

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID [] *STATE CODE [<u>84</u>] *SHRP SECTION ID [<u>3803</u>]
---	--

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>6224</u>	<u>749</u>	<u>3167</u>	<u>381</u>	<u>379</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) _____

NAME OF PREPARER <u>ABID IKRAM</u> DATE PREPARED <u>Oct 07/08</u>	PHONE# _____ <div style="text-align: right;">rev. March 12, 2001</div>
--	---

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

10011
84
803

Sim Sit 1802

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [MM/DD/YY] 10/24/2001
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
- | | |
|---|---|
| <input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT | <input checked="" type="checkbox"/> RESEARCH |
| <input type="checkbox"/> EQUIPMENT REPLACEMENT | <input type="checkbox"/> TRAINING |
| <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION | <input type="checkbox"/> NEW EQUIPMENT INSTALLATION |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | |
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- | | | |
|---|---|---|
| <input type="checkbox"/> BARE ROUND PIEZO CERAMIC | <input type="checkbox"/> BARE FLAT PIEZO | <input type="checkbox"/> BENDING PLATES |
| <input type="checkbox"/> CHANNELIZED ROUND PIEZO | <input type="checkbox"/> LOAD CELLS | <input type="checkbox"/> QUARTZ PIEZO |
| <input type="checkbox"/> CHANNELIZED FLAT PIEZO | <input type="checkbox"/> INDUCTANCE LOOPS | <input type="checkbox"/> CAPACITANCE PADS |
| <input checked="" type="checkbox"/> OTHER (SPECIFY) <u>2-12' BL Piezo WIM Sensors Taped to Road</u> | | |
5. EQUIPMENT MANUFACTURER IRD

ENTERED DEC 15 2000

NE

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
- | | | | |
|--|----------|---|---|
| <input type="checkbox"/> TRAFFIC STREAM | -- | <input type="checkbox"/> STATIC SCALE (Y/N) | <input checked="" type="checkbox"/> TEST TRUCKS |
| <input type="checkbox"/> NUMBER OF TRUCKS COMPARED | <u>1</u> | <input type="checkbox"/> NUMBER OF TEST TRUCKS USED | <u>20</u> |
| | | <input type="checkbox"/> PASSES PER TRUCK | <u>20</u> |
- | TYPE PER FHWA 13 BIN SYSTEM | TRUCK TYPE | SUSPENSION |
|--------------------------------------|------------------|---------------|
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 <u>Tractor</u> | <u>Air</u> |
| 3 - OTHER (DESCRIBE) | 2 <u>Trailer</u> | <u>Spring</u> |
| | 3 _____ | _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN --- See attached calibration form
- | | | | |
|---------------------------------|-------------|--------------------|-------------|
| DYNAMIC AND STATIC GVW | <u>1.9</u> | STANDARD DEVIATION | <u>2.9</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>3.4</u> | STANDARD DEVIATION | <u>8.68</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>-2.7</u> | STANDARD DEVIATION | <u>2.32</u> |
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 105 KPH (65 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 ☐ 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: Gerard Richard (CET) + Rick Crandall (CET)

CONTACT INFORMATION: _____