

SHE. 10 <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT</b>	STATE ASSIGNED ID [ <u>202</u> ]
	STATE CODE [ <u>04</u> ]
	SHRP SECTION ID [ <u>0600</u> ]

1. ANNUAL TRAFFIC ESTIMATES

YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT GPS LANE	ESTIMATED TOTAL TRUCKS AADT GPS LANE	ESTIMATED ESAL'S/YR GPS LANE (1000's)
<u>2000</u>	<u>15,790</u>	<u>7,474</u>	<u>12,632</u>	<u>5,979</u>	<u>2,123,000</u> 2123 ESALS @

2. METHOD FOR ESTIMATING TOTAL VEHICLE  
AADT (TWO-WAY)

- ☒ Growth factored last year's estimate.  
☐ Estimated based on volume counts at nearby locations.  
☐ Used computerized network analysis.  
☒ Other Also compared with  
historical data

5. METHOD FOR ESTIMATING TOTAL  
TRUCKS, GPS LANE, AADT

- ☐ System distribution factors.  
☒ Other Assume 80% GPS Lane

3. METHOD FOR ESTIMATING TOTAL TRUCK  
AADT (TWO-WAY)

- ☐ Used system average from counts taken this year.  
☐ Used count data from nearby sites.  
☒ Used count data from previous years at GPS site.  
☐ Used system averages from previous year counts.  
☐ Used computerized network analysis.  
☐ Other Growth factored historical  
data

6. METHOD FOR ESTIMATING ESAL/YEAR  
IN GPS LANE

- ☒ ESAL/Truck factor.  
☐ ESAL/vehicle class factors -  
Number of classes  
☐ Other ESALs worksheet

4. METHOD FOR ESTIMATING TOTAL VEHICLES  
GPS LANE AADT

- ☐ System distribution factors.  
☒ Other Assume 80% GPS Lane

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Prior years data collected at GPS site.  
☒ Current year system average.  
☐ Prior year system average.  
☐ Historical W-4 tables.  
☐ Other ESALs worksheet

8. WEIGHT SCALE TYPE

- ☒ WIM Scale.  
☐ Static scale used for enforcement.  
☐ Static scale not used for enforcement.  
☐ Other

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JL

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SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ ]  
\*STATE CODE [ 0 4 ]  
\*SHRP SECTION ID [ 0 6 0 0 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 1 0 / 3 1 / 2 0 0 1 ]
2. \* TYPE OF EQUIPMENT CALIBRATED  X  WIM   CLASSIFIER   BOTH
3. \* REASON FOR CALIBRATION  
  REGULARLY SCHEDULED SITE VISIT   RESEARCH  
 X  EQUIPMENT REPLACEMENT   TRAINING  
  DATA TRIGGERED SYSTEM REVISION   NEW EQUIPMENT INSTALLATION  
 X  OTHER (SPECIFY) LTPP WIM Calibration Pilot
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

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
  TRAFFIC STREAM --   STATIC SCALE (Y/N)  X  TEST TRUCKS  
  NUMBER OF TRUCKS COMPARED  2  NUMBER OF TEST TRUCKS USED  
 14  PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	1
3		
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  +4.49%  STANDARD DEVIATION  3.78%   
DYNAMIC AND STATIC SINGLE AXLES  -0.32%  STANDARD DEVIATION  5.62%   
DYNAMIC AND STATIC DOUBLE AXLES  +5.21%  STANDARD DEVIATION  7.27%
8.  3  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  45-55  mph  56-64  mph  64+  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:  Charlie Copeland   
CONTACT INFORMATION:  (301) 210-5105  rev. November 9, 1999

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