

SHEET 10
LTPP TRAFFIC DATA
TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT

*STATE ASSIGNED ID []
*STATE CODE [40]
*SHRP SECTION ID [4158]

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				610	298

**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)
x _____ 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. _____
x _____ Other: (4) 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 E Joe Kim
DATE PREPARED 6/11/2009

PHONE # 512-977-1800
REV. February 21, 2000

ENTERED JUN 17 2009 1 P M

Bartlesville WIM001 Lane 4 NB

RECEIVED SEP 04 2003

[1919 ON XR/XL] 09:51 30L 80/ST/20

TOTAL P. 02

SHEET 16
MONITORED TRAFFIC DATA
LTPP PROGRAM

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

140
4158

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) 05/05/2003
- * 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 MSE / IRO

WIM SYSTEM CALIBRATION SPECIFICS**

- ** 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	1	2	3
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	9	1	
3 - OTHER (DESCRIBE)			

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN —
DYNAMIC VS. STATIC GVW 5.9 STANDARD DEVIATION 10.6
DYNAMIC VS. STATIC SINGLE AXLES 6.3 STANDARD DEVIATION 10.9
DYNAMIC VS. STATIC DOUBLE AXLES 5.2 STANDARD DEVIATION 11.0

- 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 60 mph ± 4 mph
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.65
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: 24 hrs 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
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES: 0%

PERSON LEADING CALIBRATION EFFORT: Blaine Meyers IRO 405 816 1427

ENTERED SEP 17 2003 RB