

<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	[ 01 ]
	*SHRP SECTION ID	[ 0600 ]

# 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 TRUCK AADT LTPP LANE	*ESTIMATED ESAL'S/YR LTPP LANE (1000'S)
1997				1,083	474

## 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)
- ☐ Average multiple counts taken this year at the LTPP site. (2)
- ☐ Average 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 average 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. (9)
- ☐ 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. (4)
- ☐ Averaged multiple counts taken this year at the LTPP site. (2)
- ☐ Other: (10)

## 4. METHOD FOR ESTIMATEING 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 count data. (1)
- ☒ Other: (3) Projected from available data

## \*6. METHOD FOR ESTIMAING ESAL/YEAR IN LTPP LANE

- ☐ ESAL/Truck factor (1)
- ☐ ESAL/Vehicle class. (2) (No. of classes)
- ☐ ESAL/Axle(3) Sing. Tand. Tri.
- ☒ Other: (3) Projected from available data

## 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	Dan YE	PHONE #	512-977-1845
DATE PREPARED	2/16/2009	REV. February 21, 2000	

ENTERED FEB 23 2009 J P M ENTERED APR 02 2009 J P M

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**SHEET 16**  
**MONITORED TRAFFIC DATA**  
**LTPP PROGRAM**

*STATE ASSIGNED ID	[ ]
*STATE CODE	[01]
*SHRP SECTION ID	[0600]

SITE CALIBRATION INFORMATION

See attached letter

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ ] / [ ] / [ ]
2. \* TYPE OF EQUIPMENT CALIBRATED    WIM    CLASSIFIER    BOTH
3. \* REASON FOR CALIBRATION  
   REGULARLY SCHEDULED SITE VISIT    RESEARCH  
   EQUIPMENT REPLACEMENT    TRAINING  
   DATA TRIGGERED SYSTEM REVIEW    NEW EQUIPMENT INSTALLATION  
   OTHER (SPECIFY)
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
   BARE ROUND PIEZO    BARE FLAT PIEZO    BENDING PLATES  
X CHANNELIZED ROUND PIEZO    LOAD CELLS    QUARTZ PIEZO  
   CHANNELIZED FLAT PIEZO    INDUCTANCE LOOPS    CAPACITANCE PADS  
   OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER    PEEK

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  
   PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>  </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>  </u>
3 - OTHER (DESCRIBE)	3	<u>  </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC VS. STATIC GVW    STANDARD DEVIATION     
 DYNAMIC VS. STATIC SINGLE AXLES    STANDARD DEVIATION     
 DYNAMIC VS. STATIC DOUBLE AXLES    STANDARD DEVIATION

8.    NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED9. 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, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE:   

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
   VIDEO (1) X MANUAL (2)    PARALLEL CLASSIFIERS (3)
13. METHOD TO DETERMINE LENGTH OF COUNT X TIME    NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9    FHWA CLASS     
 \*\*\* FHWA CLASS 8    FHWA CLASS     
   FHWA CLASS     
   FHWA CLASS     
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:     
 CONTACT INFORMATION: