

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	
	*STATE CODE	[28]
	*SHRP SECTION ID	[0800]

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>2004</u>				<u>86</u>	<u>33</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 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	<u>Dan YE</u>	PHONE #	<u>512-977-1845</u>
DATE PREPARED	<u>7/25/2008</u>	REV.	February 21, 2000

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SHEET 16 LTTP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [0 _ 1 _ 2 _ 2 _]
	*STATE CODE [_ 2 _ 8 _]
	*SHRP SECTION ID [_ 0 _ 8 _ 0 _ 0 _]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 _ 5 _ / 1 _ 1 _ / 2 _ 0 _ 0 _ 4 _]
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 LTTP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 __ BARE ROUND PIEZO CERAMIC __XX__ BARE FLAT PIEZO __ BENDING PLATES
 __ CHANNELIZED ROUND PIEZO __ LOAD CELLS __ QUARTZ PIEZO
 __ CHANNELIZED FLAT PIEZO __XX__ INDUCTANCE LOOPS __ CAPACITANCE PADS
 __ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER _____ Mikros _____

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
TYPE PER FHWA 13 BIN SYSTEM	1	_____	_____
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 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 __ TIME __XX__ NUMBER OF VEHICLES
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 __ N/A FHWA CLASS __ 3 __ -19
 *** FHWA CLASS 8 __ unknown FHWA CLASS __ _____
 FHWA CLASS __ _____
 FHWA CLASS __ _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: __ 0 ____

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 _ 5 _ / 1 _ 1 _ / 2 _ 0 _ 0 _ 4 _]
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):
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__ CHANNELIZED ROUND PIEZO __ LOAD CELLS __ QUARTZ PIEZO
__ CHANNELIZED FLAT PIEZO __ XX __ INDUCTANCE LOOPS __ CAPACITANCE PADS
__ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER Mikros

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
- | TYPE PER FHWA 13 BIN SYSTEM | PASSES PER TRUCK | |
|--------------------------------------|------------------|------------|
| | TRUCK | SUSPENSION |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 _____ | _____ |
| 3 - OTHER (DESCRIBE) | 2 _____ | _____ |
| | 3 _____ | _____ |
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: _____

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 ___ VIDEO __X__ MANUAL ___ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME __X__ NUMBER OF VEHICLES
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 ___ N/A ___ FHWA CLASS ___ 3 ___ ___ -19 ___
 *** FHWA CLASS 8 ___ unknown ___ FHWA CLASS ___
 FHWA CLASS ___
 FHWA CLASS ___
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PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf

CONTACT INFORMATION: 301-210-5105

rev. November 9, 1999

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