

<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	[ 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 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

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ENTRUSTED  
SEP 02 09 09 AM '99

<b>SHEET 16</b> <b>LTTP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ 0 _ 1 _ 2 _ 2 _] *STATE CODE [ 2 _ 8 _] *SHRP SECTION ID [ 0 _ 8 _ 0 _ 0 _]
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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  
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 \_\_\_ 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):  
\_\_ 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
- TYPE PER FHWA 13 BIN SYSTEM
- SUSPENSION:    1 - AIR; 2 - LEAF SPRING
- 3 - OTHER (DESCRIBE) \_\_\_\_\_
- | TRUCK | PASSES PER TRUCK | TYPE  | SUSPENSION |
|-------|------------------|-------|------------|
| 1     | _____            | _____ | _____      |
| 2     | _____            | _____ | _____      |
| 3     | _____            | _____ | _____      |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN \_\_\_\_\_
- DYNAMIC AND STATIC GVW \_\_\_\_\_
- 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                    \_\_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 \_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:                    0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf

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rev. November 9, 1999

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