

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)
2003				283	33

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/Vchicle class. (2) (No. of classes)
☐ ESAL/Axle(3) Sing. Tand. Tri.
☒ Other: (3) Projected from available data
4/8/01

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	2/16/2009	REV.	February 21, 2000

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12 / 04 / 2003]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM XX CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
- ___ REGULARLY SCHEDULED SITE VISIT ___ RESEARCH
- ___ EQUIPMENT REPLACEMENT ___ TRAINING
- ___ DATA TRIGGERED SYSTEM REVISION ___ NEW EQUIPMENT INSTALLATION
- XX OTHER (SPECIFY) SITE ASSESSMENT
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
- XX OTHER (SPECIFY) Quartz Sensor – Loop – Quartz Sensor
5. EQUIPMENT MANUFACTURER PAT DAW 190

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 |
|-------|-------|------------|
| 1 | _____ | _____ |
| 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 | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
| DYNAMIC AND STATIC SINGLE AXLES | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
| DYNAMIC AND 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, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 ___ VIDEO __XX MANUAL ___ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT __XX_ TIME ___ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 ___0___ FHWA CLASS __5_ ___36___
 *** FHWA CLASS 8 ___0___ FHWA CLASS ___ ___
 FHWA CLASS ___ ___
 FHWA CLASS ___ ___
 *** PERCENT "UNCLASSIFIED" VEHICLES: 2

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

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) [12 / 18 / 2 0 0 3]
2. * TYPE OF EQUIPMENT CALIBRATED XX WIM __ CLASSIFIER __ BOTH
3. * REASON FOR CALIBRATION
 __ REGULARLY SCHEDULED SITE VISIT __ RESEARCH
 __ EQUIPMENT REPLACEMENT __ TRAINING
 __ DATA TRIGGERED SYSTEM REVISION __ NEW EQUIPMENT INSTALLATION
 __ XX OTHER (SPECIFY) _____ SITE ASSESSMENT _____
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 __ XX QUARTZ PIEZO
 __ CHANNELIZED FLAT PIEZO __ XX INDUCTANCE LOOPS __ CAPACITANCE PADS
 __ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER _____ PAT DAW 190 _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
 __ TRAFFIC STREAM -- __ STATIC SCALE (Y/N) __ XX 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)

6 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 -0.6% STANDARD DEVIATION 2.6%
 DYNAMIC AND STATIC SINGLE AXLES 3.4% STANDARD DEVIATION 4.5%
 DYNAMIC AND STATIC DOUBLE AXLES -0.3% STANDARD DEVIATION 3.3%
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45-49, 50-54, 55-60 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030 (60mph), 1030 (45 mph) 995 (30 mph)
- 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 __ XX MANUAL __ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ~~7~~ XX 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: _____ Dean J. Wolf CONTACT INFORMATION: _____ 301-210-5105 rev. November 9, 1999

ENTERED DEC 08 2004 RG