

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[0 4]
	*SHRP SECTION ID	[1 0 0 7]

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)
2003	35815 ✓	22001 ✓	11640 ✓	7150 ✓	1429 ✓ 2 4 3 6 ✓ 11/19/08

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) _____

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) _____

*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) _____
☐ 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 Christopher A. Gass

PHONE # 602-712-6348

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SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0511]
*STATE CODE [04]
*SHRP SECTION ID [1007]

SITE CALIBRATION INFORMATION

file 800.12.2.8.12

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 / 11 / 2003]

2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM CLASSIFIER ☒ BOTH 3/30/16

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 PAT AMERICA.

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:

☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ NUMBER OF TRUCKS COMPARED

☐ 1 NUMBER OF TEST TRUCKS USED

	TRUCK	PASSES PER TRUCK
	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	9
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	
3 - OTHER (DESCRIBE)	3	

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

		STANDARD DEVIATION
DYNAMIC AND STATIC GVW	5.4	3.9
DYNAMIC AND STATIC SINGLE AXLES	7.7	7.8
DYNAMIC AND STATIC DOUBLE AXLES	8.3	2.1

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 55, 65, & 75

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

SEP 12 2003

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