

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID []
	*STATE CODE [05]
	*SHRP SECTION ID [0200]

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)
2007				5,355	1,746

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)

ENTERED SEP 23 2008 C G G

NAME OF PREPARER	Dan YE	PHONE #	512-977-1845
DATE PREPARED	8/1/2008	REV.	February 21, 2000

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID _____ *STATE CODE 05 *SHRP SECTION ID 0200
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) | 5/15/2007 |
2. * TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 _____ REGULARLY SCHEDULED SITE VISIT _____ RESEARCH
 _____ EQUIPMENT REPLACEMENT _____ TRAINING
 _____ DATA TRIGGERED SYSTEM REVISION _____ NEW EQUIPMENT INSTALLATION
X OTHER (SPECIFY) LTPP Validation
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 _____ BARE ROUND PIEZO CERAMIC _____ BARE FLAT PIEZO X BENDING PLATES
 _____ CHANNELIZED ROUND PIEZO _____ LOAD CELLS _____ QUARTZ PIEZO
 _____ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS _____ CAPACITANCE PADS
 _____ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 _____ TRAFFIC STREAM -- _____ STATIC SCALE (Y/N) X TEST TRUCKS
 _____ NUMBER OF TRUCKS COMPARED _____ 2 NUMBER OF TEST TRUCKS USED
 _____ 20 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	2
3		

 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW 2.0 STANDARD DEVIATION 3.1
 DYNAMIC AND STATIC SINGLE AXLES -0.6 STANDARD DEVIATION 3.3
 DYNAMIC AND STATIC DOUBLE AXLES 2.5 STANDARD DEVIATION 4.2
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) 3670
- 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 X MANUAL _____ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT _____ TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS _____
 *** FHWA CLASS 8 _____ FHWA CLASS _____
 _____ FHWA CLASS _____
 _____ FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC</u>
CONTACT INFORMATION: <u>301-210-5105</u> rev. November 9, 1999

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [05] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/16/2007]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION

____ REGULARLY SCHEDULED SITE VISIT ____ EQUIPMENT REPLACEMENT ____ DATA TRIGGERED SYSTEM REVISION <u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	____ RESEARCH ____ TRAINING ____ NEW EQUIPMENT INSTALLATION
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4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

____ BARE ROUND PIEZO CERAMIC ____ CHANNELIZED ROUND PIEZO ____ CHANNELIZED FLAT PIEZO ____ OTHER (SPECIFY) _____	____ BARE FLAT PIEZO ____ LOAD CELLS <u> X </u> INDUCTANCE LOOPS	<u> X </u> BENDING PLATES ____ QUARTZ PIEZO ____ CAPACITANCE PADS
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5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

____ TRAFFIC STREAM - ____ STATIC SCALE (Y/N) <u> X </u> TEST TRUCKS ____ NUMBER OF TRUCKS COMPARED ____	<u> 2 </u> NUMBER OF TEST TRUCKS USED <u> 20 </u> PASSES PER TRUCK
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TRUCK	TYPE	SUSPENSION
1	<u> 9 </u>	<u> 1 </u>
2	<u> 9 </u>	<u> 2 </u>
3	_____	_____

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW <u> 1.1 </u>	STANDARD DEVIATION <u> 1.8 </u>
DYNAMIC AND STATIC SINGLE AXLES <u> -2.0 </u>	STANDARD DEVIATION <u> 3.4 </u>
DYNAMIC AND STATIC DOUBLE AXLES <u> -1.6 </u>	STANDARD DEVIATION <u> 2.9 </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) 3413
- 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 <u> X </u> MANUAL	____ PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> 0.0 </u> *** FHWA CLASS 8 <u> -50.0 </u>	FHWA CLASS _____ FHWA CLASS _____ FHWA CLASS _____ FHWA CLASS _____
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*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u> Dean J. Wolf, MACTEC </u> CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. November 9, 1999
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Replaced
 10/29/09

ENTERED SEP 24 2009 1 P.M.

