

<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	[ 4155 ]

# 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)
1990				391	48

## 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 systemaverages 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	7/25/2008	REV.	February 21, 2000

ENTERED SEP 23 2008 C G G

RECEIVED OCT 27 2003

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SHEET 16

MONITORED TRAFFIC DATA  
LTPP PROGRAM

*STATE ASSIGNED ID	( 1075 )
*STATE CODE	( 01 )
*SHRP SECTION ID	( 4155 )

01  
05XXSITE 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  
☒ 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 BDN SYSTEM 1  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2  
3 - OTHER (DESCRIBE) 3

## 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 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, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_CLASSIFIER TEST SPECIFICS\*\*\*

## 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

\_\_\_ VIDEO (1) ☒ MANUAL (2) \_\_\_ PARALLEL CLASSIFIERS (3)

13. METHOD TO DETERMINE LENGTH OF COUNT ☒ 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: \_\_\_\_\_

Form NHTS-1000

TOTAL P.03