

**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 1 7 ]

**1. ANNUAL TRAFFIC ESTIMATES**

| *YEAR | ESTIMATED<br>TOTAL VEHICLES<br>AADT<br>(TWO-WAY) | ESTIMATED<br>TOTAL TRUCK<br>AADT<br>(TWO-WAY) | ESTIMATED<br>TOTAL VEHICLES<br>AADT<br>LTPP LANE | *ESTIMATED<br>TOTAL TRUCKS<br>AADT<br>LTPP LANE | *ESTIMATED<br>ESAL'S/YR LTPP<br>LANE (1000'S) |
|-------|--|---|--|---|---|
| 2003  | 16446  | 10613   | 7401   | 4680  | 0 9 0 6                                       |

**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) 15  
 \_\_\_ 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) No Weight Scale

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 DATE PREPARED July 26, 2007

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rev. March 12, 2001

ENTERED OCT 24 2007

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ 0007 ]  
\*STATE CODE [ 04 ]  
\*SHRP SECTION ID [ 1017 ]

SITE CALIBRATION INFORMATION

file 800.12.2.8.12

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 06 / 09 / 2003 ]
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 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
- | TYPE PER FHWA 13 BIN SYSTEM<br>SUSPENSION: 1 - AIR; 2 - LEAF SPRING<br>3 - OTHER (DESCRIBE) | PASSES PER TRUCK |      |            |
|---|------------------|------|------------|
|   | TRUCK            | TYPE | SUSPENSION |
|   | 1                |      |            |
|   | 2                |      |            |
|   | 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

SEP 12 2003

*[Signature]*