

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID *STATE CODE [40] *SHRP SECTION ID [4157]
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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				1,215	721

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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TOTAL P. 02

SHEET 16
MONITORED TRAFFIC DATA
LTPP PROGRAM

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

1-42-7

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/06/2003
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM CLASSIFIER ☒ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVIEW
☐ OTHER (SPECIFY)
☐ RESEARCH
☐ TRAINING
☐ NEW EQUIPMENT INSTALLATION
- * 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
☐ CHANNELIZED FLAT PIEZO ☐ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY)
- EQUIPMENT MANUFACTURER MST

WIM SYSTEM CALIBRATION SPECIFICS**

- ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED
☐ 10 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1 9 1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2
3 - OTHER (DESCRIBE) 3

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN —
DYNAMIC VS. STATIC GVW -0.6 STANDARD DEVIATION 8.9
DYNAMIC VS. STATIC SINGLE AXLES -13.3 STANDARD DEVIATION 9.6
DYNAMIC VS. STATIC DOUBLE AXLES -3.2 STANDARD DEVIATION 13.1

- ☒ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 70 mph 12 mph
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.06
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: 24hr class 9 2%

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO (1) ☒ MANUAL (2) ☐ PARALLEL CLASSIFIERS (3)
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 0 FHWA CLASS
*** FHWA CLASS 8 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: Blaine Meyers BRD 405 816 1427

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