

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[]
	*STATE CODE	[12]
	*SHRP SECTION ID	[0500]

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)
2006				310	36

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 20 2009 J P M
ENTERED APR 08 2009 J P M

**SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY**

*STATE ASSIGNED ID [9 9 2 1]
*STATE CODE [1 2]
*SHRP SECTION ID [0 5 0 0]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 9 / 1 3 / 2 0 0 6] use date of 9/12/2006 for database entry.
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☒ OTHER (SPECIFY) LTPP Validation _____
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 ☐ IRD/PAT Traffic _____

WIM SYSTEM CALIBRATION SPECIFICS**

6.**CALIBRATION TECHNIQUE USED:

☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ 2 ☐ NUMBER OF TEST TRUCKS USED

	<u>2 0</u> PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>9</u>	<u>1</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>5</u>	<u>2</u>
3 - OTHER (DESCRIBE)	3	_____	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW - 4 . 4 STANDARD DEVIATION 3 . 7
DYNAMIC AND STATIC SINGLE AXLES - 3 . 2 STANDARD DEVIATION 6 . 0
DYNAMIC AND STATIC DOUBLE AXLES - 4 . 6 STANDARD DEVIATION 3 . 3

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 35, 45, 55

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 8 1 0

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

ENTERED JAN 9 2011 GW

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 _x_ TIME ___ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 0 FHWA CLASS
*** FHWA CLASS 8 0 FHWA CLASS
 FHWA CLASS
 FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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

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LTPP MONITORED TRAFFIC DATA
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5. EQUIPMENT MANUFACTURER ☐ IRD/PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
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☐ NUMBER OF TRUCKS COMPARED ☐ 2 NUMBER OF TEST TRUCKS USED
☐ 2 0 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 1 |
| 2 | 5 | 2 |
| 3 | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW 0.0 STANDARD DEVIATION 3.8
DYNAMIC AND STATIC SINGLE AXLES 0.8 STANDARD DEVIATION 4.4
DYNAMIC AND STATIC DOUBLE AXLES 0.6 STANDARD DEVIATION 3.7
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 35, 45, 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 8 1 0
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

ENTERED JAN 10 2011 GW

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*** FHWA CLASS 9 0 FHWA CLASS ___

*** FHWA CLASS 8 0 FHWA CLASS ___

FHWA CLASS ___

FHWA CLASS ___

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC E&C

CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999