

<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	[ 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

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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          | 3 0 PASSES PER TRUCK |      |            |
|--------------------------------------|----------------------|------|------------|
|                                      | TRUCK                | TYPE | SUSPENSION |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1                    | 9    | 1          |
| 3 - OTHER (DESCRIBE)                 | 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

RECEIVED MAY 07 2005 IN M

PERSON LEADING CALIBRATION EFFORT:  DEAN J. WOLF