

**SHEET 10**  
**LTPP TRAFFIC DATA**  
  
**TRAFFIC VOLUME AND LOAD**  
**ESTIMATE UPDATE-NO SITE COUNT**

\*STATE ASSIGNED ID 2083  
\*STATE CODE 56  
\*SHRP SECTION ID 2037

**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>1090</u>	<u>290</u>	<u>549</u>	<u>147</u>	<u>51</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) CONTINUOUS AVC

**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. (9)  
☐ 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. (4)  
☐ Averaged multiple counts taken this year at the LTPP site. (2)  
☒ Other: (9) CONTINUOUS AVC

**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) 10  
☐ 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 KEVIN MESSMAN  
DATE PREPARED 12-9-10

PHONE # 307-777-3944  
rev. March 12, 2001

ENTERED  
1/12/2011

TP

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ 163 ]  
\*STATE CODE [ 56 ]  
\*SHRP SECTION ID [ 2037 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 04 / 13 / 2004 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☒ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ 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  
☐ CHANNELIZED FLAT PIEZO ☐ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER Diamond Traffic Products

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          | 1                |      |            |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2                |      |            |
| 3 - OTHER (DESCRIBE)                 | 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 SITE? (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 3HR TIME ☐ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 +1 FHWA CLASS 5 0  
\*\*\* FHWA CLASS 8 -1 FHWA CLASS 6 0  
FHWA CLASS                       
FHWA CLASS                       
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: DOUGLAS DRAKE  
CONTACT INFORMATION: (307) 777-4433

rev. November 9, 1999

ENTERED MAY 19 2005

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**LTPP MONITORED TRAFFIC DATA**  
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\*STATE ASSIGNED ID [ 163 ]  
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SITE CALIBRATION INFORMATION

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3. \* REASON FOR CALIBRATION  
X REGULARLY SCHEDULED SITE VISIT    RESEARCH  
   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 X BARE FLAT PIEZO    BENDING PLATES  
   CHANNELIZED ROUND PIEZO    LOAD CELLS    QUARTZ PIEZO  
   CHANNELIZED FLAT PIEZO    INDUCTANCE LOOPS    CAPACITANCE PADS  
   OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER Diamond Traffic Prod

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     | <u>  </u> | <u>  </u>  |
| 2     | <u>  </u> | <u>  </u>  |
| 3     | <u>  </u> | <u>  </u>  |
- 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)     
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CLASSIFIER TEST SPECIFICS\*\*\*

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   VIDEO X MANUAL    PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT 3/RTIME    NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9    0 FHWA CLASS 2    -1  
 \*\*\* FHWA CLASS 8    0 FHWA CLASS 3    -1  
 FHWA CLASS           
 FHWA CLASS           
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:    0 0

PERSON LEADING CALIBRATION EFFORT: Doug DRAKE  
 CONTACT INFORMATION: 307-777-4433

rev. November 9, 1999

**ENTERED MAY 18 2004**

DRK