

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID:	{ 9925 }
	*STATE CODE:	{ 12 }
	*SHRP SECTION ID:	{ 4000 }

### SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION(MONTH/DAY/YEAR): { 04 / 17 / 2007 }
2. \*TYPE OF EQUIPMENT CALIBRATED  X  WIM   CLASSIFIER   BOTH
3. \*REASON FOR CALIBRATION
- X  REGULARLY SCHEDULED SITE VISIT   RESEARCH
- EQUIPMENT REPLACEMENT   TRAINING
- DATA TRIGGERED SYSTEM REVISION   NEW EQUIPMENT INSTALLATION
- OTHER(SPECIFY)
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- BARE ROUND PIEZO CERAMIC   BARE FLAT PIEZO  X  BENDING PLATES
- CHANNELIZED ROUND PIEZO   LOAD CELLS   QUARTZ PIEZO
- CHANNELIZED FLAT PIEZO  X  INDUCTANCE LOOPS   CAPACITANCE PADS
- OTHER(SPECIFY)
5. EQUIPMENT MANUFACTURER:   IRD / PAT

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:
- TRAFFIC STREAM   STATIC SCALE(Y/N)  X  TEST TRUCKS
- NUMBER OF TRUCKS COMPARED  { 1 }  NUMBER OF TEST TRUCKS USED
- { 22 }  PASSES PER TRUCK
- TRUCK TYP   SUSPENSION
- TYPE PER FHWA 13 BIN SYSTEM  1   Class 9   1   { Air Ride }
- SUSPENSION: 1-AIR; 2-LEAF SPRING  2
- 3-OTHER(DESCRIBE):  3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN --
- DYNAMIC AND STATIC GVW:  -0.5  STANDARD DEVIATION:  3.6
- DYNAMIC AND STATIC SINGLE AXLES:  -1.5  STANDARD DEVIATION:  4.9
- DYNAMIC AND STATIC DOUBLE AXLES:  -0.1  STANDARD DEVIATION:  5.3
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED:  5
9. DEFINE THE SPEED RANGES USED (MPH):  50-55   55-60   60-65   65-70   70+
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  1620
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   MANUAL   PARALLEL CLASSIFIERS
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:	<u> Michael R. Leggett </u>
CONTACT INFORMATION:	<u> (850) 414 - 4727 </u>

SEP 30 2008 11:00 AM  
 RECEIVED

<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 [ 4000 ]

# 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)
<u>2007</u>	_____	_____	_____	<u>398</u>	<u>93</u>

## 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 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 <u>Dan YE</u>	PHONE # <u>512-977-1845</u>
DATE PREPARED <u>7/25/2008</u>	REV. February 21, 2000

ENLARGED SEP 22 2008 C G G

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 9 9 2 5 ]
	*STATE CODE	[ 1 2 ]
	*SHRP SECTION ID	[ 4 0 0 0 ]

HIGHWAY RT. NO. (THIS SESSION) US - 92

MILEPOST NO. OR LOCATION (THIS SESSION) MP 6.935

FILENAME\_\_W124000.E1H\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE \_03-01-07\_ BEGINNING TIME \_00:00\_

ENDING DATE \_03-31-07\_ ENDING TIME \_23:59\_

COUNT DURATION \_\_\_\_\_ [ ] HOURS [ X ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT WIM \_\_\_\_\_ PERM. WIM \_X\_ OTHER \_\_\_\_\_

EQUIPMENT MAKE / MODEL # \_IRD - DAW 200\_

SENSOR TYPE : \_IRD Bending Plate\_

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19 \_\_\_\_\_ 7-card FHWA 13 bin in cols. 22-23 \_X\_

7-card 6 digit Truck Weight study \_\_\_\_\_ W-card \_\_\_\_\_ OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_Scheme F\_ NO. OF BINS \_13\_

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: Use of 2 Test trucks with at least 20 passes per Truck per lane

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

FILL OUT TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER \_Kip Jones\_ PHONE : (850) 414 - 4726

DATE PREPARED \_\_\_\_\_

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 9 9 2 5 ]
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TYPE OF AVC EQUIPMENT : PORTABLE \_\_\_\_\_                      PERMANENT: X

EQUIPMENT MAKE / MODEL# IRD/DAW 200

SENSOR TYPE: IRD Bending Plate

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION

GENERAL FACTORS: \_\_\_\_\_

CLASS SPECIFIC FACTORS( PROVIDED BY CLASS OF CLASS GROUPS ) \_\_\_\_\_

COMMENTS: \_\_\_\_\_

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FILENAME\_\_W124000.D1H\_\_\_\_\_DISK ID \_\_\_\_\_

BEGINNING DATE \_02-01-07\_\_\_\_\_BEGINNING TIME \_02:00\_\_\_\_\_

ENDING DATE \_02-28-07\_\_\_\_\_ENDING TIME \_23:59\_\_\_\_\_

COUNT DURATION \_\_\_\_\_ [ ] HOURS [ X ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT WIM \_\_\_\_\_ PERM. WIM \_X\_\_\_\_\_ OTHER \_\_\_\_\_

EQUIPMENT MAKE / MODEL # \_IRD - DAW 200\_\_\_\_\_

SENSOR TYPE : \_IRD Bending Plate\_\_\_\_\_

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FILENAME C124000.D1H DISK ID

BEGINNING DATE 02-01-07 BEGINNING TIME 00:00

ENDING DATE 02-28-07 ENDING TIME 23:59

COUNT DURATION [ ] HOURS [ X ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: Scheme F NO. OF BINS 13

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EQUIPMENT MAKE / MODEL# IRD/DAW 200

SENSOR TYPE: IRD Bending Plate

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GENERAL FACTORS:

CLASS SPECIFIC FACTORS( PROVIDED BY CLASS OF CLASS GROUPS )

COMMENTS:

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DATE PREPARED

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COUNT DURATION \_\_\_\_\_                      [ ] HOURS                      [ X ] DAYS                      [ ] MONTHS

VEHICLE CLASSIFICATION METHOD:                      FHWA X                      OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: Scheme F                      NO. OF BINS 13

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