

**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)
2005	13356	6614	4815	2646	3 2 3 2

**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) _____

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[518]
	*STATE CODE	[04]
	*SHRP SECTION ID	[1024]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) **June 15-6,2005**

2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH

3. * REASON FOR CALIBRATION

X 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 X 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) X TEST TRUCKS

NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED

	<u> 2 </u> TRUCK	<u> 5 </u> TYPE	<u> </u> PASSES PER TRUCK	<u> </u> SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	<u> 1 </u>	<u> 9 </u>	<u> 1 </u>	<u> </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	<u> 2 </u>	<u> </u>	<u> </u>	<u> </u>
3 - OTHER (DESCRIBE)	<u> 3 </u>	<u> </u>	<u> </u>	<u> </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW	<u> -1.1 </u>	<u> -1.1 </u>	STANDARD DEVIATION	<u> 6.36 </u>	<u> 4.96 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -2.6 </u>	<u> 3.4 </u>	STANDARD DEVIATION	<u> 4.55 </u>	<u> 8.07 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> 0.4 </u>	<u> -2.1 </u>	STANDARD DEVIATION	<u> 7.59 </u>	<u> 11.63 </u>

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 45,55,65

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 969, 884

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	<u> </u>	FHWA CLASS	<u> </u>	<u> </u>
*** FHWA CLASS 8	<u> </u>	FHWA CLASS	<u> </u>	<u> </u>
		FHWA CLASS	<u> </u>	<u> </u>
		FHWA CLASS	<u> </u>	<u> </u>

*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: Greg Felsing IRD
CONTACT INFORMATION: 435-632-4142

rev. November 9, 1999

ENTERED SEP 30 2005
S/K