

<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 [ 48 ]
	*SHRP SECTION ID [ 0100 ]

# 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)
2007				1,416	557

## 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	Dan YE	PHONE #	512-977-1845
DATE PREPARED	7/25/2008	REV.	February 21, 2000

ENTERED SEP 3 0 2008 J P M

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ TX ] *SHRP SECTION ID [ 0100 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 11/6/2007 ]
2. \* TYPE OF EQUIPMENT CALIBRATED    \_\_\_ WIM                      \_\_\_ CLASSIFIER         X  BOTH
3. \* REASON FOR CALIBRATION  
    \_\_\_ REGULARLY SCHEDULED SITE VISIT                      \_\_\_ RESEARCH  
    \_\_\_ EQUIPMENT REPLACEMENT                                \_\_\_ TRAINING  
    \_\_\_ DATA TRIGGERED SYSTEM REVISION                    \_\_\_ NEW EQUIPMENT INSTALLATION  
     X  OTHER (SPECIFY)  LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
    \_\_\_ BARE ROUND PIEZO CERAMIC        \_\_\_ BARE FLAT PIEZO         X  BENDING PLATES  
    \_\_\_ CHANNELIZED ROUND PIEZO        \_\_\_ LOAD CELLS              \_\_\_ QUARTZ PIEZO  
    \_\_\_ CHANNELIZED FLAT PIEZO         X  INDUCTANCE LOOPS        \_\_\_ CAPACITANCE PADS  
    \_\_\_ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER  IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
    \_\_\_ TRAFFIC STREAM    -- \_\_\_ STATIC SCALE (Y/N)     X  TEST TRUCKS  
    \_\_\_ NUMBER OF TRUCKS COMPARED                       3  NUMBER OF TEST TRUCKS USED  
     13  PASSES PER TRUCK  

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	<u> 9 </u>	<u> 1 </u>
3 - OTHER (DESCRIBE)	2	<u> 9 </u>	<u> 2 </u>
	3	<u> 9 </u>	<u> 1 </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
    MEAN DIFFERENCE BETWEEN ---  
    DYNAMIC AND STATIC GVW         1.0         STANDARD DEVIATION  1.6   
    DYNAMIC AND STATIC SINGLE AXLES  -1.5         STANDARD DEVIATION  3.1   
    DYNAMIC AND STATIC DOUBLE AXLES  1.5         STANDARD DEVIATION  2.8
8. 3 \_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  45-55    56-65    66-70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  1015
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)  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 TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
    \*\*\* FHWA CLASS 9  0.0                       FHWA CLASS \_\_\_\_\_  
    \*\*\* FHWA CLASS 8  -20.0                       FHWA CLASS \_\_\_\_\_  
    FHWA CLASS \_\_\_\_\_  
    FHWA CLASS \_\_\_\_\_  
    \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:  1.9

Replaced  
10/23/09

PERSON LEADING CALIBRATION EFFORT: <u> Dean J. Wolf, MACTEC </u>	
CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. November 9, 1999

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ ____ ] *STATE CODE [ TX ] *SHRP SECTION ID [ 0100 ]
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### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 11/7/2007 ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_ WIM 11/7/07 CLASSIFIER X BOTH
3. \* REASON FOR CALIBRATION
 

<input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) <u>LTPP Validation</u>	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input checked="" type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:
 

<input type="checkbox"/> TRAFFIC STREAM	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> NUMBER OF TRUCKS COMPARED	<input type="checkbox"/> 3	NUMBER OF TEST TRUCKS USED
	<input type="checkbox"/> 13	PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	9	1
3 - OTHER (DESCRIBE)	2	9	2
	3	9	1
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN --			
DYNAMIC AND STATIC GVW	<u>1.0</u>	STANDARD DEVIATION	<u>1.6</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-1.5</u>	STANDARD DEVIATION	<u>3.1</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>1.5</u>	STANDARD DEVIATION	<u>2.8</u>
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45-55 56-65 66-70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1015
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

### CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 

<input type="checkbox"/> VIDEO	<input checked="" type="checkbox"/> MANUAL	<input type="checkbox"/> PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 

*** FHWA CLASS 9 <u>0.0</u>	FHWA CLASS	____	____
*** FHWA CLASS 8 <u>-20.0</u>	FHWA CLASS	____	____
	FHWA CLASS	____	____
	FHWA CLASS	____	____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 1.9

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC</u>
CONTACT INFORMATION: <u>301-210-5105</u> rev. November 9, 1999

RECEIVED  
 NOV 30 2007  
 GCM

Replaced  
 10/23/09  
 gmc

205-1

**SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID | \_\_\_\_\_ |  
\*STATE CODE | 48 |  
\*SHRP SECTION ID | 0100 |

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) | 11/6/2007 |
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_\_ WIM \_\_\_\_\_ CLASSIFIER X BOTH
3. \* REASON FOR CALIBRATION  
 \_\_\_\_\_ REGULARLY SCHEDULED SITE VISIT \_\_\_\_\_ RESEARCH  
 \_\_\_\_\_ EQUIPMENT REPLACEMENT \_\_\_\_\_ TRAINING  
 \_\_\_\_\_ DATA TRIGGERED SYSTEM REVISION \_\_\_\_\_ NEW EQUIPMENT INSTALLATION  
X OTHER (SPECIFY) LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 \_\_\_\_\_ BARE ROUND PIEZO CERAMIC \_\_\_\_\_ BARE FLAT PIEZO X BENDING PLATES  
 \_\_\_\_\_ CHANNELIZED ROUND PIEZO \_\_\_\_\_ LOAD CELLS \_\_\_\_\_ QUARTZ PIEZO  
 \_\_\_\_\_ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS \_\_\_\_\_ CAPACITANCE PADS  
 \_\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_\_\_ TRAFFIC STREAM -- \_\_\_\_\_ STATIC SCALE (Y/N) X TEST TRUCKS  
 \_\_\_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_\_\_ 3 NUMBER OF TEST TRUCKS USED  
 \_\_\_\_\_ 13 PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	2
3	9	1

 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 1.0 STANDARD DEVIATION 1.6  
 DYNAMIC AND STATIC SINGLE AXLES -1.5 STANDARD DEVIATION 3.1  
 DYNAMIC AND STATIC DOUBLE AXLES 1.5 STANDARD DEVIATION 2.8
8. 3 \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45-55 56-65 66-70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1015
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 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 TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 0.0 FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 1.9

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC

CONTACT INFORMATION: 301-210-5105

rev. November 9, 1999

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID   ____   *STATE CODE   48   *SHRP SECTION ID   0100
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### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) | 11/7/2007 |
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_ WIM \_\_\_\_ CLASSIFIER X BOTH
3. \* REASON FOR CALIBRATION  
 \_\_\_\_ REGULARLY SCHEDULED SITE VISIT  
 \_\_\_\_ EQUIPMENT REPLACEMENT  
 \_\_\_\_ DATA TRIGGERED SYSTEM REVISION  
X OTHER (SPECIFY) LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 \_\_\_\_ BARE ROUND PIEZO CERAMIC  
 \_\_\_\_ CHANNELIZED ROUND PIEZO  
 \_\_\_\_ CHANNELIZED FLAT PIEZO  
 \_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
 \_\_\_\_ BARE FLAT PIEZO  
 \_\_\_\_ LOAD CELLS  
X INDUCTANCE LOOPS  
X BENDING PLATES  
 \_\_\_\_ QUARTZ PIEZO  
 \_\_\_\_ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_\_ TRAFFIC STREAM -- \_\_\_\_ STATIC SCALE (Y/N) X TEST TRUCKS  
 \_\_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_\_ 3 NUMBER OF TEST TRUCKS USED  
 \_\_\_\_ 13 PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	<u>9</u>	<u>1</u>
2	<u>9</u>	<u>2</u>
3	<u>9</u>	<u>1</u>

 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 1.3 STANDARD DEVIATION 1.8  
 DYNAMIC AND STATIC SINGLE AXLES -1.2 STANDARD DEVIATION 3.1  
 DYNAMIC AND STATIC DOUBLE AXLES 1.8 STANDARD DEVIATION 2.8
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45-55 56-65 66-70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1015
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 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 TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 -1.4 FHWA CLASS \_\_\_\_  
 \*\*\* FHWA CLASS 8 \_\_\_\_ FHWA CLASS \_\_\_\_  
 FHWA CLASS \_\_\_\_  
 FHWA CLASS \_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 2.8

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC</u>	
CONTACT INFORMATION: <u>301-210-5105</u>	rev. November 9, 1999

ENTERED JAN 3 2011  
 GW