

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[]
	*STATE CODE	[12]
	*SHRP SECTION ID	[1030]

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				275	92

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
LTPP 4/12/09

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

JUL-16-2003 10:12

FRUGRE BRE

512 973 9565 P.03/03

SHEET 16
MONITORED TRAFFIC DATA
LTPP PROGRAM

*STATE ASSIGNED ID [9921]
 *STATE CODE [12]
 *SHRP SECTION ID [1030]

12
05XXSITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/10/2003
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT _____ RESEARCH _____
 EQUIPMENT REPLACEMENT _____ TRAINING _____
 DATA TRIGGERED SYSTEM REVIEW _____ NEW EQUIPMENT INSTALLATION _____
 OTHER (SPECIFY) New Sensors - Quartz Piezo Installed
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 BARE ROUND PIEZO _____ BARE FLAT PIEZO _____ BENDING PLATES _____
 CHANNELIZED ROUND PIEZO _____ LOAD CELLS _____ QUARTZ PIEZO X
 CHANNELIZED FLAT PIEZO _____ INDUCTANCE LOOPS X CAPACITANCE PADS _____
 OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER PAT America, Inc.

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM - _____ STATIC SCALE (Y/N) X TEST TRUCKS
 NUMBER OF TRUCKS COMPARED _____ NUMBER OF TEST TRUCKS USED 001
 PASSES PER TRUCK 021

TRUCK	TYPE	SUSPENSION
1	Class 9	Air
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 VS. STATIC GVW 0.9 STANDARD DEVIATION 2.5
 DYNAMIC VS. STATIC SINGLE AXLES 0.1 STANDARD DEVIATION 3.1
 DYNAMIC VS. STATIC DOUBLE AXLES 0.9 STANDARD DEVIATION 2.3
8. 07 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) Three Speed points at 30 mph, 45 mph, and 60 mph.
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 980.0
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) No
 IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 VIDEO (1) _____ MANUAL (2) _____ PARALLEL CLASSIFIERS (3) _____
13. METHOD TO DETERMINE LENGTH OF COUNT _____ 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: Kip Jones
 CONTACT INFORMATION: _____

rev. November 9, 1999

TOTAL P.03

ENTERED NOV 13 2003 RG