. Wolf _____ CONTACT INFORMATION:    301-210-5105 _____ rev. November 9, 1999
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