

|   |                    |          |
|---|--------------------|----------|
| <b>SHEET 10</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>TRAFFIC VOLUME AND LOAD</b><br><b>ESTIMATE UPDATE-NO SITE COUNT</b> | *STATE ASSIGNED ID | [ ]      |
|   | *STATE CODE        | [ 47 ]   |
|   | *SHRP SECTION ID   | [ 9025 ] |

### 1. ANNUAL TRAFFIC ESTIMATES

| * YEAR | ESTIMATED<br>TOTAL VEHICLES<br>AADT<br>(TWO-WAY) | ESTIMATED<br>TOTAL TRUCK<br>AADT<br>(TWO-WAY) | ESTIMATED<br>TOTAL VEHICLES<br>AADT<br>LTPP LANE | *ESTIMATED<br>TOTAL TRUCK<br>AADT<br>LTPP LANE | *ESTIMATED<br>ESAL'S/YR LTPP<br>LANE (1000'S) |
|--------|--|---|--|--|---|
| 2002   |  |   |  | 102  | 45  |

### 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: (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 11 2009 K S

SHEET 16  
MONITORED TRAFFIC DATA  
LTPP PROGRAM

\*STATE ASSIGNED ID [ ]  
\*STATE CODE [47]  
\*SHRP SECTION ID [9025]

SITE CALIBRATION INFORMATION

RECEIVED SEP 27 2002

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [09/23/2002]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_ WIM \_\_ CLASSIFIER ☒ BOTH
3. \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT  
\_\_\_\_ EQUIPMENT REPLACEMENT  
\_\_\_\_ DATA TRIGGERED SYSTEM REVIEW  
\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
\_\_\_\_ RESEARCH  
\_\_\_\_ TRAINING  
\_\_\_\_ NEW EQUIPMENT INSTALLATION
4. \* 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) BL Piezo
5. EQUIPMENT MANUFACTURER Measurement Specialties

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
\_\_\_\_ TRAFFIC STREAM -- \_\_\_\_ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
\_\_\_\_ NUMBER OF TRUCKS COMPARED 001 NUMBER OF TEST TRUCKS USED

015 PASSES PER TRUCK  
TRUCK TYPE SUSPENSION

| TYPE PER FHWA 13 BIN SYSTEM                | 1         | 2        | 3 |
|--|-----------|----------|---|
| SUSPENSION: <u>1 - AIR</u> 2 - LEAF SPRING | <u>10</u> | <u>1</u> |   |
| 3 - OTHER (DESCRIBE)                       |           |          |   |

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC VS. STATIC GVW \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC VS. STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC VS. STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
8. 01 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_\_ VIDEO (1) ☒ MANUAL (2) \_\_\_\_ PARALLEL CLASSIFIERS (3)
13. METHOD TO DETERMINE LENGTH OF COUNT 15min 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: \_\_\_\_\_  
CONTACT INFORMATION: \_\_\_\_\_

rev. November 9, 1999

ENTERED MAY 21 2003

|  |                    |         |
|--|--------------------|---------|
| <b>SHEET 16</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE CALIBRATION SUMMARY</b> | *STATE ASSIGNED ID | [ ]     |
|  | *STATE CODE        | [47]    |
|  | *SHRP SECTION ID   | [9024]5 |

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 105/15/2002
- \* TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES  
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) BL Piezo
- EQUIPMENT MANUFACTURER Measurement Specialties

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED 001 NUMBER OF TEST TRUCKS USED  
015 PASSES PER TRUCK  

| TRUCK | TYPE        | SUSPENSION |
|-------|-------------|------------|
| 1     | <u>0610</u> | <u>1</u>   |
| 2     | _____       | _____      |
| 3     | _____       | _____      |

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE) \_\_\_\_\_
- 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 \_\_\_\_\_
- 01 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 51 - 60
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT 15min TIME ☐ NUMBER OF TRUCKS
- 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:  
 CONTACT INFORMATION:

rev. November 9, 1999

ENTERED AUG 01 2003 RG