

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID	[ _ _ _ _ ]
	*STATE CODE	[ 0 4 ]
	*SHRP SECTION ID	[ 1 0 3 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)
2003	21000	2310	10500	1155	0 6 2 5

## 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) Route Distribution

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

☐ System distribution factors. (2)  
☐ Based on actual lane data count. (1)  
☒ Other: (3) Weight Distribution

## \*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 2001

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ 0013 ]  
\*STATE CODE [ 04 ]  
\*SHRP SECTION ID [ 1034 ]

file 800.12.2.8.12

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 05 / 21 / 2003 ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_ WIM \_\_\_ CLASSIFIER \_\_\_ BOTH
3. \* REASON FOR CALIBRATION  
\_\_\_ REGULARLY SCHEDULED SITE VISIT \_\_\_ RESEARCH  
☒ EQUIPMENT REPLACEMENT (SENSORS) \_\_\_ 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 |
| 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