

**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 2 4]

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>13079</u> | <u>6899</u> | <u>5231</u> | <u>2759</u> | <u>1 2 3 0</u> |

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

- XX Growth factored last year's estimate. (6)
XX 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)
XX 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)
XX Based on actual lane count data. (1)
 _____ Other: (3) _____

***5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT**

- _____ System distribution factors. (2)
XX Based on actual lane data count. (1)
 _____ Other: (3) _____

***6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE**

- XX 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

- XX 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

- XX WIM scale. (1)
 _____ Static scale used for enforcement. (2)
 _____ Static scale not used for enforcement. (3)
 _____ Other: (4) _____

NAME OF PREPARER Christopher A. Gass
 DATE PREPARED July 26, 2007

PHONE # 602-712-6348

rev. March 12, 2001

ENTERED OCT 24 2007

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [5 1 8]
*STATE CODE [04]
*SHRP SECTION ID [1 0 2 4]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [June / 02 / 2004]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☒ BOTH TP 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

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
- | | PASSES PER TRUCK | | |
|--------------------------------------|------------------|------|------------|
| | TRUCK | TYPE | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM | 1 | 9 | AIR |
| 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 3.0 STANDARD DEVIATION 1.16
DYNAMIC AND STATIC SINGLE AXLES 8.0 STANDARD DEVIATION 0.45
DYNAMIC AND STATIC DOUBLE AXLES 2.7 STANDARD DEVIATION 0.98
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 60 65 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) YES
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

ENTERED MAY 19 2005
[Signature]
Scanned