

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)
2005				301	35

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]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 3 / 0 2 / 2 0 0 5]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X OTHER (SPECIFY) SPSWIM 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 X QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER Controller - IRD/PAT Traffic ; Sensors - Kistler

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
- | TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE) | 3 0 PASSES PER TRUCK | | |
|---|----------------------|------|------------|
| | 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 - 1 . 2 STANDARD DEVIATION 3 . 6
 DYNAMIC AND STATIC SINGLE AXLES 2 . 0 STANDARD DEVIATION 4 . 4
 DYNAMIC AND STATIC DOUBLE AXLES - 1 . 8 STANDARD DEVIATION 3 . 1
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 30 - 40 mph, 41-48 mph, 49-56 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 9 9 5 .
- 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 FHWA CLASS 5 - 4 . 8
 *** FHWA CLASS 8 0 FHWA CLASS
 FHWA CLASS
 FHWA CLASS
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0 . 0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf
 CONTACT INFORMATION: (301) 210-5105 rev. November 9, 1999

ENTERED JUN 07 2005 N M

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID:	{ 9921 }
	*STATE CODE:	{ 12 }
	*SHRP SECTION ID:	{ 1030 }

SITE CALIBRATION INFORMATION

0500

1. *DATE OF CALIBRATION(MONTH/DAY/YEAR): { 03 / 03 / 2005 }

2. *TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH

3. *REASON FOR CALIBRATION

REGULARY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X OTHER(SPECIFY) SPS WIM 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 X QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS

5. EQUIPMENT MANUFACTURER: CONTROLLER - INTERNATIONAL ROAD DYNAMICS (IRD / PAT) SENSORS - KISTLER

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
 30 PASSES PER TRUCK

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

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN -
 DYNAMIC AND STATIC GWW: -1 . 6 STANDARD DEVIATION: 3 . 2
 DYNAMIC AND STATIC SINGLE AXLES: 1 . 7 STANDARD DEVIATION: 4 . 9
 DYNAMIC AND STATIC DOUBLE AXLES: -3 . 0 STANDARD DEVIATION: 2 . 9

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE THE SPEED RANGES USED (MPH): 34 - 36 44 - 48 54 - 56

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): 807

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

CLASSIFIER TEST SPECIFICS***

12. *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS 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 <u> 0 </u>	FHWA CLASS <u> 5 </u>	<u> -4 . 8 </u>
*** FHWA CLASS 8 <u> 0 </u>	FHWA CLASS <u> </u>	<u> </u>
	FHWA CLASS <u> </u>	<u> </u>
	FHWA CLASS <u> </u>	<u> </u>

***PERCENT"UNCLASSIFIED"VEHICLES: 0 . 0

PERSON LEADING CALIBRATION EFFORT: DEAN J. WOLF

RECEIVED MAY 07 2005 IN M